

Cessna T-50 Production

Compiled by Larry Westin - August 1, 2022

Page 1 of 2

Model as Delivered	Military Serial	Cessna C/N	Quantity	
T-50 Prototype	None - Civil Airplane	1000 (later 1000A)	1	
T-50	None - Civil Airplanes	1001 thru 1018 and 1301 thru 1323	41	
AT-8	41-005 thru 41-037	1030 thru 1062	33	
Crane I RCAF	7657 thru 7856	1100 thru 1299	200	
	7857 thru 8196	1350 thru 1689	340	
	8651 thru 8750	2201 thru 2300	100	
Total Crane I			640	
Crane Ia	42-13617 thru 42-13806	2301 thru 2490	190	
AT-17	42-002 thru 42-451	1701 thru 2150	450	Wood Props
AT-17A	42-13867 thru 42-13899	2551 thru 2583	33	Metal Props
AT-17B	42-38692 thru 42-39157	2901 thru 3366	466	
AT-17C	42-13807 thru 42-13866	2491 thru 2550	60	
AT-17D	42-13900 thru 42-14030	2584 thru 2714	131	
UC-78	42-58110 thru 42-58540	3601 thru 4031	431	
	43-7281 thru 43-7853	4801 thru 5373	573	
	43-31763 thru 43-32112	5701 thru 6050	350	
Total UC-78			1354	
UC-78A	42-38276 thru 42-38278	1311, 1312, 1315	3	
	42-38374 thru 42-38375	1008, 1005	2	
	42-97033 thru 42-97039	1321, 1322	7	
	42-38377, 42-38379,	1018, 1001	2	
	42-43844, 44-52998,	1012, ????	2	
	44-53001	????	1	
UC-78A airplanes impressed T-50 airplanes, NOT new build airplanes				
Total Impressed T-50 airplanes, NOT new builds, not counted in total airplanes built.			17	
UC-78B	42-39158 thru 42-39346	3367 thru 3555	189	
	42-71465 thru 42-72104	4161 thru 4800	640	
	43-7854 thru 43-8180	5701 thru 6050	327	
	43-32113 thru 43-32762	6051 thru 6700	650	
Total UC-78B			1806	
UC-78C	42-14031 thru 42-14166	2715 thru 2850	136	
	42-72105 thru 42-72164	4101 thru 4160	60	
Total UC-78C			196	
Total Cessna T-50 production			5265	

Cessna T-50 Production

Compiled by Larry Westin - August 1, 2022

Page 2 of 2

Designation Changes after delivery.

AT-17 to AT-17E	Original gross weight 5,100 lbs, changes made to wing allowed 5,700 lbs. when spar problems occurred the gross weight was limited to 5,300 pounds, designation changed to AT-17E
AT-17A to others	Part of the RCAF Crane I order was retained by the USAAF, originally with 5,700 pound gross weight. When spar problems occurred 60 redesignated AT-17C, 131 as AT-17D (and later as UC-78C), and another 131 as UC-78C. All with 5,300 pound gross weight.
AT-17B to AT-17G	Originally 5,700 lbs. gross Weight, when spar problems occurred the gross weight was limited to 5,300 pounds, designation changed to AT-17G.
AT-17C to AT-17H	Originally 5,700 lbs. gross Weight, when spar problems occurred the gross weight was limited to 5,300 pounds, designation changed to AT-17H.
C-78 to UC-78	No airplane changes, paper redesignation only.
UC-78 to JRC-1	67 UC-78 aircraft built for the USAAF transferred to the Navy as JRC-1, Navy Bureau Numbers, 55772 thru 55783, and 64442 thru 64496.
UC-78B to UC-78E	UC-78B airplanes originally with 5,700 pound gross weight, when spar problems occurred the gross weight was limited to 5,300 pounds, designation changed to UC-78E.

Information Sources - Printed Sources

Fahey, James - "U.S. Army Aircraft 1908-1946," Ships and Aircraft, 1946.

Mayborn, Mitch and Pickett, Bob - "Cessna Guide Volume 1," Flying Enterprise Publications, 1973.

Swanborough, Gordon and Bowers, Peter, "United States Military Aircraft Since 1909," Smithsonian Institution Press, 1989.

Information Sources - Online Sources

Baughner, Joseph, "Military Serials," URL
http://www.joebaughner.com/usaf_serials/usafserials.html