

Stinson L-5 "Sentinel"

The L-5, despite sharing the short-field capabilities and often the same Grasshopper moniker, is bigger and heavier than its smaller liaison brethren. It was favored by the U.S. Army Air Force for its ability to fly faster and carry larger loads.

Known as the "Flying Jeep," the L-5 entered into service in December 1942 as the Army O-62. STOL (short takeoff and landing) performance was enhanced with leading edge slats and drooping ailerons. The Stinson Division of Vultee Aircraft built 3,590 L-5s in Wayne, Michigan.

The L-5 was built like a tank and was very versatile in the field. This allowed it to serve additional liaison roles including: medevac, search-and-rescue, "horsefly" forward air control, critical light cargo and mail, HQ orders and officer delivery, and column control.