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| F4U replacement as of December 31, 1995 | | | | | |
| First Flight December 22, 1940 108011000 serial number D-3 | | | | | |
| 1943-1944: 350 were rebuilt by Beech as 350R models in 1951. The 350R received revised serial numbers of their original serial number with an "R" suffix in the order they were rebuilt as follows | | | | | |
| D-2981 | D-3382 | D-72903 | D-83884 | D-84885 | D-83287 |
| D-142498 | D-84480 | D-118801R | D-627811 | D-320812 | D-122814 |
| As of December 31, 2020 7 350R are among the Model 310 in the F4U registry | | | | | |
| D-318 D-4758 was modified as the B6075 Traveler Air Transport and redesignated TD-1. After certification TD-1 was replaced in D3S configuration and redesignated D-1900R. | | | | | |
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| D3S serial number D-7659 became the D33 prototype, which did not enter production | | | | | |
| 76 YF55s were modified during production by BTC to become YF57As. See the serial number list below. | | | | | |
| 44 Y55As were modified during production by BTC to become Y55A-7As. See the serial number list below. | | | | | |
| 7 350R model Y55As were modified during production by BTC to become Y55B-7As. See the serial number list below. | | | | | |
| K80 Bonanza D-5796 was taken off the production line and modified for Outdoor lighting. The airplane logbook notes transfer to Experimenters Flight Test category in late 1950 and contains an entry "First Flight as CD-7 on July 7, 1955. After extensive testing in 1956-57 was returned to CD-350 standard configuration including engine, engine and carburetor and transferred to the Beach Enterprises Flight Test Center." | | | | | |
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| 25 E33As were modified in production to E33Cs and carried both a CE-A00X and C-3-A serial number, listed below. | | | | | |
| E33As were modified to US Air Force Power Eagle 1 airplanes as listed below. | | | | | |
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| Tabulated below | | | | | |
| Includes approximately 20 ASBAT airline trainers built 1950-1992 for Lufthansa and KLM to meet European noise requirements | | | | | |
| Provide engine model in 2020 year maximum and year external model design the D-3-320 in 2020 maximum replacement | | | | | |
| As of 3Q 2025, production painted 4Q 2020 and resumed 4Q 2022. Factory strike summer 2024. | | | | | |
| TD-1, the Traveler prototype, was modified from D3S D-4748. After certification TD-1 was repaired to D3S configuration and redesignated D-1900R. | | | | | |
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| T-423As are B607s with TF-series serial numbers | | | | | |
| TD-350 was the prototype D3S | | | | | |
| | | | | | |
| T10-1, the prototype, was C56 serial number TE-30 modified for certification. | | | | | |
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| Includes SGTCA | | | | | |
| Includes S1PA | | | | | |
| As of 3Q 2025, Production painted 4Q 2020 and resumed 4Q 2022. Factory strike summer 2024. | | | | | |

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|--------|--------|--------|--------|--------|
| 0.0316 | 0.0450 | 0.0724 | 0.0385 | 0.0466 |
| 0.0368 | 0.0494 | 0.0779 | 0.0393 | 0.0480 |
| 0.0407 | 0.0519 | 0.0826 | 0.0404 | 0.0494 |
| 0.0464 | 0.0560 | 0.0884 | 0.0420 | 0.0509 |
| 0.0507 | 0.0600 | 0.0930 | 0.0439 | 0.0514 |
| 0.0575 | 0.0647 | 0.0987 | 0.0467 | 0.0548 |
| 0.0609 | 0.0685 | 0.1034 | 0.0482 | 0.0562 |
| 0.0677 | 0.0729 | 0.1093 | 0.0508 | 0.0585 |
| 0.0713 | 0.0764 | 0.1138 | 0.0527 | 0.0603 |
| 0.0781 | 0.0810 | 0.1198 | 0.0556 | 0.0640 |
| 0.0816 | 0.0842 | 0.1243 | 0.0565 | 0.0652 |
| 0.0873 | 0.0885 | 0.1303 | 0.0570 | 0.0660 |
| 0.0918 | 0.0920 | 0.1350 | 0.0575 | 0.0667 |
| 0.0981 | 0.0965 | 0.1408 | 0.0481 | 0.0577 |
| 0.1016 | 0.1001 | 0.1457 | 0.0485 | 0.0586 |
| 0.1088 | 0.1047 | 0.1510 | 0.0490 | 0.0596 |

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|-------------------------|-----|
| Total Registered | |
| Single engine | 76% |
| Multieengine | 24% |

| | Registered |
|--------------|--------------|
| E-Series | 1535 |
| Q-47010-470 | 2199 |
| 520/550 | 5753 |
| G36 | 375 |
| 36TC | 479 |
| QU-22B | 2 |
| 95 | 261 |
| N.A. Barons | 2462 |
| G58 | 186 |
| 56 | 40 |
| SB/PTC | 380 |
| Total | 13672 |

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|---------------|--------|--------|--|
| V58-7C | | | |
| D-9070 | D-9107 | D-9180 | |
| D-9078 | D-9131 | | |
| D-9088 | D-9154 | | |

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|-------------------------------------------------------------|------------|------------|------------|
| 353Cs carrying both a CE-XXX and CE-XX serial number | | | |
| CE-237C-2 | CE-243C-10 | CE-250C-15 | CE-261C-22 |
| CE-237C-2 | CE-244C-9 | CE-253C-16 | CE-262C-23 |
| CE-238C-2 | CE-249C-10 | CE-254C-17 | CE-263C-24 |
| CE-239C-2A | CE-247C-11 | CE-255C-18 | CE-264C-25 |
| CE-240C-5 | CE-247C-12 | CE-257C-19 | |

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|----------------------------------------------------------|----------|-------------------------------|--|
| Pilot-Optional Electronic Reconnaissance Aircraft | | | |
| EB3Es modified to USAF Prime Eagle (YGV-22A) | | | |
| Original s/n | | USAF s/n | |
| CE-218 | 68-10531 | Combat loss in Southeast Asia | |
| CE-219 | 68-10532 | Combat loss in Southeast Asia | |
| CE-221 | 68-10533 | | |

| Year | US | US | US | US | US | US |
|--------------|-----|-----|-----|--------|--------|----|
| 2015 | 23 | 19 | 41 | 69-705 | 70-153 | |
| 2016 | 25 | 20 | 45 | 69-706 | 70-158 | |
| 2017 | 13 | 23 | 36 | 69-708 | 70-160 | |
| 2018 | 16 | 19 | 34 | 69-709 | 70-161 | |
| 2019 | 7 | 16 | 22 | 69-710 | 70-162 | |
| 2020 | 10 | 20 | 8 | 69-711 | 70-163 | |
| 2021 | 0 | 0 | 0 | 69-712 | 70-164 | |
| 2022 | 3 | 0 | 3 | 69-713 | 70-165 | |
| 2023 | 5 | 5 | 10 | 69-714 | 70-166 | |
| 2024 | 5 | 5 | 7 | 69-715 | 70-167 | |
| 2025 (Proj.) | 6 | 3 | 9 | 69-716 | 70-168 | |
| Total | 114 | 113 | 227 | | | |