

"ONE ONLY REMAINING" PRODUCTION AIRCRAFT

One of the most common subjects argued around airports is whether a certain airplane is the last remaining example of its kind etc. This can never be settled completely, due to the unknown factor of unregistered planes that may be hidden in dead storage, but the following listing from the January 1955 Statistical Study of U. S. Civil Aircraft by the C.A.A. will be of some help to many enthusiasts.

On that date 92,067 aircraft were registered in the United States, and of this figure 33,073 were rated as "inactive". This means that the aircraft registration has not been cancelled, but that the plane does not have an airworthiness certificate. Since the C.A.A. is dependent on the owners to notify them when an aircraft is destroyed the listing is only as accurate as the cooperation of the owners has allowed. This list further does not cover 206+ aircraft of unlisted manufacture, i.e. companies with less than five active planes. It does, however, give some interesting information on those production aircraft that are still registered.

Aero Design L3805, Aeronca C-3 (Lycoming), Aeronca KF, Aeronca KS (Aeronca engine), Aeronca LA, Aeronca L3B, Aeronca O-58B (Franklin), Aeronca 7AC (Franklin), Aeronca S7EC, Aeronca 7FL, Aeronca 11AC (Lycoming), Aeronca 12AC, Aeronca 15AC (Lycoming), Aeronca 60TF (Cont), Aeronca YO-58, Beech AT-10-UF (Wright), Beech AT-10-GL, Beech B-17B, Beech 18S, Beech B18S, Beech C-17B (Lycoming), Beech D-17A, Beech D-18C (PWWJ), Beech F-17D (Lyc), Beech F-17D (PWWJ), Beech 18A, Beech C35 (Lyc), BELL P-63, RF-39Q, 47H, 47H2, BELIANCA 1119 (Franklin), 1119L (Lenape), 11111, 31112 (PWWJ), 31112 (Wr); BOEING DH4ML, F4B-4, SA-307B, 8C-A1, 204, 367-80; BOEING/STEARMAN A75(Jac), A75J1, F75N1 (WW), Alpha 1A, C-3B Special, C-3P, 4CA, 4CML, 4D, 6P; CALL AIRCRAFT A4, A5, Interstate SLA (Franklin); CESSNA DC6B, 110B, 170 (Franklin), 170B (Lycoming), 210, 308, 309, 319, 321; COMMONWEALTH (Rearwin) 180F, 2000C, 2000CO, 3000JR, 6000, 7000DEL, 8500DEL, 9000DEL, CL70, 8C90, CONVAIR PB2Y-5Z, 2LC, 118, Barkley-Grow T8P-1, Stinson A, HW Special, SM1F, SM2 (Kinner), SM2 (Warner), SM2AA, SM2AB, SM2AC, SM7A, SM-8B, SR-8A, SR-8D, SR-10G3, SR-10H, U. W. 108-4; CURTISS-WRIGHT A-22, 22B, JN-4C (OX), JN-4D (Ranger), Osprey D114B, P-36A, Sedan 15N, Robin (Lycoming), Robin C1 (Lyc), Robin C2 (Challenger), Robin J., TR4D (Continental), TR4D (Lyc), TR6B (PWWJ), TR10D, TR3000 (Hispano), TR3000 (WW), TRA111D, TRA6000A, TRE11D, TRE11R, TRE1000; DeHAVILLAND OF CANADA Mark 20 (Mosquito), DH4, Puss Moth 8CA, Gypsy Moth; DOUGLAS A-20K, B-18B, RB-18B, Dolphin 1 Special, Dolphin 12, Northrop Delta 1D; ERCOUPÉ Twin Coupe; FAIRCHILD F45 (Lyc), KR-21B KR-31A, KR-34B2, KR-34B2 (Cont), XN21 (T-31), M62C (Ranger), 22 C7AM, 22 C7B, 211J (Ranger), 211W9 (Ranger), 211W10 (Ranger), 211W10 (Lyc), 211W11 (Ranger), 211W11A (Lyc), 211W11A (Ranger), 42; GRUMMAN F6F-5N, F7F-1N, G-32A, G-44A (Cont), G-58B, J2F-3, J2F-4, TBF-1, TM-3E, J4F-2; HOWARD DG-4, DGA-12, DGA-15J, NH-1; LOCKHEED XC-69E, P-38E, Vega 1, Vega 2D, Vega 5, Electra 10-E, 11N, 18-07 (PWH), 18-07 (Wr Cyc), 18-40, 18-56 (PWWT), G-60A, L245, Orion 9C Special, LUSCOMBE 4, 8B (Cont), 8C (Lyc); MARTIN PBM-5; MEYERS 200, OTW (Kinner), OTW160 (Warner); MONOCOUPÉ 90AF100, 90AL125, Monocoach, D115, Monoprop(?), Monosport 2, 90AW; MOONEY M20, M19; NORTH AMERICAN NA113, SNJ-4 (Cyclone), BT-11, O-47A, P-51B, Fokker Super Universal.

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