



*White New Standard NR 25319 (C/N 166W) with spinning disc atomizer for handling slurries. This aircraft was the last of the New Standards belonging to the Bureau of Entomology and Plant Quarantine to be operational.
(USDA photo Bn30170)*

The White New Standards

ABOUT THE AUTHOR

David B. Stevenson joined AAHS in 1966. A pilot since 1944, he is currently working on a 3/4 size replica of the New Standard D-25 to be powered by a 125 or 145 Warner. He is employed by General Electric Company Nuclear Systems Programs as a Senior Engineer and is a Registered Engineer in the State of Tennessee.



White Aircraft Company was founded in 1937, five years after New Standard Aircraft Corporation of Paterson, New Jersey went into bankruptcy. Circumstances were to dictate that White would build the last aircraft of the New Standard line. Donald G. White, an investor in the defunct Argonaut Aircraft Corporation of North Tonawanda, New York, saw signs of a developing market which might hold promise for a family-sized amphibian. The three-place Argonaut Pirate Amphibian of 1935 had not met with any degree of success, but with the economy on the upswing it looked like a good time to try again. White Aircraft Company was organized with White as president, J.W. Baldwin as vice-president and D.L. Landy as secretary. A plant was acquired at LeRoy, New York. George Gay, formerly with the Department of Commerce, was placed in charge of engineering and production, and an extensive redesign and certification program aimed at upgrading the Pirate design was launched. The result was a four-place amphibian powered with a 160 HP Menasco engine. The White Gull, as it is called, offered respectable, if not outstanding performance, but the predicted market did not materialize and the project never got past the prototype stage.

About the time the Gull project was started at White, the New Standard D-25 was being revived with a measure of success by Ben Jones Aircraft Corporation of Schenectady. Jones had acquired manufacturing rights along with a sizeable parts inventory from Metropolitan Aircraft Corporation of Hasbrouck Heights, New Jersey.

Metropolitan had taken over the factory inventory when New Standard ceased operation and had made an unsuccessful bid to revive the line around 1934. In 1937, Jones set up production facilities at Schenectady County Airport and produced parts for ten D-25's. Five aircraft, built under group approval 2-252, were sold as Jones Standards. The remaining five airframes were not assembled, apparently due to a lack of buyers. During this time, Jones was also engaged in the development of a two-place low-wing sport aircraft known as the S-125. When the S-125 prototype was virtually destroyed on its first test hop, the Jones firm dropped all further development work. The five uncompleted D-25 airframes were offered for sale along with the manufacturing rights.

The five airframes and the manufacturing rights were acquired by White Aircraft, late in 1938. No information is available to indicate what source of income sustained the company during this period, but somehow it remained solvent. With the inauguration of the Civilian Pilot Training Program in 1939, there seemed to be a market for a training plane for use in the advanced CPTP flight programs. White acquired manufacturing rights to the Verville AT, a two-place open biplane originally marketed in 1930. With one of the old Vervilles fitted with a new Warner Super Scarab engine, replacing the original Continental A-70, a publicity program was launched presenting the "new" White PT-7. Again the absence of a market resulted in the shelving of the project, this time before any aircraft were built.

In 1940 White, now White Aircraft Corporation, moved

operations from LeRoy to Palmer, Massachusetts. Still in the inventory were the components for the five New Standard D-25's. Later that year, an order was received from the Bureau of Entomology and Plant Quarantine of the Department of Agriculture for two D-25 aircraft equipped for aerial application use. Two aircraft were built on group approval 2-557. Powered by Wright R760E-1 (J6-7) engines rated at 285 HP, they were designated D-25B's. Except for powerplant installation and minor structural details, they were identical to the New Standard D-27, a single-seat mail plane version of the D-25 built in 1929. These two aircraft, C/N 159W (NR 25317) and C/N 164W (NR 25318), were destroyed a few months later in a hangar fire at Monroeville, Alabama.

THE D-25A IS INTRODUCED IN 1929, WITH LARGER TAIL SURFACES AND A LONGER NOSE.

The following year, 1941, the Bureau purchased two additional D-25B's built under the same approval. These were C/N 165W (NR 25320) and C/N 166W (NR 25319), both powered by Wright J6-7 engines. In 1942 a fifth aircraft, C/N 167W (NR 25313), was delivered to the Bureau. Although built under the same approval as the four previous aircraft and designated as a D-25B, C/N 167W was actually a D-25A airframe. The D-25A was a variant of the D-25 design having larger tail surfaces and a slightly longer nose. It was introduced in 1929 by New Standard as an improved version of the D-25 but did not achieve the popularity of the D-25, consequently very few were built. It is probable that the components for this particular aircraft were on hand when New Standard went out of business and were sold to the various successors until they were finally utilized in C/N 167W, which was the last of the line, but no records have been located to conclusively prove this. No record of the sale price of these five aircraft is available. Estimates vary from \$10,000 to \$25,000 per aircraft.

All five of the White New Standards were originally equipped with special bait hoppers and spreaders, used primarily to distribute poison bait for control of rangeland grasshoppers and Mormon crickets. Later, C/N 165W was equipped with a spray dispersal system utilizing two wind-driven spinner disc assemblies mounted on each side of the fuselage and used to apply slurry-type spray formulations. This aircraft was given to the University of Illinois, around 1950, and sold by the University to a private individual in 1955. It is no longer registered and its ultimate disposition has not been determined. C/N 166W was destroyed in a crash at Waddell, Arizona, in 1945, while being used by the Bureau to apply dust for boll weevil control tests. C/N 167W was wrecked in a windstorm near Hardin, Montana in 1950. The fuselage was still lying on the airport at Hardin in late 1967.

The Bureau in 1944 purchased a used New Standard D-25, C/N 129 (NC 173H), built in 1929. This aircraft was destroyed in a crash due to engine failure, during spraying operations for gypsy moth near Plymouth, New Hampshire.

With the delivery of C/N 167W in 1942, White Aircraft Corporation ceased to be a prime airframe producer. The prototype of an experimental variable incidence aircraft was lost in a hangar fire at Palmer, ending the company's aircraft development work. The plant at Palmer was converted to wartime production of major sub-assemblies for the Waco CG-4A troop glider and small components for the Electric Boat Company of New London. Following the war, the company branched into the production of prefabricated shelters, magnesium ladders, electronic packaging items, and a variety of other metal goods. In 1959 White Aircraft Corporation merged with Zero Manufacturing Company and in 1961 the manufacturing operation

was moved from the Palmer plant to a plant at Monson, Massachusetts.

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White New Standard NR 25313 (C/N 167W) with spray boom installed. This aircraft was the last delivered by White Aircraft Corporation and the last New Standard built. This was the only one of the New Standards built for the USDA which was equipped with a Hamilton Standard two-position propeller, the others being equipped with ground adjustable propellers. (USDA photo Bn30171)