

"STEARMAN" 1926-1933

by

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First product of the Stearman Aircraft Company was the experimental C-1 of 1926. This was an OX-5 powered, 3 place, open biplane, which was later equipped with a "Tank" OX-5 (water to aircooled) engine and sold to Lee Schoenhair of Goodrich Rubber Co. The 1927 model C-2 was similar to the C-1 but had the radiator mounted below the nacelle rather than in the nose as in the original C-1 installation.

Model C3 Series. (1927-29). This is basically the same design as the C-2 except for the addition of a baggage compartment and provisions for several different engine installations, which also serve to determine the aircraft designation. C3B's converted to single place with a mail pit and night flying equipment are designated C3MB, and with the removal of the night flying gear and installation of seats in place of mail pit, they become C3B Special. C/N 248 was purchased by the Apache Motor Corp., of Los Angeles and fitted with their experimental 200 h.p. "Warrior". In 1932 c/n 248 was converted to a standard C3B and sold. C/N 249 was reserialized 5001 to begin the C3R "Business Speedster" series. C/N 103 to 131 were originally designated as C-2's. One early C3B, c/n unknown, became G-CARR of Canadian Airways Ltd.

Model M-2. (1929). A large single place biplane with a mail pit. C/N 1007 was a three place conversion with increased fuel capacity built for Will Durant.

Model 4C, D and E. (1929-31). "Junior Speedmail". When the front cockpit was replaced by a mail pit, they were known as 4CM, DM & EM "Senior Speedmail". Mailplanes having night flying equipment, retractable landing lights, cockpit heaters and radio receivers etc., were designated 4CM-1 and 4DM-1. C/N 4010 was a single place version made for engineering tests. This aircraft was later converted to a 4CM and sold to Canadian Airways Ltd. Probably became CF-ASF. Early registrations indicate that the 4C with Wright engine, and 4D with Pratt & Whitney engine, were originally designated C4W and C4A respectively.

Model LT-1. (1929). A light transport for airline service, having a single cockpit on top and well aft, also a four place cabin and mail pit forward of pilot.

Model CAB-1. (1929). An experimental cabin biplane named the "Coach".

Model 6. (1931-33). Engine installations determine the model letter of this series as shown in table 1. This series was designed primarily for military training, but a number were sold as commercial trainers and became known as the "Cloudboy". In 1931, the Air Corps purchased four model 6A's under the designation YPT-9. These were service converted as follows:

c/n 6005	YPT-9	AC31-460	conv. to	YPT-9B (6L).
6006	"	AC31-461	"	YBT-3 (6C), then YPT-9C (6H).
6007	"	AC31-462	"	YBT-5 (6D).
6008	"	AC31-459	"	YPT-9B (6L).

Model 80. (1933). A two place biplane with a rear cockpit enclosure for the pilot. Built for John Vette Jr.

Model 81. (1933). Similar to model 80, but with enclosure covering both cockpits. Increased fuel capacity gave range of 1000 miles at cruising speed. While on tour of South America, was demonstrated as a seaplane. Later sold to Mexican Government.

Model 70. (1933). Designed primarily for the Air Corps and designated XPT-943. Built December 1933. Service tested by CAA in March 1934, and by Air Corps in April 1934. Tests resulted in the U.S. Navy model NS-1 contract. Later sold to George Theis.

Table 1. Model Designations

<u>ATC</u>	<u>DATE</u>	<u>MODEL</u>	<u>TYPE</u>	<u>ENGINE</u>	<u>H.P.</u>	<u>REMARKS</u>
		C3A	3POLB	Curtiss OX-5	90	c/n 113.
		C3B	"	Wright J-4	200	c/n 103, 105, 111 and 138.
55	7-27-28	"	"	Wright J-5	220	c/n 1-247 eligible.
2-124	9-7-29	"	3POSB	" "	"	c/n 245, Edo floats.
2-124	11-2-29	"	"	" "	"	c/n 245, Edo P floats.
2-159	12-4-29	C3B SP.	3POLB	" "	"	Cov. C3MB mailplanes.
62	8-15-28	C3C	"	Hisso "E"	180	c/n 104 and 141.
		C3D	"	"	"	Orig. desig. for C3C
		C3H	"	Menasco	240	c/n 122 only
2-53	3-29-29	C3K	"	Siemens SH-12	128	c/n 117 and 137.
2-58	4-12-29	C3L	"	Comet 7R	130	c/n 169.
137	4-4-29	C3MB	1POLB	Wright J-5	220	c/n 1-242 eligible.
2-445		C3P	2POLB	" "	"	c/n 5039 (conv. C3R).
251	10-7-29	C3R	3POLB	" J-6 R-760	225	c/n 5001 up.
251	10-27-29	"	3POL-SB	" " "	"	Edo P or 38-3430 floats.
304	3-26-30	4C	3POLB	" R-975	300	c/n 4010-4018.
2-155	11-29-29	"	"	" "	"	c/n 4001-4003 and 4007.
325	5-27-30	4CM	1POLB	" "	"	Mail. No night flying equip.
325	5-27-30	4CM-1	"	" "	"	c/n 4030 up. Night Flying equip.
2-177	2-5-30	4CM	"	" "	"	c/n 4012. Special equip.
305	4-3-30	4D	3POLB	Wasp Jr.	"	c/n 4009 up.
326	5-27-30	4DM	1POLB	"	"	Mail. No night flying equip.
326	5-27-30	4DM-1	"	"	"	Mail. Night flying equip.
2-406		4DX	3POLB	Wasp Jr. S1A	400	c/n 4024 only.
292	1-23-30	4E	"	Wasp C1 or SC1	450	
2-278	10-6-30	4E Sp.	"	Wasp C1	420	c/n 4021-4022. Increased fuel.
322	5-9-30	4EM	1POLB	"	"	Mail. No night flying equip.
2-279	10-6-30	4EX	2POLB	Wasp S'charged	450	c/n 4020 only
365	9-13-30	6A	"	Wright R-540	175	c/n 6001 up.
2-457		6C	"	" R-975C	330	c/n 6010.
402		6D	"	Wasp Jr. A	300	c/n 6001 up.
371	9-30-30	6F	"	Continental A-70	165	c/n 6002 up.
458		6H	"	Kinner C5	210	c/n 6001 up.
459		6L	"	Lycoming R-680	215	c/n 6001 up
2-520		6P	"	Wright J-5	220	c/n 6002.
		CAB-1	5PCLB	" J-6	225	c/n 3001 only.
127	3-23-29	M-2	1POLB	" R-1750A	525	c/n 1001-1006.
2-149	11-14-29	M-2 SP.	3POLB	P & W Hornet	"	c/n 1007 only
187	7-30-29	LT-1	5PCLB	" "	"	c/n 2001-2003.
2-516		70	2POLB	Lycoming R-680	215	c/n 7001 only.
504		80	"	Wasp Jr. T3A)	420	c/n 8001 only.
504		81	"	Wasp Jr. SB)or	400	c/n 8101 only.

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Table 2. Production Serials 1926-1933

<u>Model</u>	<u>C/N</u>	<u>Regist.</u>	<u>Model</u>	<u>C/N</u>	<u>Regist.</u>	<u>Model</u>	<u>C/N</u>	<u>Regist.</u>	<u>Model</u>	<u>C/N</u>	<u>-Regist.</u>
C-1	101		C3B	152	X6257	C3MB	201	9058	M-2	1003	9053
C-2	102	1682	"	153	SL7	C3B	202	6155	"	1004	9054
C3B	103	1598	"	154	6409	"	203	9066	"	1005	9055
C3C, B	104	3440	"	155	6258	"	204	9067	"	1006	
C3A, B	105	3709	"	156	R6259	C3MB	205	9057	M-2 Sp.	1007	8827
C3B Sp.	106	3863	"	157	9062	C3B	206	9064	LT-1	2001	8829
C3B	107		"	157A	SL8	C3MB	207	6496	"	2002	8832
C3B, MB	108	4011	"	158	6153	C3B	208		"	2003	8833
C3K, B	109	4098	"	159	6260	"	209	9068	CAB-1	3001	X8808
C3B	110	R4099	"	160	6261	C3MB	210	9059	4C, E	4001	S2
C3MB	111	4273	"	161	6411	"	211	9060	4C	4002	8839
C3B a	112		"	162	6412	"	212	9061	4E, C	4003	665K
C3A	113		"	163	S7547	C3B	213	R9069	4E	4004	664K
C3MB b	114	5500	"	164	S7548	"	214	8197	" d	4005	663K
"	115	4552	"	165	S7549	" d	215	8198	4C, E	4006	666K
C3C, B	116	4703	"	166	S7550	"	216	8801	4C, E	4007	667K
C3K	117	4713	"	"	S8Y	"	217	8807	4E	4008	674K
C3B	118	4714	"	167	6407	"	218	8806	4D	4009	769H
"	119	4715	"	168	6408	"	219	R8809	4E, CM	4010	X770H
"	120	4716	C3C, B	169	X6438	"	220	8812	4D, DM	4011	774H
" b	121	5415	C3B	170	6410	"	221	8811	4C, CM	4012	772H
C3H, B	122	X5600	"	171	6431	"	222	R8802	4CM	4013	
C3B	123	5084	C3MB	172	6486	"	223	8803	4C	4014	
"	124	5085	C3B	173	6433	"	224	8804	4D	4015	776H
"	125	5308	"	174	6434	"	225	R8805	4EM	4016	CF-AMB
"	126	5309	"	175	6435	"	226		"	4017	CF-AMC
"	127	5310	"	176	6436	"	227	8813	4C	4018	778H
"	128	5489	"	177	6437	"	228	R8814	4D, E	4019	779H
"	129	5490	C3MB	178	6487	"	229	8815	4E	4020	R783H
"	130	5491	C3B	179	6439	"	230	8816	4E Sp.	4021	784H
"	131	5685	"	180	6440	"	231	8817	4E Sp.	4022	785H
"	132	5686	" e	181	6481	"	232	8818	4E	4023	791H
"	133		"	182	6482	"	233	S22	4D DX	4024	R792H
"	134		"	183	6483	"	234	8819	4D	4025	796H
"	135	6101	"	184	6484	"	235	8820	"	4026	11724
"	136		"	185	6488	"	236	8821	"	4027	563Y
C3K	137	7775	"	186	6489	" f	237	8823	4EM	4028	
C3MB	138	7171	"	187	6485	"	238	8824	"	4029	
C3B	139	6432	C3MB	188	6490	"	239	8825	4CM-1	4030	482W
"	140	6154	C3B	189	6492	"	240	8826	"	4031	483W
C3C	141	6157	"	190	6491	"	241	8835	"	4032	484W
C3B	142	6252	"	191	6493	"	242	8836	"	4033	485W
"	143	6158	"	192	6494	"	243	8838	"	4034	486W
"	144	6253	"	193	6495	"	244	8830	"	4035	487W
" c	145	6250	"	194	6497	"	245	8831	"	4036	488W
"	146		" e	195	6499	"	246	8834	"	4037	489W
"	147	6254	"	196	6498	"	247	8837	"	4038	490W
"	148	6251	"	197	9056	" g	248	R882N	"	4039	11721
"	149	6156	"	198	9050	C3R	249	8828	"	4040	11722
"	150	6256	"	199	9063	M-2	1001	9051	"	4041	11723
"	151	6255	"	200	9065	"	1002	9052			

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