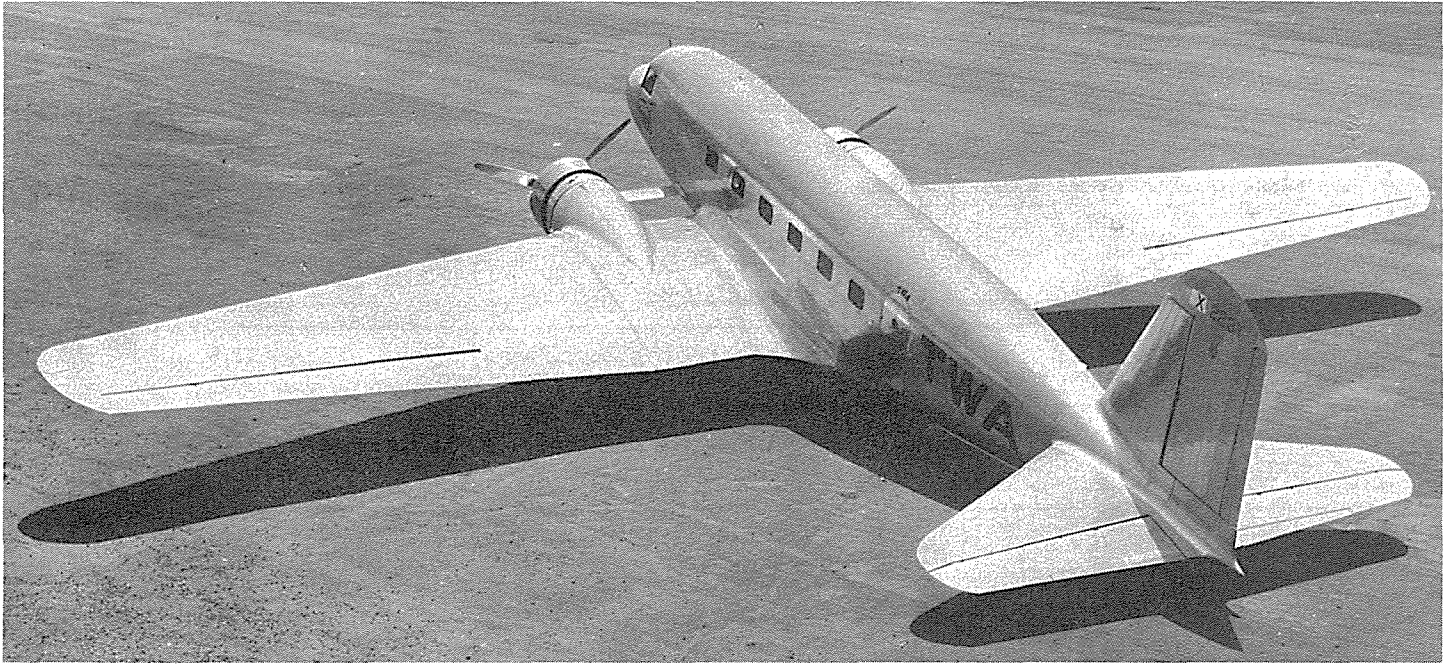




TWA's DC-1, X223Y. Engine test instrumentation lead fairings show between nacelle and fuselage.

(Photo — R. Proxton, courtesy of Douglas Aircraft)

THE DOUGLAS DC-2

The Douglas DC-2 had a unique position in history as the stepping stone between the airplanes of the boom era, 1927-1930, and the all-time great commercial airliner, the DC-3. The DC-3's place as the most widely known, longest lived airplane of greatest ubiquity is assured for many years; the pattern of its use in extending transportation to the far corners of the world will continue well beyond the foreseeable future.

In the following catalogue of the DC-2, Joe Justin presents a small segment of that history, of the 200 airplanes built by Douglas which helped the airlines of the world become, collectively, the great industry that it is today.

Because of space limitations this catalogue is divided in two parts, and for convenience a list, summarized in groups of construction numbers by customer, precedes the main table. (The customer, by definition was the airline or party that first took delivery of the airplane from the manufacturer.)

Also, for obvious reasons the DC-1 is included in this list.

C/n	Customer	Quantity
1137	TWA	1
1237/1256	TWA	20
1257/1260	GAL	4
1261	EAL	1
1286/1292	EAL	7
1293/1300	TWA	8
1301	PAA	1
1302	CNAC	1
1303	Panagra	1
1304	PAA	1
1305	Panagra	1
1306	PAA	1
1307/1316	AA	10
1317	Fokker/KLM	1
1318	Fokker/Lufthansa	1
1319	Fokker/Italy	1
1320	Fokker/Austria	1

The remaining C/n's will be listed in Part Two.

The DC-2 construction totals have been reviewed and coordinated with AIR BRITAIN but there may yet be some discrepancies arising from confusion of definitions.

The summary by type is as follows:

Civil DC-2's	130
R2D-1	5
XC-32	1
C-33	18
C-34	2
C-39	35
C-42	1
Parts only*	8
Total	200

*The definition of "parts only" is not agreed upon, but is used here for the sake of consistency with other sources and will be explained later. The number of C-33's above includes the one later converted to C-38.

As is well known, the first flight of the DC-1, on 1 July 1933, almost became a cropper, and Carl Cover had to ease it into a forced landing in a field nearby the Douglas factory at Clover Field, Santa Monica (back in the days when there were still some open fields available.) After rectifying the trouble (carburetor float valves) the airplane went on into a test and demonstration program that showed TWA they had really bought an airplane, and an order for twenty five more was given.

The modifications of the design for the twenty-five, longer nose chiefly, and other minor changes, made what the Douglas engineers called the DC-2. The Douglas plant became busy on the manufacture of the type which eventually merged to the DST and DC-3 in a production span that lasted clear through the Second World War. The rest is history. However, for this search for detailed information on the ultimate disposition of the 200 DC-2's certain facts will bear repetition:

The designators, DC-2-124, -115, etc., are Douglas specification numbers, and each customer did not necessarily have a distinctive spec. number. TWA, EAL and GAL shared -112, PAA and Panagra had -118, and the 115 series airplanes went to Fokker though there were several ultimate customers represented by Fokker.

In November 1933 Mr. Plesman of KLM requested license rights for the sale of DC-2's in Europe, and he was anticipating contracting with Maatschappij voor Vliegtuigbouw Avirolanda or with Anthony Fokker to manufacture them, since KLM did not have the facilities. Late that same month he was visited by Fokker, and received quite a shock: Fokker had already become the agent for Douglas and had the option for manufacturing rights as well.

Though Plesman had had the thought to apply for the Douglas rights for some time, apparently he had lunched one day with an old friend, and former employee, of Fokker's. His friend had, in turn, lunched with Fokker and casually mentioned Plesman's discussion about building DC-2's with Avirolanda or Fokker. Tony Fokker realized that his own productions, the F12 and F26 would be in trouble if that competition should materialize into a Douglas/KLM/Avirolanda arrangement.

Accordingly, Fokker made an offer for the sale and construction rights on 27 October 1933, and some twelve days later, when Plesman was making his own offer, the provisional approval was granted to Fokker. He embarked immediately for the U.S., and apparently because not entirely convinced of the rightness of his proposed arrangement, he stopped at Curtiss-Wright to fly the Condor, and made visits to General Aviation, Lockheed and Northrop. In January, convinced of it, the contract was signed, and though the DC-2 was never constructed in Europe, several were assembled there. Further, some were never owned by Fokker but went directly to the purchasers.



Braniff Airways purchased NC13716 from TWA in mid-1937 for its expanding routes. Shown here at Love Field, Dallas.

(Photo — Braniff)

USAGE & DISPOSITION

By JOSEPH W. JUSTIN
PART ONE

For the following catalogue a list of abbreviations is necessary:

AA	American Airlines
ANA	Australian National Airways
Aust	Australia
A.C.	Airworthiness Certificate
B.P.C.	British Purchasing Commission
CAA	Civil Aeronautics Authority, now Federal Aviation Agency
CDC	Commonwealth Disposals Commission (Australia)
CF	Communication Flight
CLS	Ceska Letecke Spolecnost (Czechoslovakia)
CMA	Cia, Mexicana de Aviacion
CNAC	China National Aviation Corp.
CSIR	Council for Scientific and Industrial Research
CSO	Cities Service Oil Co.
DCA	Department of Civil Aviation (Australia)
EAL	Eastern Airlines
GAL	General Airlines
KLM	Royal Dutch Airlines (Koninklijke Luchtvaart Maatschappij)
KNILM	Royal Dutch Indonesian Airlines
LAPE	Lineas Aereas Postales Espanolas (Spain)
LOT	Polskie Linie Lotnicze (Poland)
Nat'l	National Airlines
NEA	Northeast Airlines
NEC	Nevada Exploration Corp.
NSW	New South Wales, (Australia)
PAA	Pan American Airlines
Panagra	Pan American-Grace Airways
PAASC	Pan American Aviation Supply Corp.
PTU	Paratroup Training Unit (Australia)
RAE	Royal Australian Engineers
SFTS	Service Flying Training School (Australia)
TACA	Transportes Aereos Centro-Americanos
TWA	Transcontinental and Western Airlines now Trans World Airlines
TATA	Tata Airlines (Air India)
WAGS	Wireless Air Gunners School (Australia)

1137 DC-1-109 15 Sept. 1933 NX-223/

NX-223Y	TWA, Fleet No. 300 Loaned to CAA, Oakland, April 1934.
NR-223Y NR-223/	Returned to TWA 1 April 1935. Sold to Howard Hughes Jan. 1936. Extensive modifications made for long distance flying but decided to be too slow.
G-AFIF	Sold to Lord Forbes, England, May 1938.
???	Sold to unknown party in France, may not have been registered.
EC-AAE	Appeared in Spain, 1939, doing wartime transport duty. After the Spanish Civil War the airplane was taken over by Iberian Air Lines and was named NEGRON, for a famous Spanish hero. Crashed on takeoff on one engine at Malaga, Dec. 1940.

1237 DC2-112 Del. May 1934

NC-13711	TWA, Fleet No. 301 Sold to Cox & Stevens 26 Feb. 1941.
DG477	To No. 31 Sq., RAF, "Z," via No. 103 M.U.
VT-OAZ	Sold to Indian Air Lines. May have been named ALLYSLOPER.

1238 DC-2-112 Del. May 1934

NC-13712	TWA Fleet No. 302. Sold to US Treasury 5 July 1941.
AX-767	To No. 117 Sq. RAF, then No. 31 Sq. Damaged in engine failure crash near Khanpoor, India 25 April 42, repaired.
VT-ARA	Loaned to Indian Airlines 25 Sept. 42. Returned to RAF Sept. 1945, was broken up.

1239 DC2-112 Del. June 1934

NC-13713	TWA Fleet No. 303
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NC-13713	Sold to Braniff 10 Nov. 1938, Fleet No. 412. Sold to Defense Supply Corp. 1 June 1942.
???	To USAAF as C32A, serial number unknown.

1240 DC2-? Del. June 1934

NC-13714	TWA Fleet no. 304. Sold to Cox & Stephens 26 Feb. 1941. To B.P.C.
DG-479	To No. 31 Sqdn RAF, "B," At LaHore, India, 8 Nov. 1943.
VT-APB	Indian Airlines, May 1943, disposition unknown.

1241 DC2-? Del. June 1934

NC-13715	TWA Fleet No. 305
NC-13715	Sold to Braniff 11 June 1937. To The Defense Supply Corp. 1 June 1942.
42-70863	To USAAF as C32A, Lowry Field 22 July 1942. With NEA in Boston 8 July 1944. With AA, Boston 25 July 1944.
???	Sold to Hazel Pollack, Fairbanks, Alaska, 1945.
NC-13715	Sold to Elbert M. Calvert, named MAGICIAN, 1947, also carried name JOHN CALVERT. Crashed at Burbank, 1947.

1242 DC2-112 Del. July 1934

NC-13716	TWA Fleet No. 306.
NC-13716	Sold to Braniff 10 July 1937. Sold to Defense Supply Corp. 1 June 1942.
???	To USAAF as C32A, serial no. unknown, disposition unknown.

1243 DC2-112 Del. July 1934

NC-13717	TWA Fleet No. 307.
NC-13717	Sold to NEA 16 April 1941. Sold to US Treasury 24 July 1942, assigned to Nat'l for pilot training program as USAAF C32A, serial no. and final disposition unknown.



C/n 1296, in the heyday of the DC-2.

(Photo — TWA courtesy J.H. Proctor)

1244 DC2-112 Del. July 1934

NC-13718 TWA Fleet No. 308. Sold to Cox & Stephens 19 July 1941. To B.B.C.

VT-AOS To Indian Airlines.
 DG-471 To No. 31 Sq RAF. Crashed on takeoff Drign Road, India 24 Oct. 1941.

1245 DC2-112 Del. July 1934

NC-13719 TWA Fleet No. 309.
 NC-13719 To Braniff, Fleet NO. 409, 29 June 1937. Sold to Defense Supply Corp. 1 June 1942.
 42-61096 To USAAF as C32A, used by TWA as trainer under contract to USAAF.
 PP-AVG Sold to TACA Oct. 1945.
 ??? Sold to Aerovias Brazil. Crashed, 5 Feb. 1947 at Logoa Santa, Brazil.

1246 DC2-112 Del. July 1934

NC-13720 TWA Fleet No. 310.
 NC-13720 Sold to NEA 22 April 1942.
 Sold to US Treasury 24 July 1942, assigned to USAAF as C32A, serial unknown.

1247 DC2-112 Del. July 1934

NC-13721 TWA Fleet No. 311. Crashed at Uniontown, Pa. 7 April 1936.

1248 DC2-112 Del. July 1934

NC-13722 TWA Fleet No. 312. Crashed at Albuquerque, 3 Aug. 1935.

1249 DC2-112 Del. Aug. 1934

NC-13723 TWA Fleet No. 313.
 ??? Sold to PAA 22 June 1937.
 ??? Sold to RAF serial unknown.
 NC-13723 Returned to PAA, post WWII, original Registration was retained.
 XA-BJM To CIA Mexicana de Aviacion.

1250 DC2-112 Del. Aug. 1934

NC-13724 TWA Fleet No. 314.
 NC-13724 Sold to Braniff, Fleet No. 413, 10 Nov. 1938. Sold to Defense Supply Corp. 1 June 1942.
 ??? To USAAF as C32A, serial unknown.

1251 DC2-112 Del. Aug. 1934

NC-13725 TWA Fleet No. 315. Sold to Cox & Stephens 11 Feb. 1941. Sold to B.P.C.
 VT-AOY To Indian Airlines.
 DG-476 To No. 31 Sq. RAF, "Y," out of service at Bangalore, 8 Nov. 1943.

1252 DC2-112 Del. Aug. 1934

NC-13726 TWA Fleet No. 316. Sold to Defense Supply Corp. 6 June 1942.
 42-57154 To USAAF as C32A.
 PP-AVH Sold surplus to TACA.

??? Sold to Aerovias Brazil.
 PP-SSE To Empresa de Transportes Aeros Anchez Ltd. 26 May 1948.
 LV-FIF To Mario J. Intelisano 22 April 1956.

1253 DC2-112 Del. Aug. 1934

NC-13727 TWA Fleet No. 317.
 NC-13727 Sold to Braniff, Fleet No. 407, 24 June 1937. Crashed Oklahoma City, 26 March 1939.

1254 DC2-112 Del. Aug. 1934

NC-13728 TWA Fleet No. 318.
 NC-13728 Sold to Braniff, Fleet No. 411, 23 Aug. 1937. To Defense Supply Corp. 1 June 1942.
 ??? To USAAF as C32A, serial unknown.

1255 DC2-112 Del. Aug. 1934

NC-13729 TWA Fleet No. 319.
 NC-13729 Sold to PAA 19 June 1937.
 ??? To PANAGRA, c. 1938.
 NC-13729 Resold to PAA, c. 1940.
 ??? Sold to US Treasury in 1942.
 NC-13729 To USAAF as a C32A (not confirmed).
 NC-13729 Returned to PAA with original registration.
 XA-BJL To CMA in 1945 but c/n 1368 also has XA-BJL registration. Reason for this confusion unknown.

1256 DC2-112 Del. Aug. 1934

NC-13730 TWA Fleet No. 320. Crashed at Pittsburgh, 25 March 1937.

1257* DC2-112 Del. Sept. 1934

NC-13731 General Airlines. Ex-TWA order.
 NC-13731 Sold to EAL 15 December 1934, Fleet NO. 321. Sold to B.P.C. 1941.
 ??? Assigned to ANA, registration unknown.

1258 DC2-112 Del. Sept. 1934

NC-13732 General Airlines.
 NC-13732 Sold to EAL 15 December 1934, Fleet No. 322. Crashed at Milford, Pa. 19 Dec. 1936, during extremely bad weather, piloted by Capt. Dick Merrill. John Batile was copilot, and Jay Sisson was steward. The airplane hit a 1300 foot mountain. Passengers and crew survived. Radio trouble caused loss of radio direction finder, pilot became lost.

1259* DC2-112 Del. Oct. 1934

NC-13733 General Airlines.
 NC-13733 Sold to EAL, Fleet No. 323.
 VH-CRJ Sold to B.P.C. Oct. 1940, assembled by ANA Dec. 1940.

A30-6 To RAAF, used by 1 WAGS, Signal school, 36 Sqdn. Crashed, badly damaged 23 Dec. 1942, dismantled, to ANA for repairs. 18 May 1943, assigned to ANA and reregistered. Crashed again at Berdigo, Victoria 4 Dec. 1943.
 VH-ADQ
 VH-AEN Rebuilt, reregistered, named MUNGANA 4 May 1944.
 VA-AEN Sold to New Holland Airways, Mascot, N.S.W. 19 April 1947. Crashed at Darwin 9 May 1948, scrapped 3 December 1948.

1260 DC2-112 Del. Oct. 1934

NC-13734 General Airlines. Sold to EAL, Fleet No. 324. Held Los Angeles to New York speed record for twin-engined transports 12 hrs, 3 min, 50 sec. Crashed at Atlanta, 18 Feb. 1937.

1261 DC2-112 Del. Oct. 1934

NC-13735 EAL, ex TWA order. Crashed at Montgomery, 19 Oct. 1938.

1286* DC2-112 Del. Oct. 1934

NC-13736 Eastern Airlines.
 Sold to B.P.C. Sept. 1940, and assembled by ANA, delivered 30 March 1941.
 A30-11 RAAF, "RE---B" fuselage markings. Used by Signals School, 1 SFTS, 36 Sqdn.
 VH-CRE Sold by CDC to Marshall Airways, Mascot N.S.W. Fuselage in Bankstown, N.S.W. in aircraft junk yard.

1287* DC2-112 Del. Nov. 1934

NC-13737 Eastern Airlines. Sold to B.P.C. Oct. 1940.
 ??? Assigned to ANA, registration unknown.
 A30-?? RAAF

1288* DC2-112 Del. Nov. 1934

NC-13738 Eastern Airlines.
 Sold to B.P.C. Dec. 1940, and assembled by ANA, delivered 1 May 1941.
 A30-14 RAAF, used by 2 WAGS, 1 CF, 26 Sqdn, PTU.
 VH-CRH Sold to Marshall Airways, 20 Jan. 1947, named MEMATE, sent to Bankstown, converted to spare parts.

1289 DC2-112 Del. Nov. 1934

NC-13739 Eastern Airlines. Crashed at Daytona Beach, 10 Aug. 1937. Hit power cable approximately 14 feet above end of runway. The cable had been installed by county crews to provide power for the airport lighting while the main cable, underground, was repaired. No one at airport was notified of the temporary cable. Pilot and seven passengers killed.

1290* DC2-112 Del. Nov. 1934

NC-13740 Eastern Airlines.
 Sold to B.P.C. Dec. 1940.
 ??? Assigned to ANA, reg. unknown.
 A30-?? RAAF.

1291* DC2-112 Del. Dec. 1934

NC-13791 Eastern Airlines.
 Sold to B.P.C. Dec. 1940.
 ??? Assigned to ANA, reg. unknown.
 A30-?? RAAF.

1292* DC2-112 Del. December 1934

NC-13782 Eastern Airlines.
 Sold to B.P.C. Dec. 1940.
 ??? Assigned to ANA, reg. unknown
 A30-??? RAAF.

In addition to the C/n's 1257, 1259, 1286, 1287 and 1288 described above and C/n 1372 to be described in Part Two, the following airplanes are accounted among the Australian group, only the Australian serial on registration numbers can be given since c/n's cannot be coordinated.

Not included here are four DC-3 airplanes, incorrectly listed in other sources as DC-2's: A30-1 (VH-ACB), A30-2 (VH-UZK), A30-3 (VH-ABR), and A30-4 (VH-ACB).

???

Brought to Australia and assembled by ANA, received 21 Dec. 1940.

A30-7

RAAF, used by 1 WAGS, 2 WAGS. Crashed on 15 June 1942, converted to components. Struck off 7 Oct. 1942.

???

VH-CRC

Brought to Australia and assembled by ANA, delivered 3 Jan. 1941.

A30-8

RAAF, used by Signals School, 2 WAGS. Missing on a flight from Sawabaya to Koepang, 28 Jan. 1942. Aircraft and crew presumed lost to enemy action at Waingapoe. Written off 27 February 1942.

???

Brought to Australia and assembled by ANA, delivered 3 Feb. 1941.

A30-9

RAAF, used by 1 WAGS, Signals School, 3 WAGS, 36 Sqdn, PTU. Offered to DCC but was rejected, allotted to CSIR, Fishermans' Branch.

VH-CRK

Sold to Marshall Airlines, Bankstown, 25 July 1946 for spares.

???

Brought to Australia and assembled by ANA, delivered 17 March 1941.

A30-10

RAAF, used by 1 WAGS, 36 Sqdn.

VH-CRD

Crashed 25 Nov. 1942, damaged and repaired, allotted to RAAF Training Center Wagga, N.S.W. Struck off 12 Aug. 1943.

???

Brought to Australia and assembled by ANA, delivered 31 March 1941.

A30-12

RAAF, "RE---A" fuselage marking. Used by 1 CF, 36 Sqdn, PTU.

VH-CRF

DCC sold to Marshall Airways 4 Oct. 1946. Struck off same date.

???

Brought to Australia and assembled by ANA, delivered 4 April 1941.

A30-13

RAAF, used by 2 WAGS, 36 Sqdn. Crashed 8 Jan. 1943, converted to components.

1293 DC2-112 Del. Feb. 1935

NC-13783

TWA Fleet No. 321.

NC-13783

Sold to Northeast 22 April 1942. Sold to US Treasury 24 July 1942.

???

Assigned to National Airlines for pilot training as USAAF C32A, serial unknown.

1294 DC2-112 Del. Feb. 1935

NC-13784

TWA Fleet No. 322.

NC-13784

Sold to NEA, 16 April 1942. Sold to US Treasury 24 July 1942,



C/n 1320, formerly "Oesterreiche Luftverkehrs AG" of Pres. Dollfuss.

(Photo — Swissair)

???

Assigned to National Airlines for pilot training as USAAF C32A, serial unknown.

1295 DC2-112 Del. Feb. 1935

NC-13785

TWA Fleet No. 323, Crashed at Macon, Mo. 6 May 1935.

1296 DC2-112 Del. Feb. 1935

NC-13786

TWA Fleet No. 324. Crashed at Pittsburgh, 3 April 1940.

1297 DC2-112 Del. Feb. 1935

NC-13787

TWA Fleet No. 325,

NC-13787

Sold to NEA 22 April 1942.

???

Sold to US Treasury, Assigned to the USAAF as C32A, serial unknown.

???

Possibly registered NC-59346.

1298 DC2-112 Del. March 1935

NC-13788

TWA Fleet No. 326.

Sold to the Defense Supply Corp. 6 June 1942.

???

Assigned to the USAAF as C32A, serial unknown.

1299 DC2-112 Del. April 1935

NC-13789

TWA Fleet No. 327. Crashed during a storm, near Wawona, Calif., trying to land at Fresno. The pilot flew south of Fresno, decided to return because of the storm. It was surmised that he assumed that he was west of Fresno but was actually east and when he picked up the leg of the radio beacon and turned right, he was going north at the time and flew into the mountains. The plane was found many months later by a hiker at the 9600 foot level. The mail and personal remains were removed from the site, the engines were dynamited and buried. Airframe had scattered over the mountain side.

1300 DC2-112 Del. April 1935

NC-13790

TWA Fleet No. 328.

Sold to Defense Supply Corp. 6 June 1942,

???

Assigned to the USAAF as a C32A, serial unknown.

1301 DC2-118A Del. Sept. 1934

NC-14268

PAA.

NC-14268

Sold to PANAGRA, Fleet No. P28, named SANTA-ANA. Placed in service on the U.S. Foreign air mail route in 1934, from the Panama Canal Zone through Columbia, Ecuador, Peru and Chile to Argentina and Uruguay.

???

To Delta in 1939. Sold to B.P.C.

AX-755

To No. 267 Sq. and No. 31 Sq. RAF Destroyed at Akyab, 13 April 1942, hit an unfilled bomb crater.

1302 DC2-118B Del. Sept. 1934

NC-14269?

PANAGRA ordered but delivery not taken, not listed with PAA. Sold to CNAC 19 Aug. 1935. Crashed at Nanking, c. 1936.

???

1303 DC2-118A Del. Sept. 1934

NC-14270

PANAGRA Fleet No. P29.

1304 DC2-118B Del. Sept. 1934

NC-14271

PAA, in service with PANAGRA in 1934.

HK-821

To No. 31 Sq. RAF, 17 April 1941; to 17 Sq. Nov. 1941, to No. 31 Sq. April 1943,

1305 DC2-118A Del. Sept. 1934

NC-14272

PANAGRA, named SANTA LUCIA. Crashed on Mount Mercedarid, Chile in 1938.

1306 DC2-118B Del. Oct. 1934

NC-14273

PAA, crashed at Guatemala City, date unknown

1307 DC2-120 Del. Nov. 1934

NC-14274

American Airlines, Fleet No. A-74, crashed at Goodwin, Ark. 14 Jan. 1936.

1308 DC2-120 Del. Nov. 1934

NC-14275

American Airlines Fleet No. A-75.

NC-14275

To Delta Airlines Feb. 1940. Sold to B.P.C. Feb. 1941.

AT-AOV

To Indian Airlines.

DG-473

To No. 31 Sq. RAF, crashed 60 miles east of Bangalore, 14 June 1942.

1309 DC2-120 Del. Nov. 1934

NC-14276

American Airlines Fleet No. A-76.

???

Sold to Canadian Colonial reported sold via C.H. Babb Co.

???

To South African Airforce.

1310 DC2-120 Del. 26 Nov. 1934

NC-14277

American Airlines Fleet No. A-77.

???

To USAAF 10 May 1941

Sold to B.P.C. 5 July 1941

AZ-769

To No. 117 Sq. RAF, 14 Oct. 1941, to No. 31 Sqdn. Destroyed at Lahdre, India 27 Sept. 1942, undershot landing, hit pile of cement.

1311 DC2-120 Del. Dec. 1934

NC-14278

American Airlines Fleet No. A-78. Sold to B.P.C. 10 May 1941.

HK-867 To No. 267 Sq. RAF, On delivery collided with Hurricane Z4257 and crashed at Freetown, Sierra Leone, 7 Sept. 1941.

1312 DC2-120 Del Dec. 1934

NC-14279 American Airlines Fleet No. A-79. Sold to B.P.C. 10 May 1941. Crashed at Bathurst, Gambia on delivery 8 Jan. 1941.

1313 DC2-120 Del. Dec. 1934

NC-14280 American Airlines Fleet No. A-80. Sold to B.P.C. 3 July 1941.

HK847 To No. 117 Sq. RAF, Oct. 1941, To No. 31 Sq. April 1942.

VT-ARB To Indian Airlines 25 Sept. 1942. Struck off 30 June 1944, dismantled and returned to RAF April 1945.

1314 DC2-120 Del. Dec. 1934

NC-14281 American Airlines Fleet No. A-81. Sold to B.P.C. 5 Dec. 1940

VT-ADU To Indian Airlines.

DG-468 To No. 31 Sq. RAF, date unknown

??? To TATA Airlines 7 July 1942.

1315 DC2-120 Del. Dec. 1934

NC-14282 American Airlines Fleet No. A-82. To B.P.C. 29 Nov. 1940 To Indian Airlines

AT-AOO To No. 31 Sq. RAF, April 1941, To No. 301 M.U. 23 May 1942. To TATA Airlines 22 AVG, 1942, Struck-off 21 June 1945.

???

1316 DC2-120 Del. Dec. 1934

NC-14283 American Airlines Fleet No. A-83. To B.P.C. 29 Nov. 1940 To Indian Airlines

VT-AOR To No. 31 Sqdn, RAF "R" April 1941, struck off 11 Nov. 1943.

DG-470

1317 DC2-115A Del. 25 Aug. 1934. Fokker No. 1

PH-AJU KLM's famous UIVER (Stork), placed second overall and first in transport category in the Mac Robertson Race from London to Melbourne, Oct. 1934. Caught in violent storm and crashed at Rutbah Wells, Iran 20 Dec. 1934, 4 crew and 3 passengers killed.

1318 DC2-115D Del. 26 Oct. 1934 Fokker No. 3

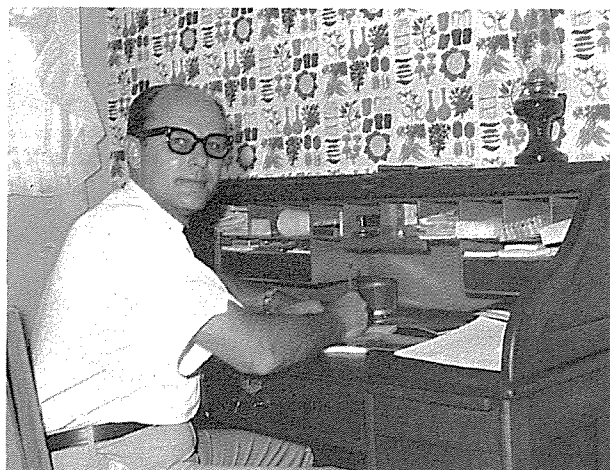
D-ABEQ To Lufthansa, named TAUNOS. ??? To Lot, Poland Feb, 1937, Reg. unknown, crashed in Bulgaria, Rhodope mountains, 23 Nov. 1937.

1319 DC2-115B Del. 26 Dec. 1934 Fokker No. 5

I-EROS To Italy, in service with Avio-Linee Italiane as late as 1938.

1320 DC2-115B Del. 26 Sept. 1934 Fokker No. 2

A500 To Austria for President Dollfus. HB-ISA To Swissair April 1936. EC-EBB Not confirmed but may have or been with Iberia. This was the former "Oesterrichische Luftverkehrs AG" and was purchased to replace HB-ITI which is c/n 1321. Destroyed during aerial bombardment of Stuttgart, Airport 29 August 1944.



ABOUT THE AUTHOR

Joseph W. Justin is an aeronautical engineer in advanced data systems, chiefly ground support and communications, who became interested in aviation at an early age but only recently began study of its history. The accompanying article on the DC-2 is part of the preparatory work for a book on the subject, a frame of reference by which to establish its scope. In this he has been aided by a great many people who had material, anecdotes, and documents to contribute, especially among members of the A.A.H.S., of Air Britain, and of the Pacific Islands Aviation Society of which he is also a member. His engineering background includes education at the Embry Riddle School of Aeronautical Engineering and Long Beach City College, majoring in English, logic and philosophy. His research on the DC-2 story has included reference to a great many newspapers and periodicals as well as first hand correspondence. Acknowledgement of this assistance is graciously accorded here, and will be enumerated in the second part of this catalogue.



THE ARTIST

Richard "Rick" Broome has been painting pictures of airplanes since he was in high school, and an interested art instructor gave the necessary critique. Pictures of aircraft in many sizes and shapes paid for his flying lessons, and while working for United Air Lines he has attended Northrop Institute of Technology. He will return next semester to complete his B.S. in aircraft maintenance engineering.

The painting of the Eastern Air Lines DC-2 depicts the airplane in the location just before its crash near Milford, Penn. on 19 December 1936, a situation which all airmen fear. Capt. Dick Merrill, coming through the overcast in search of a landing spot after failure of the radio had caused him to become lost, had only time to align the airplane, and skidded to a halt in the trees and underbrush against the mountainside. He only was injured, a broken ankle.

Rick Broome recently formed his own company to market his work, as Aero Art Aviation Paintings, particularly some new techniques using black light (fluorescent paint and ultra-violet lamp). Under reduced light the backgrounds change completely and navigation and interior lighting of the airplane become apparent to a marked degree.