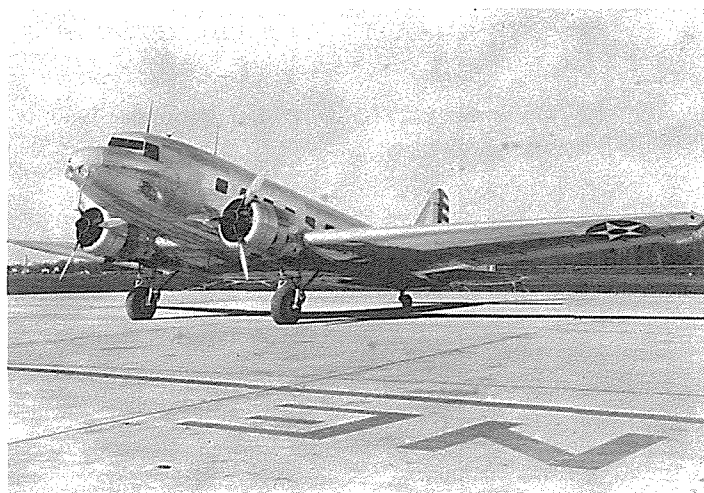
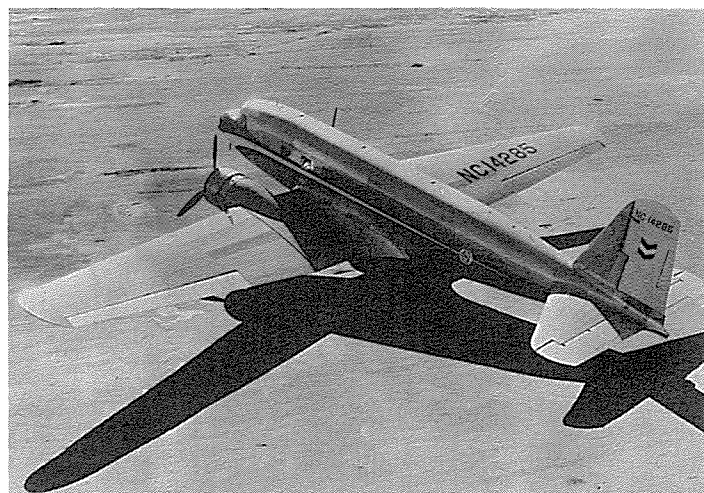




The XC-32, C/n 1414, built for Gen. Frank M. Andrews, as a VIP airplane, with accommodations for 14, airline type. (Photo - USAF #18858 A.C.)



C/n 1328, owned by Standard Oil Co. of California, crashed in Salt Lake 6 Oct. 1935. (Photo - Douglas 11-20-34, courtesy of Jon Proctor)

THE DOUGLAS DC-2

The first part of the catalog of the DC-2 (*JOURNAL*, Winter 1970), drew forth a considerable amount of new information from members of *Air Britain* and the Pacific Islands Aviation Society, plus a number of corrections. Those airplanes listed without constructors number (indicated only by "???" on Page 287 are now identified as, in order: C6n 1259, 1291, 1292, 1372, 1257, and 1373.

An additional abbreviation is important to the list also:

ADAT — Allied Directorate of Air Transport

Corrections and additions are given here in their order of appearance in Vol. 15, No. 4 (C/n given first):

- 1237**
NC-13711 Sold to Cox and Stephens (not Stevens).
- 1238**
NC-13712 Was assigned AAF Serial No:
42-58071 To USAAF as C-32A.
- 1239**
42-53527 To USAAF as C-32A.
To British Africa May 1942.
- 1240**
VT-APB Indian Government (not Indian Airlines.)
- 1241**
NC-13715 Sold to Braniff, Fleet No. 408.
- 1242**
42-61095 To USAAF as C-32A.
To Reconstruction Finance Corp., May 1945.
- 1243**
42-65577 To USAAF as C-32A.
- 1244**
NC-13718 To B.P.C. (not B.B.C.)
- 1246**
42-68858 To USAAF as C-32A.
- 1249**
42-53528 To USAAF as C-32A.
?? Sold to RAF, in British Africa May 1942.
- 1250**
42-57227 To USAAF as C-32A.
- 1251**
VT-AOY To Indian Government 1941
(Not Indian Airlines.)

- 1254**
42-57228 To USAAF as C-32A.
Crashed at West Palm Beach, Fla. 11 Dec. 1942.
- 1257**
A30-12 To RAAF with ADAT call sign VH-CRF
- 1259**
ADAT call sign VH-CRJ
(Not VA-AEN)
- VH-AEN
1286
ADAT call sign VH-CRE
- 1287**
A30-5 RAAF
- 1290**
A30-7 RAAF
- 1291**
A30-8 RAAF, Shot down 26 Jan. 1942.
ADAT call sign VH-CRC
- 1292**
A30-9 RAAF.
ADAT call sign VH-CRK.
- 1293**
42-65578 Assigned to National Airlines for pilot training as C-32A. To Braniff, June 1943
To All American Aviation, July 1944.
- 1294**
42-65579 Assigned to National Airlines for pilot training as C-32A. To TACA, Nov. 1944.
- 1297**
42-68857 Assigned to USAAF as C-32A.
NC-59345 Per *Air Britain*.
- 1298**
42-57155 Assigned to USAAF as C-32A.
- 1300**
42-57156 Assigned to USAAF as C-32A.
- 1302**
Sold to CNAC, Aug. 1935.
Crashed at Nanking, 25 Dec. 36.
- 1303**
NC-14270 Named SAN MARTIN.
- 1308**
VT-AOV (Not AT-AOV.)
- 1310**
42-53529 To USAAF.
AX 769 (Not AZ 769)

USAGE & DISPOSITION

By JOSEPH W. JUSTIN
PART II

- 1311**
42-53530 Assigned to USAAF as C-32A.
To British Africa, May 1942.
- 1312**
42-53531 Assigned AAF S6n as C-32A May 1941.
- 1313**
42-58072 Assigned AAF S/n as C-32A.
HK846 (Not HK847).
VT-ARB To Indian National Airlines.
- 1314**
VT-AOU (Not VT-ADU).
- 1315**
VT-AOQ (Not AT-OAQ).
- 1317**
PH-AJU Crashed at Rutbah Wells, Iraq (not Iran).

Customer list (continued)

C/n	Customer	Quantity
1321/1322	Fokker/SWISSAIR	2
1323	Japan via Great Northern	1
1324	CSO	1
1325/1327	US Navy	3
1328	Standard Oil Co., Calif.	1
1329	Fokker/SWISSAIR	1
1330	Fokker/LAPE	1
1331/1332	Fokker/SWISSAIR	1
1333	Fokker/France	1
1334	Fokker/Iberia	1
1335	Fokker/KLM	1(?)
1350	PAA	1
1351	PAASC	1
1352	PAA	1
1353/1366	Fokker/KLM	14
1367	PAA	1
1368	TWA	1
1369	PAA	1
1370	PANAGRA	1
1371	PAA	1
1372/1373	EAL	2
1374/1376	Fokker/KNILM	3
1377/1378	Fokker/LOT	2
1401/1403	AA	3
1404/1405	US Navy	2
1406/1407	AA	2(?)
1408/1409	TWA	2
1410/1412	AA	3
1413	Amtdorg/Russia	1
1414/1416	USAAF	3
1417	Fokker/LAPE	1



C/n 1562 as OH-DLB in Finnish Airlines markings, 1941. Had been purchased from Ceska Letecká Společnost in early 1941 by Aero-Oy and was reported to have been in German service as D-AAIO. It transferred to the Finnish Air Force in 1949, became DO-3. (Photo — Finnish Air Force, courtesy of Finn Embassy, Wash.)

Customer list (continued)

1418/1422	Japan	5
1503/1520	USAAF	18
1521	Fokker/LAPE	1
1527	Fokker	1
1558/1559	USAAF	2
1560	Republic of China	1
1561	Holyman's Airways	1
1562	Fokker/CLS	1
1563	ANA	1
1564/1565	Fokker/CLS or Lufthansa	2(?)
1566	ANA	1
1567/1568	PAA/CNAC	2
1580	Holyman's Airways	1
1581/1582	Fokker/CLS	2
1583/1585	Fokker KLM	3
1586	PAA	1
1587	TWA	1
1588/1589	Canton Airlines	2
1599	Maybe 1587	1(?)
1600	PAA	1
2057/2092	USAAF	36

Ed J. Young, AAHS, whose father was in charge of the DC-2 production line, and who also was involved in the DC-2 states that the account of the first flight of the DC-1 is in error. Although reported in numerous sources that Carl Cover was forced to land straight ahead in a field when the engines starved for fuel on takeoff, the first flight was quite successful and Cover, with D.W. Tomlinson as co-pilot, completed the flight and returned to Clover Field. There was a fuel starvation problem in steep climbs but that same night E.J. "Dutch" Kindleberger, hosting a party in celebration of the first flight of the DC-1, indicated that the trouble was minor, although the representative of the carburetor factory had not found the source of the trouble it was later found by Jack Grant, H.W. "Smokey" Johnson (still at McDonnell-Douglas Corp.), and the late J.E. "Brig" Young. The carburetor float valves had been installed backward.

The demise of C/n 1241 is confused. The original owner was TWA and it was in service with the USAAF as a C-32. It was reported to have been in Alaska with the markings of Northern Airways, as confirmed by a photograph taken by Dustin W. Carter, circa 1946 at Burbank. The DC-2 was then allegedly owned by Hazel Pollack of Fairbanks. For reasons unknown it was sold to Wilbert M. Calvert of Los Angeles in 1947 and crashed at Burbank Airport in 1947. There are no details of the circumstances of the crash. It then carried its original registration, NC-13715. The

crash location as pictured here is confirmed by Carter.

C/n 2053 was originally intended to be one of the C-39 airplanes, as s/n 38-503 with only few changes to make it a VIP airplane for Gen. H.H. Arnold. Due to the modifications which grew to make it more like a DC-3 it was designated the first C-41. It is yet flying (1970) with the Federal Aviation Agency.

C/N DESCRIPTION

1321 DC2-115B Del. November 1934

HB-ITI Fokker No. 4
To SWISSAIR December 1934,
crashed at Gfen, Germany, 28
January, 1936.

1322 DC2-115B Del. January 1935

HB-ITE Fokker No. 6
ZS-DFW To SWISSAIR until 1952
To Phoenix Airlines, South
Africa.
To ASTR Aircraft Corp., John
Nash.
Crashed at Kosti, near Kartoum,
1 February 1953.

1323 DC2-123 Del. October 1934

NC-14234 To Great Northern Airways,
Japanese Purchasing agent in
Canada, dummy corporation for
Nakajima Aircraft.
J-BBOI Dai Nippon Airways, Japan.
J-BDOM Not confirmed.

1324 DC2-124 Del. May 1934

NC-1000 Cities Service Oil Co. To
Swiftlite Aircraft Corp., 1935.
Flown in 1936 Bendix Race.
NC-30076 To Pan American in 1939 for
PP-PAZ PANAIR, Brazil.
To PANAIR do Brazil, May
1941.
CX-AEG To PLUNA (Primeras Uruguayas
de Navegacion Aerea) in 1945.
Withdrawn from use 1946. Sold
as spares to Febrero, S.A.
December 1951.

1325 DC2-125 Del. November 1934

9620 U.S. Navy, R2D-1, based at
Anacostia, crashed at Pensacola
24 September 1941.

1326 DC2-125 Del. December 1934

9621 U.S. Navy, R2D-1, based at
Quantico, Va., U.S. Marine
Corps markings.

1327 DC2-125 Del. December 1934

9622 U.S. Navy, R2D-1, based at San
Diego, Cal., crashed at San
Diego in 1941.

1328 DC2A-127 Del. November 1934

NC-14285 Standard Oil Co. of California,
Fleet No. 8, crashed in Great
Salt Lake, Utah, 6 October,
1935. Crew did not die in the
crash, but in trying to swim to
safety.

1329 DC2-115B Del. July 1935

HB-ITA Fokker No. 7
To SWISSAIR, crashed at
Senlis, near Paris, 7 January
1939.

1330 DC2-115D Del. June 1935

Fokker No. 8
EX-XAX or To L.A.P.E., Spain, named
EC-AAA HERCULES.
EC-AAD To Iberia, named HAYA, April
1940.
EC-AEL This registration unidentified.
Out of service September 1947.

1331 DC2-115D Del. December 1935

Fokker No. 9
EC-AAB Iberia, Spain, but not accepted.
HB-ISI Information conflicts that this
was SWISSAIR HB-ISI. Also
said to be Fokker demonstrator
bought by SWISSAIR July 1935
and destroyed on ground at
Stuttgart during USAAF air
attack 8 September 1944.

1332 DC2-115B Del. January 1935

Fokker No. 10
HB-ITO SWISSAIR
ZS-DFX To Phoenix Airlines, March
1952. Damaged at Kosti.
Reported that Maltuti Air
Service had this DC-2 in 1954,
crashed in Tripoli in 1957.
F-BJHR To Airnautic, France after
repairs in 1961.

1333 DC2-? Del. January 1935

Fokker No. 11
F-AKHD To French Government, named
PEGASUS

1334 DC2-? Del. November 1935

Fokker No. 12
EC-AAC Iberia, Spain
EC-AAY Fokker Corp. can not verify this
registration.
EC-AGK Alleged in 1938, cannot be
verified.

1335 DC2-115E Del. April 1935

Fokker No. 13?
PH-AKF Not listed in KLM inventory.
Crashed in the Alps 20 July
1935.

1350 DC2-118B? Del. February 1935

NC-14290 PAA
HK-820 To RAF, No. 31 Sqdn. at
Shaibah, Iraq to No. 117 Sqdn.
July 1942.

1351 DC2-118B Del. January 1935

NC-14291 Pan American Supply Corp.
probably leased to CNAC from
1935 to 1941.
PP-PAY To PANAIR do Brazil 29 May
1941, returned to PAA.
CX-HEF To Pluna of Uruguay, named
ESPIRITO DE LAS

LV-AHI AMERICAS.
To Febrero, S.A., 26 December 1951. Crashed at Harding Green Airfield, Argentina, 2 December 1954.

1352 DC2-118A Del. January 1935

NC-14292 PAA to PANAGRA, "P-31" named SANTA SILVA. CAA cancelled active record in 1942. Lost between Areonipa and Lima, Peru.

1353 DC2-? Del. March 1935

PH-AKG Fokker No. ?
KLM, named GAAI, March to July 1935. KLM historians state this aircraft crashed at Pian San Giacomo, Switzerland, 20 July 35. Other unidentified numbers associated with this plane were DB1 and DS 148.

1354 DC2-? Del. April 1935

PH-AKH Fokker No. 14
KLM No. 2 named HAAN (Cock), April 1935 to Jan. 1940.
SE-AXE To A.B. Aerotransport, Sweden. Finnish Red Cross, 1940
DC-1 Finnish Air Force, 1946 named HANSSIN JUNKKA. Last flight 29 May 1955. Preserved as coffee house at Hameelinna, Finland.

1355 DC2-115E Del. April 1935

PH-AKI Fokker No. 15
KLM, No. 3, named KIEVIT (Lap wing). Captured by German Air Force 16 May 1940.

1356 DC2-115E Del. April 1935

PH-AKJ Fokker No. 16
KLM, No. 4 named JAN VAN GENT (Gannet) captured by German Air Force 16 May 1940.
D-AJAW In service with Lufthansa in 1944.

1357 DC2-115E Del. April 1935

PH-AKK Fokker No. 17
KLM, No. 5 named KOETILANG, destroyed by German bombs at Schiphol Airport, 10 May 1940.

1358 DC2-115E Del. April 1935

PH-AKL Fokker No. 18
KLM, No. 6, named LIJSTER (Thrush), crashed 9 December 1936 at Croydon Airport.

1359 DC2-? Del. April 1935

PH-AKM Fokker No. 19
KLM, No. 7, named MARABOE, withdrawn from service after accident at Bushire Airport, Iran, 17 July 1935.

1360 DC2-115E Del. 26 April 1935

PH-AKN Fokker No. 20
KLM, No. 8, named NACHTEGAAL (nightingale). Destroyed by German bombs at Schiphol Airport, 10 May 1940.

1361 DC2-115E Del. April 1935

PH-AKO Fokker No. 21
KLM, No. 9, named OEVERZWALUW (Sand Martin). Destroyed by German bombs at Schiphol Airport 10 May 1940.

1362 DC2-115E Del. May 1935

PH-AKP Fokker No. 22
KLM, No. 10, named PERKOETOET. Destroyed by



C/n 1241 with varied career, various markings. Was originally TWA's No. 305, then Braniff's 408. Went to USAAF as C-32 and was assigned to Northeast, then American A.L. as trainer and cargo airplane. Bought by E.M. Calvert in 1947 and crashed at Burbank same year as seen here. (Photo - Dustin W. Carter)

German bombs at Schiphol Airport 10 May 1940.

1363 DC2-115E Del. May 1935

PH-AKQ Fokker No. 23
KLM, No. 11, named KWAK (Night Heron). Captured by German Air Force 16 May 1940.
D-AEAN To Lufthansa, Known to be in service April 1944.

1364 DC2-115E Del. May 1935

PH-AKR Fokker No. 24
KLM, No. 12, named RIETVINK (Reed Bunting). Captured by German Air Force 16 May 1940.

1365 DC2-115E Del. May 1935

PH-AKS Fokker No. 25
KLM, No. 15, named SPERWER (Sparrow Hawk). First Airliner to have television aboard, on 4 September 1936, above London. Captured by the German Airforce 19 May 1940.
D-ABOW To Lufthansa, crashed 11 February 1944.

1366 DC2-115H Del. May 1935

PH-AKT Fokker No. 26
KLM, No. 14, named TOEKAN. Captured by German Air Force 16 May 1940.
D-AJAS Lufthansa historians cannot verify registration.

1367 DC2-118B Del. March 1935

NC-14295 PAA, sold to B.P.C.
42-53532 As C-32 to RAF. To British Africa 28 May 1942. Returned to PAA after WW II.
XA-BJG To CMA? Possibly this was pre-War reg.

1368 DC2-118B Del. March 1935

NC-14296 TWA, then to PAA in 1940. Sold to B.P.C., British registration unknown. Returned to PAA after WW II.
XA-BJL To CMA.
LG-ACA? To Aviatica in Guatemala.
TC-ACA
N-4867V Purchased by Wm. Hosmer, and A.J. Levin, brought to California in 1952. To Johnson Flying Service, Missoula, Mont. in 1953, still in service.

1369 DC2-118B Del. March 1935

NC-14297 PAA, To CNAC 28 March 1936. To RAF as LR230. *Air Britain* states this was a DC-3, ex-42-14297.

1370 DC2-118A Del. March 1935

NC-14298 PANAGRA, Fleet No. P-32, named SANTA ELENA. Crashed north of San Luis City, Argentina, 23 August 1937.

1371 DC2-? Del. November 1935

NC-14950 PAA
HK837 To RAF, No. 31 SQDN, April 1941.
XA-BKY Mexicana Airlines. Possible this was pre-War reg.

1372 DC2-171 Del. November 1935

NC-14969 Eastern Airlines, sold to B.P.C. January 1941. To ANA.
44-83226? C-32A?
A 30-10 RAAF, call sign VH-ORD

1373 DC2-171 Del. December 1935

NC-14970 Eastern Airlines, sold to B.P.C. January 1941. To ANA.
A30-13 RAAF, crash damaged 18 January 1943.

1374 DC2-115G Del. May 1935

PK-AFJ Fokker?
KNILM, escaped to Australia during 1942.

1375 DC2-115G Del. May 1935

PK-AFK Fokker?
KNILM, escaped to Australia during 1942.

1376 DC2-? Del. June 1935

PK-AFL Fokker?
44-83227 KNILM, escaped to Australia. C-32A, received from Netherlands on P.O. 44068, USAAF number for transfer only.
VH-CDZ Call sign for Allied Directorate of Air Transport.
VH-ADZ To ANA January 1944, named MENGANA.
To MACAIR, November 1947. To Marshall Airways July 1948. Unexplained registration change August 1949. Stored at Camden, New South Wales in 1967. For sale by Marshall in late 1969.

1377 DC2-115F Del. July 1935

SP-ASK Fokker No. 27
LOT, Poland. Reported to have Bristol Pegasus VI engines.

1378 DC-2? Del. August 1935

SP-ASL Fokker No. 28
G-AGAD LOT, Poland.
British registration assigned, but sale to Imperial Airways was never completed; taken over by Rumania.

1401 DC2-120 Del. May 1935

NC-14921 American Airlines, Fleet No. A84.
To Delta February 1940. To B.P.C. February 1941.
VT-AOW To Indian Government.
DG-474 To RAF, No. 31 Sqdn, April 1941, destroyed during an air raid at Mingaladon Airport, Burma, January 1942.

1402 DC2-120 Del. June 1935

NC-14922 American Airlines, Fleet No. A85.
To B.P.C. December 1940
VT-AOT To Indian Government April 1941
DG-472 To RAF, No. 31 SQDN India and Burma. To TATA Airlines, October 1942. To RAF, No. 31 Sqdn, until February 1943. Written off 8 November 1943 at Lahore.

1403 DC2-120 Del. June 1935

NC-14923 American Airlines A86. To Delta Airlines April 1940. To B.P.C. February 1941.
VT-APA To Indian Government.
DG-478 To RAF, No. 31 Sqdn. Written off 30 June 1944 at Lahore.

1404 DC2-142 Del. September 1935

9993 U.S. Navy, R2D-1, based at Anacostia. To Duke Harrah, Wisconsin.
N-39165 To North American Aviation, Inc., 1953. Reconditioned by Airesearch. To D.W. Mercer, Burbank, Calif. 1954. Modified to 23-seat configuration. To Mercer Enterprises August 1955. To Colgate Darden III early 1969, completely restored.

1405 DC2-142 Del. ??

9994 U.S. Navy, R2D-1 based at Quantico, Va. U.S. Marine Corps markings.

1406 DC2-120 Del. October 1935

NC-14966 American Airlines, A66.
42-58073 C-32A 7 March or 3 July 1941, USAAF numbers for transfer only. To B.P.C. 7 April 1941.
AX-768 RAF, No. 117 Sqdn, Khartoum, October 1941. To No. 31 Sqdn April 1942. Crashed in Nandi state forest enroute to Bangalore 24 July 1942.

1407 DC2-120 Not assembled

"Parts only" for American Airlines.

1408 DC2-172 Del. March 1936

NC-14978 TWA, Fleet No. 329. To PAA May 1937.
XA-BKQ To CMA.

1409 DC2-172 Del. April 1936

NC-14979 TWA, Fleet No. 330. Reported to have crashed at Chicago, 31 May 1936. *Air Britain* reports crashed due to engine failure; no record in Chicago American newspaper archives as of 10 March 1968.

1410 DC2-120 Del. August 1935

NC-14924? American Airlines Fleet No. A-87. To Delta Airlines March 1940. To B.P.C. February 1941. Loaned to Indian Government April 1941.
VT-AOX To RAF, No. 31 Sqdn, April 1941. Shot down over Iraq, 25 December 1941.
DG-475

1411 DC2-120 Del. August 1935

NC-14925 American Airlines Fleet No. A-88.
CF-BPP Canadian Colonial, 8 August 1939 (see C/N 1414).
NC-14925 Colonial September 1942.

1412 DC2-120 Not assembled

"Parts only" for American Airlines.

1413 DC2-152 Del. August 1935

NC-14949 No U.S. owner. Sold to Amtorg, Russian Trading Company. Aeroflot registration unknown. Crashed in Rumania 6 August 1937.

1414 DC2-? Del. ???

36-1 USAAF XC-32
42-68858 To war assets administration
CF-BPP To Canadian Colonial in 1942 (see C/N 1411).
NC-9835H To Duke Harrah. Dismantled for parts at Oklahoma City in 1953.

1415 DC2-? Del. April 1936

36-345 USAAF C-34.

1416 DC2-? Del. April 1936

36-346 USAAF C-34.

1417 DC-2-115U Del. November 1935

Fokker No. 29
EC-EBB To L.A.P.E., March 1936, then Iberia, Spain.
EC-AGN Iberia No. 40 in 1938.
EC-AAB Iberia, named RAMON FRANCO in April 1940. Withdrawn from service September 1947.

1418 DC2-? Not assembled

To Japan

To and including:

1422 DC2-? Not assembled.

To Japan

1503 36-70 DC2-145 Del. May 1936

Converted to C-38

1504 36-71 C-33 Del. September 1936

To and including

1506 36-73 C-33 Del. September 1936**1507 36-74 C-33 Del. October 1936**

To and including:

1512 36-79 C-33 Del. October 1936**1513 36-80 C-33 Del. November 1936**

To and including:

1517 36-84 C-33 Del. November 1936**1518 36-85 C-33 Del. December 1936****1519 36-86 C-33 Del. January 1937****1520 36-87 C-33 Del. January 1937****1521 DC2-115J Del. April 1936**

Fokker No. 35
EC-BFF To L.A.P.E., Spain.
EC-BBE L.A.P.E.
U2-1 Spanish Air Force.
EC-AAC To Iberia, named VARA de REY, April 1944. Lost near Prat de Uobregal, Spain 3 February 1944.

1522 DC2-115J Cancelled by Fokker**1523 DC2-115J Cancelled by Fokker****1524 1525 1526 DC2-165 Not built****1527 DC2-115M Del. August 1936**

Fokker No. 36.

1558 1559 DC2-? Del.?

To USAAF ?

1560 DC2-192 Del. June 1936

To Dr. Kung, Finance Minister of China.

1561 DC2-199 Del. September 1936

VX-UXJ December 1936, to Holyman's Airways, Launceston, Tasmania, named LOONGANA. 30 July to Airlines of Australia. 21 September 1939 to A.N.A. Scrapped 15 October 1946 at Essendon.

1562 DC2-200 Del. May 1936

OK-A10 Fokker No. ?
CLS, Czechoslovakia, may be OK-AIC.
D-AAID Taken over by Germany for Lufthansa in 1939. Maybe D-AAIC.
OH-DLB To Aero O/Y, Finland, March 1941
OH-LDB 14 May 1941
DO-3 To Finnish Air Force 18 March 1949.

1563 DC2-210 Del. May 1937

VH-UYB To ANA, July 1937, named PENGANA.
To Airlines of Australia, June 1939.
To ANA October 1939. Withdrawn from use 19 December 1947.

1564 DC2-211 Del. June 1937

PH-ALZ Fokker No. 38
Registration not identified, may have been for ferry purposes. Possibly to CLS or Lufthansa. The word "Wostwag" is associated but not identified.

1565 DC2-211 Del. July 1937

OK-AID Fokker No. 39
D-AAID CLS, Czechoslovakia.
Taken over by Germany for Lufthansa, was seen at Tempelhof, 12 December 1942.

1566 DC2-210 Del. May 1937

VH-UYC ANA, named KYEEMA, ANA claims this was first DC-3 in Australia; disputed by *Air Britain*. Also used by Holyman's Airways. Crashed at Mount Dandewong, Victoria 25 October 1938.

1567 DC2-221 Del. May 1937

To PAA but no U.S. registration.
To China National Aviation Corp.

1568 DC2-221 Del. May 1937

To PAA but no U.S. registration.
To China National Aviation Corp.

1580 DC2-185 Del. January 1936

VH-USY To Holyman's Airways, April 1936, named BUNGANA (meaning Big Chief in Tasmanian) Incorporated into ANA November 1936. Withdrawn from use December 1947.

1581 DC2-115K Del. February 1936

OK-AIA Fokker No. 30
CLS, Czechoslovakia. Crashed in Holland before delivery on 21 April 1936.

1582 DC2-115K Del. March 1936

Fokker No. 31
 OK-AIB CLS, Czechoslovakia
 D-AAIB Taken over by Tschechische
 Luftverkehrsgesellschaft after
 German invasion.
 OH-DLA To Aero O/y, Finland March
 1941.
 OH-LDA May 1941
 DO-2 To Finnish Air Force 18 March
 1949.

1583 DC2-115L Del. April 1936

Fokker No. 32
 PH-ALD KLM, named DJALAK.
 Destroyed during air raid on
 Schiphol Airport 10 May 1940.

1584 DC2-115L Del. April 1936

Fokker No. 33
 PH-ALE KLM, named EDELVALK
 (Noble Falcon)
 G-AGBH To English owner, operated by
 KLM, seen at Bristol, July 1940,
 registered to KLM.
 NL-203 To Netherlands Air Force,
 assigned to Dutch
 Communications Flight No.
 1316.
 PH-TBB Returned to KLM.
 G-AGBH To Southampton Air Services,
 July 1946. Crashed at Malta, 3
 October 1946.

1585 DC2-115L Del. April 1936

Fokker No. 34
 PH-ALF KLM, named FLAMINGO.
 Crashed at Hal, Belgium, 28
 July 1937.

1586 DC2-? Del. November 1936

NC-16048 Ordered by PAA for CNAC but
 remained undelivered because of
 the Japanese invasion of China.
 Delivered to person or company
 named Whittle. To Nevada
 Exploration Corp., Reno,
 Nevada 1948.

1587 DC2-? Del. ?

NC-16409 TWA, to PAA, 25 May 1937.
 (PAA claims 1936). Last civil
 DC-2 built. FAA registration
 Branch does not include this
 number; all data may apply to
 1599.

1588 DC2-? Del. May 1936?

China, Canton Airlines.

1589 DC2-? Del. May 1936

China, Canton Airlines.

1599 DC2-? Del. May 1936

Confusion about this. See C/N
 1587.

1600 DC2-118A Del. ?

Air Britain states that parts only
 were for PAA.

2057 DC2-243 Del. January 1939

38-499 USAAF C-39
 YV-AVG To Avenza, Venezuela 1944.

2058 DC2-243 Del. February 1939

38-500 USAAF C-39. To American
 Airlines in 1944.
 PP-MGA To Aerovias S.A. de Mines
 Gorias, Brazil November 1947.
 Crashed at Bele Horizonte in
 1948 or 1949.

2059 DC2-243 Del. February 1939

38-501 USAAF, C-39, condemned
 February 1944.

2060 DC2-267 Del. ??

38-502 USAAF C-42. Cabin finished in
 deluxe styling.

YV-AVJ To Avenza, Venezuela,
 OV-GGT To Transaer, Carlos A. Fantini,
 Argentina, Dec. 1959.

2061 DC2-243 Del. May 1939

38-504 USAAF, C-39, Condemned
 1944.

2062 DC-243 Del. May 1939

38-505 USAAF, C-39, Condemned in
 Philippines, 1942.

2063 DC2-243 Del. May 1939

38-506 USAAF, C-39. To commercial
 operator October 1944.

2064 DC2-243 Del. May 1939

38-507 USAAF, C-39.
 XA-DOH To Lineas Aereas Unidas, S.A.,
 Mexico, October 1944

2065 DC2-243 Del. June 1939

38-508 USAAF C-39, "reclaimed"
 January 1946.

2066 DC2-243 Del. June 1939

38-509 USAAF C-39. In China/India
 with extra fuel tanks.
 Condemned June 1944.

2067 DC2-243 Del. June 1939

38-510 USAAF C-39, Condemned June
 1944.

2068 DC2-243 Del. June 1939

38-511 USAAF C-39.
 YV-AZF To TACA, December 1944,
 Venezuela.

2069 DC2-243 Del. June 1939

38-512 USAAF C-39
 XA-DOL or To CMA, possibly October
 1944.
 XA-DOI To Aero Naves (PAA)
 To Lineas Aereas Unidas.
 Crashed at Oaxaca, Mexico

2070 DC2-243 Del. July 1939

38-513 USAAF C-39.
 YV-??? To TACA, December 1944.

2071 DC2-243 Del. July 1939

38-514 USAAF C-39, wrecked
 December 1942.

2072 DC2-243 Del. July 1939

38-515 USAAF C-39, to PAA.
 N-6097C To L.J. Demers, 1945,
 withdrawn in 1959.
 XB-YAV Mexico, (?). As of 29 March
 N6097C 1970, owned by Ray Brown and
 Charles Le Master, being used as
 insect control sprayer aircraft,
 Ottawa, Kansas. 11 May 1970 to
 Air Force Museum

2073 DC2-243 Del. July 1939

38-516 USAAF C-39. Wrecked at
 Bethel, Connecticut 30
 November 1942.

2074 DC2-243 Del. July 1939

38-517 USAAF C-39. To commercial
 operator September 1944.
 LV-GGU To Carlos A. Frantini, Transaer,
 Argentina, 20 May 1960 for
 Aero Venezolanes, per *Air
 Britain*.

2075 DC2-243 Del. July 1939

38-518 USAAF C-39. To TWA, 28
 February 1943, returned to
 USAAF Mar. 1943
 XA-DOT To Mexico. Oct. 1944

2076 DC2-243 Del. July 1939

38-519 USAAF C-39
 VH-CCE or Leased to ANA, Australia July
 VH-CCG 1943 to May 1944.

VH-ARB To ANA May 1946. To Guinea
 Air Traders, LAE May 1948.
 C.ofA. lapsed July 1950, G.A.T.
 out of business, scrapped.

2077 DC2-243 Del. July 1939

38-520 USAAF C-39
 XA-DOQ To CMA November 1944. To
 Lineas Aereas Unidas. Crashed
 at San Luis Acatlan, Oaxaca,
 Mexico, 27 November 1951.

2078 DC2-243 Del. July 1939

38-521 USAAF C-39, Used in
 China/India. Condemned
 August 1943.

2079 DC2-243 Del. July 1939

38-522 USAAF C-39. To American
 Airlines September 1944.
 PP-CEC To PROSPEC (Levatamuntos,
 Prospeccoes e
 Aerofotogrametria S.A.) Brazil.
 In service in 1967 and 1968.
 PP-MGB No details.

2080 DC2-243 Del. August 1939

38-523 USAAF C-39. To commercial
 operator September 1944.
 XA-DOS To CMA, Manuel Gomez
 Rendez.

2081 DC2-243 Del. August 1939

38-524 USAAF C-39, Condemned April
 1944.

2082 DC2-243 Del. August 1939

38-525 USAAF C-39. Wrecked March
 1942.

2083 DC2-243 Del. August 1939

38-526 USAAF C-39
 YV-AVK To Avenza, Venezuela, May
 1945.
 LV-GGV To Transaer, Argentina, 1959.

2084 DC2-243 Del. August 1939

38-527 USAAF C-39

2085 DC2-243 Del. August 1939

38-528 USAAF, C-39
 YV-AVL To Avenza, Venezuela, April
 1945

2086 DC2-243 Del. August 1939

38-529 USAAF, C-39.
 To TACA do Colombia,
 December 1944.

2087 DC2-243 Del. August 1939

38-530 USAAF C-39.
 VH-CCF To ANA, Australia, 2 January
 1944.

2088 DC2-243 Del. August 1939

38-531 USAAF C-39.
 XA-DOB To Lineas Aereas Unidas,
 Mexico, July 1944.

2089 DC2-243 Del. August 1939

38-532 USAAF C-39
 VH-CCH Leased to ANA, Australia June
 1943 to May 1944.
 VH-ARC To ANA May 1946. To Guinea
 Air Traders June 1948.
 Reported written off at
 Kerowagi, N.B. 16 March 1949.
 Wings and fuselage at
 Bankstown, N.S.W. March 1954.

2090 DC2-243 Del. September 1939

38-533 USAAF C-39. To American
 Airlines, July 1944.

2091 DC2-243 Del. September 1939

38-534 USAAF C-39.
 XA-DOS To Mexico, September 1944
 (not confirmed).

2092 DC2-243 Del. September 1939

38-535 USAAF C-39. To commercial
 operator 1944.

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BIBLIOGRAPHICAL NOTES

WWII TECHNICAL RESEARCH SOURCES

Prepared by ROSS S. WHISTLER

A book that may be of interest to the World War II researcher is "Federal Records of World War II," which discusses the disposition of U.S. Government war records as of the early 1950's. Although some of the information is outdated, it still makes interesting reading. It was published in two volumes for the National Archives by the Government Printing Office. Volume I, National Archives Publication No. 51-7, which discusses civilian agencies, was published in 1950 and is no longer available. Volume II, National Archives Publication No. 51-8, appeared the next year and covers military agencies. A few copies of Volume II may still be available on request from the Publications Sales Office, National Archives and Records Service, Washington.

BIBLIOGRAPHY OF SCIENTIFIC AND INDUSTRIAL REPORTS

Shortly after the end of World War II a major effort was undertaken by the United States Department of Commerce to make available to the public the unclassified technical literature generated domestically and by the Axis powers during the war years. To this end the Office of Technical Services was established. This agency undertook the gathering, cataloging, numbering and reproduction of the many thousands of releasable documents, each of which was assigned a Publications Board, or "PB," accession number (e.g. PB 123456).

The initial group of reports so cataloged were listed in a periodical announcement published in a total of eleven volumes, over the period from 1946 to 1949, entitled "Bibliography of Scientific and Industrial Reports." The reports listed are generally available for purchase in the form of either microfilm or photostatic copy (and occasionally as mimeographed or printed copy). Among the PB reports can be found such interesting items as AAF Technical Orders, which describe in detail wartime aircraft and equipment, and Army field manuals and technical manuals describing weapons and vehicles. The bulk of the aircraft T.O.'s are listed in Volume 4 of the Bibliography, as are many British and German reports.

An indication of the scope of these documents is given by a typical table of contents, shown in Figure 1. Figure 2 gives a good insight into the excellent depth to which these reports are indexed. Typical abstracts, describing individual documents, are shown in Figure 3.

A set of the Bibliography of Scientific and Industrial Reports should be found at major city libraries. In the Boston area, for example, both the Boston Public Library and the M.I.T. Engineering Library have a set.

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