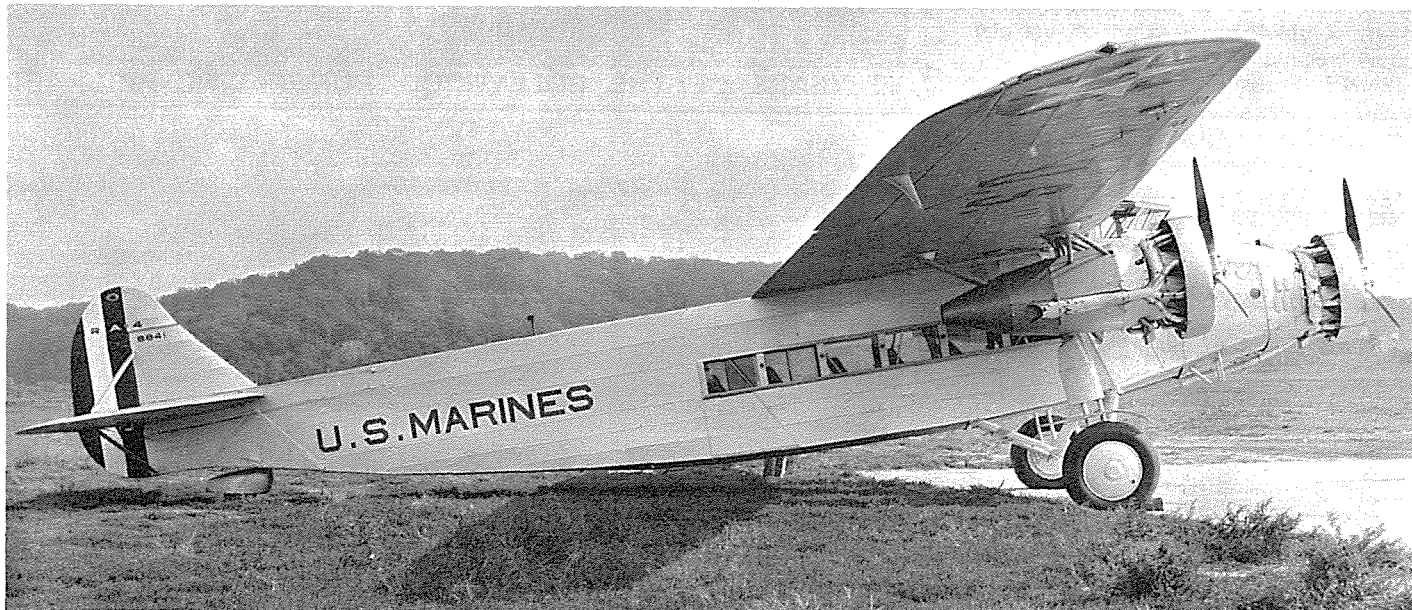




The RA-4 after factory modifications were made to achieve performance. The fuselage nose was elongated and vertical and horizontal tail shapes were revised. The Navy still did not accept it and the airplane was kept at the factory as X-38N until scrapped in 1933. (Photo — U.S. Navy)

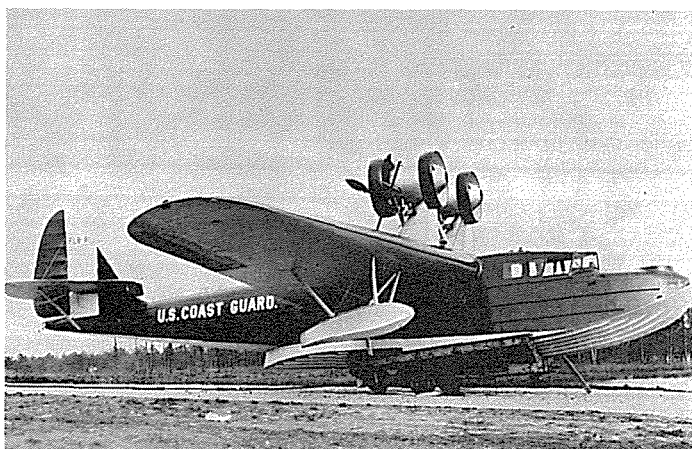
The American Fokkers *Part 5*

By PETER M. BOWERS

This is the fifth and final installment of The American Fokkers. It includes the last group of aircraft designs to grow out of the Fokker line. (Coming after the combination of the companies, Fokker Aircraft Corporation of America and General Motors Corp., there were still enough of the original Fokker personnel involved to call them Fokker airplanes.) It is also intended to present a list of all the known American Fokkers by civil registration or military serial number, to fill in the gaps in the previous installments, and to include later information turned up by the author and submitted by Members of the Society.

MODEL 15 (FLB, PJ) — This model was developed as the result of a Coast Guard design competition for an open-sea search and rescue flying boat. The Fokker design, AF-15, drew heavily on the structural details of the established F-11 flying boats and amphibians (Model 9). Major changes were an increase in size, using what was essentially an F-10 trimotor wing, and the use of two Pratt & Whitney R-1340

The first FLB, fitted with wing cowlings at front of nacelles in attempt to alleviate air flow problems. Still has erroneous number FLB-8. (Photo — International Amateur Aircraft Photo Exchange)

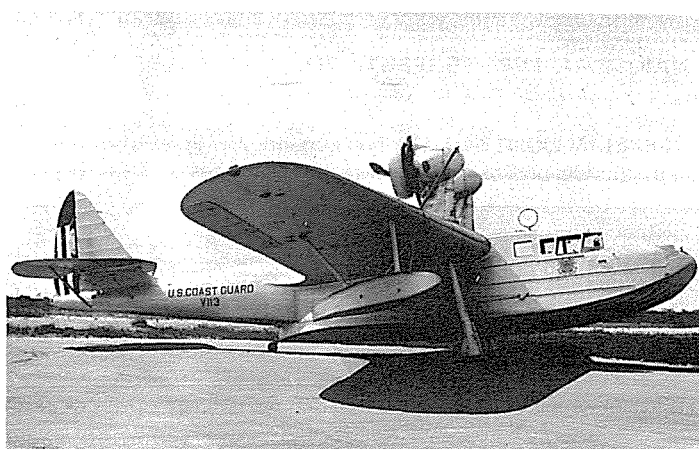


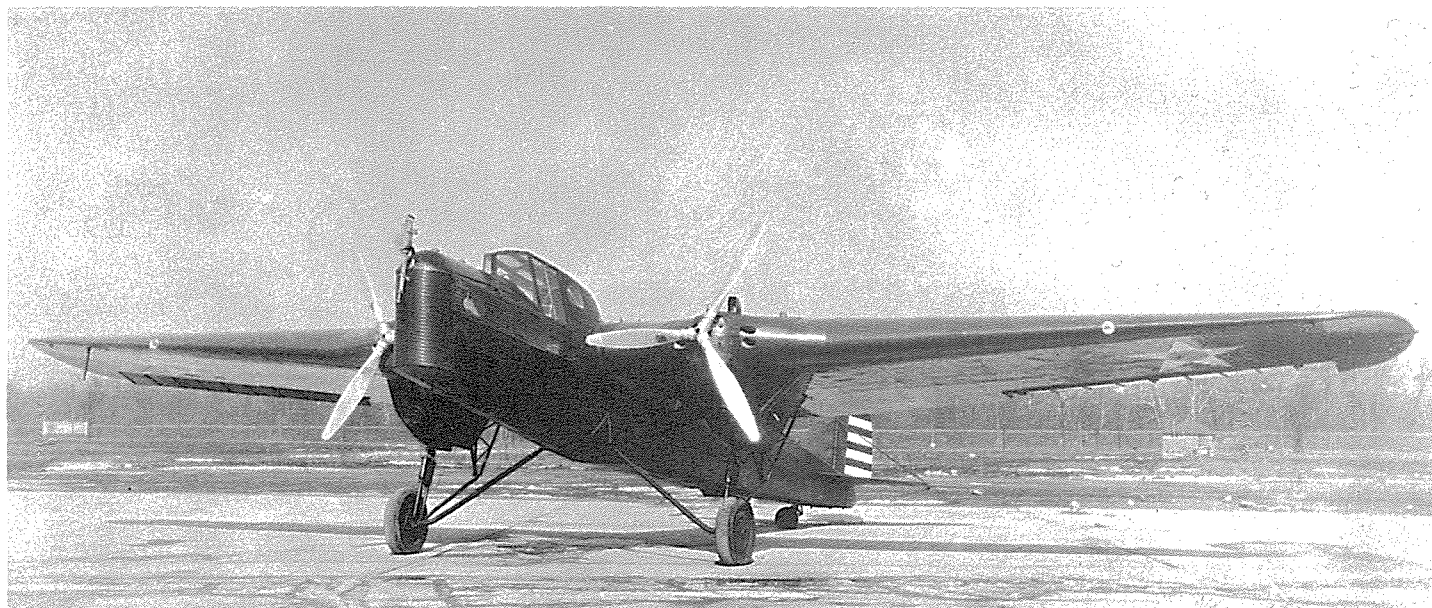
“Wasp” engines mounted as pushers. Although some photos seem to indicate that the AF-15’s were amphibians, they were true flying boats. The apparent landing gear was merely self-contained beaching gear that retracted under the wing.

By the time the AF-15 was ready for production, the company had become General Aviation Corp. and the new boats were built at the Dundalk, Maryland plant. The company designation was changed from AF-15 to GA-15. This produced some confusion with a later “GA-15” design, also built at Dundalk, for the Army as XO-47 and then produced by the successor company, North American Aviation, Inc. as the O-47A and O-47B in Inglewood, California.

No military designation was assigned at first, since the Coast Guard was not using such designations at the time. Had the USCG followed the Navy system of the period (as it was to do later), the boats would have been designated PA-1 (P-for-Patrol) since the Navy was using the former A-for-Atlantic letter to identify General Aviation. (see Model 18).

The PJ-1 on beaching gear, in final USCG coloring after assignment of standard designation and s/n V11. “J”, formerly assigned to Berliner-Joyce, went to N.A.A. (Howard Levy)





The XO-27 was modified after delivery to XO-27A. A canopy was added to the pilot's cockpit and the direct-drive engines were changed to geared Curtiss Conqueror G1V-1570-29's. This photo, made with orthochromatic film, shows the yellow wing darkly. (Wright Field).

FLB — The original designation used by USCG was FLB, which simply meant Flying Life Boat. This was followed by the USCG number of the airplane. The first one, when rolled out of the factory in January 1932, was erroneously marked FLB-8, a number which was in conflict with another USCG plane already using USCG serial number 8. The first FLB was soon changed to FLB-51, followed by -52 through -55. This did not mean that they were the 51st through 55th FLB's, nor even the equivalent sequential number of USCG planes. The 50 range was reserved for flying boats.¹ The USCG numbering system changed twice during the subsequent life of the FLB's, whose serials became 251 through 255 and finally V-112 through V-116.

PJ-1 — This designation was adopted long after the FLB flying boats were in service, after General's successor company, N.A.A., was assigned the letter J in the Navy designating system, one which had been assigned to Berliner-Joyce, itself one of the companies controlled by N.A.A. prior to the General merger.

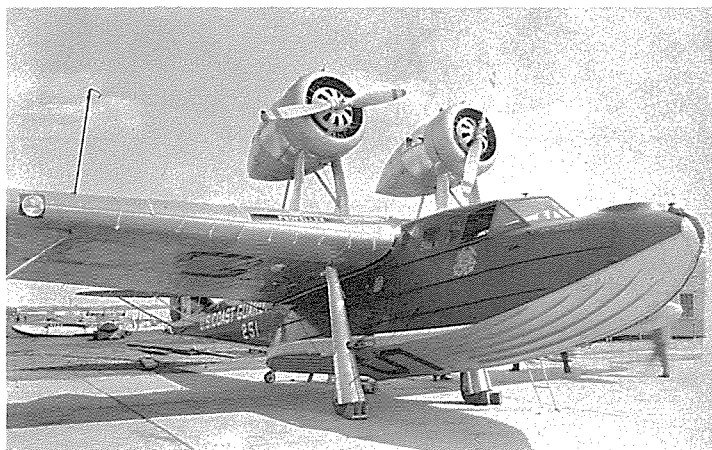
PJ-2 — The first FLB, carrying the name "ANTARES," was sent to the U.S. Naval Aircraft Factory at Philadelphia in 1934 where it was converted from a pusher to a tractor design. The modification did not affect the designation at first but when the PJ designations were assigned to the

FLB's, "ANTARES" became PJ-2 to distinguish it from the standard PJ-1 pusher models. It also moved to the end of the PJ line in the 1936 serial number reassignment and became V-116, the last of the five instead of the first.

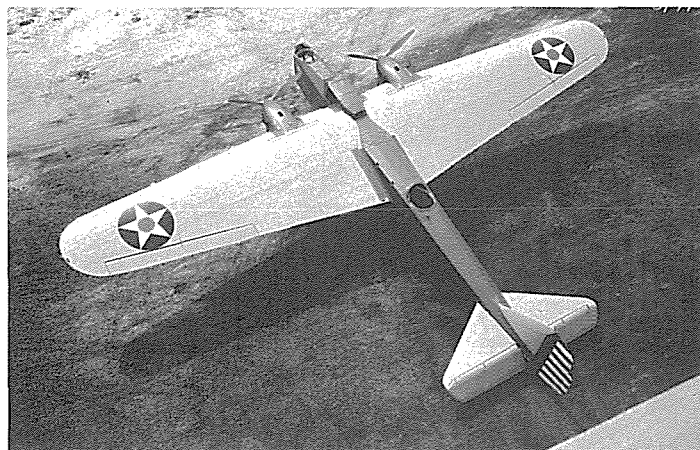
MODEL 16 (O-27, B-8) — Fokker had a head start toward the development of advanced military designs when the Army began to break away from the established WW-I bi-plane design philosophies and started to specify monoplanes for some service types in the late 1920's. The Fokker cantilever monoplane wing was a natural starting point and it was a relatively simple matter to clean up the old trimotor and XLB-2 designs and turn out a slick twin engined airplane, the American Model 16. But an unfortunate combination of events and timing kept the new design from becoming a notable success.

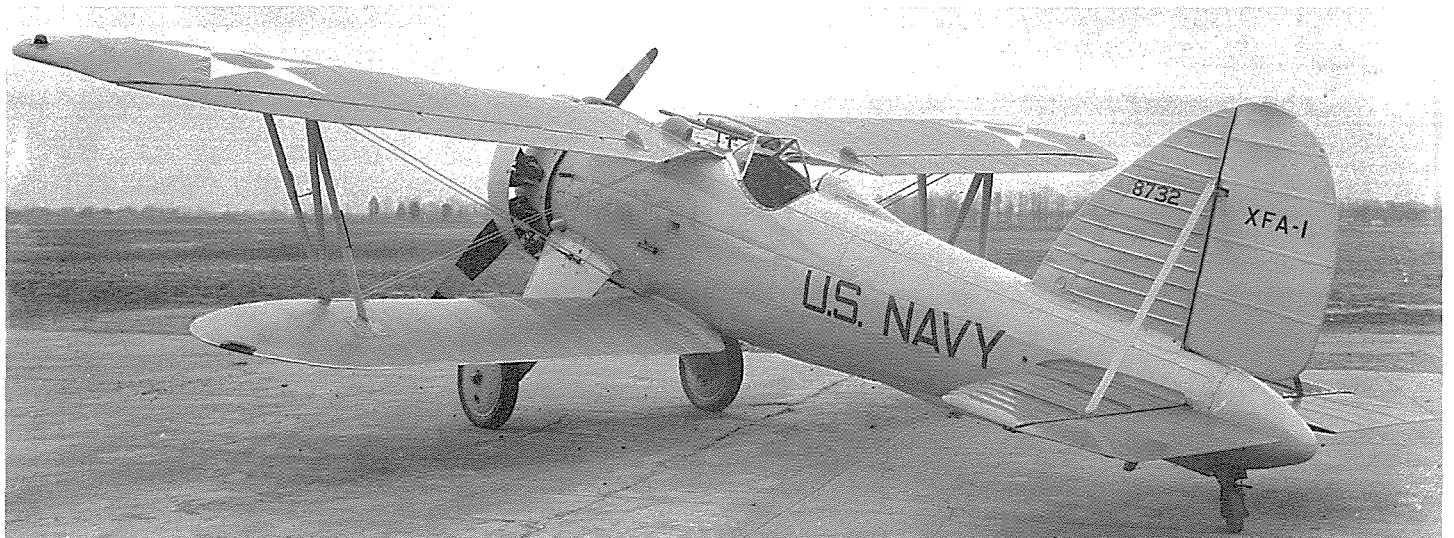
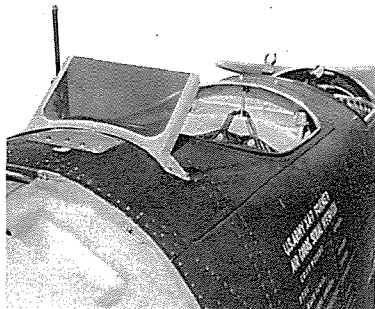
As was so often the case, any firm pioneering a new design concept has to feel its way, not knowing the optimum numbers to work toward, with the result that such design may have basic shortcomings relative to its mission, plus the bugs associated with the new systems. Such was the case with the O-27/B-8 design for the U.S. Army. Timing complicated matters, too, what with the transition to General Aviation, the physical move of the manufacturing facilities, and the economic depression that cut into civil and military

The first FLB, now named ANTARES with CG No. 251, at Naval Aircraft Factory after conversion to tractor engines. It still later became PJ-2, V116. (Photo — NAF #211013)



Top view of first YO-27 shows the longer nacelles and redesigned tail. Coloring was the usual O.D. and yellow but photographed here with panchromatic film. (General Aviation #2816, 9-7-32)





On opposite page, the fuselage of the General Aviation XFA-1 with side panels removed. The landing gear was similar to that of the H-51. (Photo — G.A. courtesy of North American Aviation, #1855, 9-30-31) Center left, the XA-7 windshield modifications in August 1931. The military data on the fuselage side below cockpit started the practice still in use today. The use of the manufacturer's name, Fokker, is known only in this one example. (Fokker, courtesy of N.A.A., #1850.) Center right, the XA-7 with its original full-length pants-type landing gear fairings, later changed to streamlined teardrop profile. (Fokker, courtesy of N.A.A.) At bottom, the XFA-1 at Dundalk after addition of wheel pants, March 1932. Coloring: fuselage and all metal parts light gray; upper wing and horizontal tail surfaces orange-yellow; all other fabric areas aluminum doped. (G.A., courtesy of N.A.A., #2584)

sales and put most aircraft manufacturers either in serious trouble or out of business entirely.

In spite of being built only in prototype and service test quantities, the American Fokker Model 16 can be regarded as a significant milestone airplane. The later Boeing B-9, the Martin B-10, and their descendants owe much to this Fokker.

The original order was for two long-range, three-place observation airplanes, designated XO-27. At Air Corps request the second was soon redesignated XB-8 and completed as a bomber. Both used the traditional Fokker wooden wing with welded steel tube fuselage and tail. Major changes from previous practice were the use of liquid-cooled Curtiss "Conqueror" engines, mounted directly into the underside of the wing, and retractable landing gear. In spite of the speed potential of the new design, the Air Corps yet followed tradition and specified open cockpits. The two experimental types were built at Teterboro and taken to Wright Field for testing.

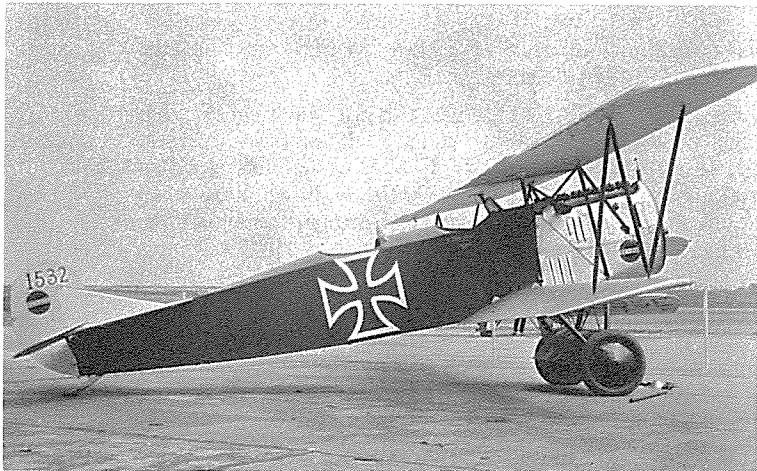
XO-27 — First of the two, 29-327, was ordered in 1929 and delivered in September, 1930, with 600 h.p. direct-drive V-1570-9 "Conqueror" engines. Provisions were made for nose and rear cockpit machine guns, and an "inside" station for the observer/navigator was located in the front of the fuselage between the pilot's and nose gunner's cockpits. The XO-27 became XO-27A.

XO-27A — The XO-27 was modified and redesignated. The pilot's cockpit was fitted with a canopy and the direct-drive engines with two-blade propellers were replaced with geared V-1570-29's, driving three-blade left-hand props. The conversion had a short life and was "surveyed" 20 September 1932.²

XB-8 — The second XO-27, 29-328, was completed in 1930 as a bomber. Its major outward recognition features were the bombardier's sighting window in the nose and a slightly deeper belly to accommodate the bomb bay. It was also short-lived; this one was surveyed February 24, 1932.³

Twelve service test models, originally split between "Y" and "Y1" observation and bomber models were mixed on two separate orders. These were built at Dundalk and are the first American military Fokker airplanes for which c/n's can be confirmed. Numbers in the early "1600" range were prominently displayed as "Line Numbers" on the Dundalk production line, which may have been a General Aviation procedure rather than Fokker, for the YO- and Y10-27

Above right, the CO-4 prototype airplane in early form with nose radiator, axle-wing fuel tank, and French Lamblin radiator. (McCook Field). Second, the ski-equipped C.II in Canada as G-CAEV. C/n 174, it was formerly registered in U.S. as 3190. (Canadian National Aviation Museum, courtesy of K.M. Molson). Next, with the German cross, probably because it was flown in air shows as resembling the D.VII, is U.S. registered No. 1532, c/n 214. Nose and rudder emblems are "Benzol." The rear cabin had been converted to a second open cockpit. (Photographer unknown). Lower right, the Fokker S-3, c/n 1 with temporary registry 1085 on under side of upper left wing. Shown here aboard the S.S. LEVIATHAN during experimental ship-to-shore airmail flights. (Courtesy of J. William Knepp)





The Italian-built Fokker C-VE, designated Ro.1, used by the U.S. Army Air Attache in Rome. At right, the C-VE for the Navy Air



Attache, also Ro.1, No. 68, s/n A-7565. Standard markings were applied to each. (National Air & Space Museum)

airplanes were delivered with the General Aviation trademark worked into the official military data block painted on the fuselage.

YO-27 — Three service test observation types, 31-587 to -589 shared a six-plane order with three YB-8's, 31-590/-592. These retained the open cockpit feature of the XO-27 but used geared engines and three-blade props as in the XO-27A. They also adopted the bomber nose from the XB-8 and had entirely new tail surfaces of sheet metal construction. The three YB-8's were redesignated before completion and were delivered as YO-27's. All six became plain O-27 after the service test period was completed.

Y10-27 — Two service test observation types, 31-598 and -599, duplicated the YP-27's and shared a second six-plane order with four Y1B-8's, 31-600/-603. These were built with F-1 funds, hence the difference in designation. The four Y1B-8's were also reclassified as observation types and delivered as Y10-27's, later becoming plain O-27.

YB-8 — Three, ordered as YB-8, 31-59/-592, but delivered as YO-27 (see above).

Y1B-8 — Four, ordered as Y1B-8, 31-600/-603) but delivered as Y10-27 (see above).

MODEL 17 (XA-7) — This was the last American Fokker design which can honestly be called such and is a far greater departure from the traditional Fokker design concept than anything that went before it. Anthony Fokker has been quoted as saying that this particular airplane was his "biggest headache at Hasbrouck Heights."⁴

Putting the Fokker cantilever wing on the bottom of the fuselage was a relatively minor change; Fokker had built occasional low-wing airplanes clear back to WW-I days. The headaches resulted from the all-metal construction required by the military specification to which the Model 17 was built and, further, to the fact that this was the first high-

performance military type developed by the American organization instead of being a minor adaptation of an established commercial design. As such, it was under tight control and inspection by an entirely different group of government inspectors than Fokker had been dealing with in the past. He was used to building a new model and then offering it to the military, not having military engineers looking over the designers' shoulders.

Nothing radical was involved; the specification merely reflected the advancing state of the art insofar as materials were concerned, and confirmed that military thinking had finally decided to accept the monoplane for tactical aircraft. Because of this, Fokker had competition in the form of the all-metal Curtiss XA-8. While Fokker had long been urged by his associates to go all-metal, he did so reluctantly and because the customer insisted on it.

In structural detail, the XA-7 fuselage drew heavily on the Model 11/H-51. Its powerplant was the 600 h.p. geared Curtiss "Conqueror" G1V-1570C driving a two-blade, left-hand propeller.

In spite of the open cockpits, its streamlining was quite advanced; the fuselage cross-section was oval and the landing gear was at first enclosed in full-depth sheet metal fairings. While these were later to become a notable feature of several Northrop designs of the early 1930's, they were short-lived on the XA-7 and were replaced by smaller fairings, or "pants," over each wheel. Armament consisted of .30 caliber machine guns, four in the wings firing forward, outside of the propeller arc and a single flexible gun for the rear cockpit.

Ordered in December, 1929, the XA-7 was delivered to Wright Field for test in January, 1931. It had a relatively short life and was surveyed January 19, 1932.

MODEL 18 (XFA-1) — It requires some rationalization to call this one a bona-fide American Fokker since the Fokker

The Hartzell M.R.1, a two-place adaptation of a Fokker D.VII, with Curtiss K-6, 150 hp or C-6, 160 hp engine.

(Paul Matt Collection)



American Fokker Model No.	Sold as	Span	Length	Wing Area (sq. ft)	Original engine and h.p.	Gross Weight (lbs)	High Speed (mph)	Remarks
15	FLB, PJ-1, 2	74' 2"	55' 9"	754	P&W R-1340 "Wasp" 450 h.p.	11,200	125	All built as pusher flying boats; first converted to tractor.
16	O-27 B-8	64' 6"	47' 6"	619	Curtiss V-1570-29 "Conqueror" 600 h.p.	10,639	177	Prototypes built at Teterboro; others at Dundalk. Data for Y10-27.
17	XA-7	43' 11"	31' 11"	333	Curtiss V-1570-27 "Conqueror" 600 h.p.	5,570	190	The first all-metal high-performance Fokker.
18	XFA-1	25' 6"	22' 2"	175	P&W R-1340C "Wasp" 450 h.p.	2,508	170	All-metal biplane fighter.

*Specifications per John Barbery

Aircraft Corporation of America had passed out of existence at the time it was built. However, there were still enough of the old Fokker/Atlantic personnel involved in its design and construction, plus the fact that the Navy still assigned the old A-for-Atlantic designation to the firm, to justify a Fokker label for it.

XFA-1 was an all-metal, single-seat shipboard fighter, one of three designed by different manufacturers to the same tight Navy specification. The Spec. called for a fighter notably smaller than contemporary designs. The others were the Berliner-Joyce XFJ-1 and the Curtiss XF9C-1 and all were all delivered in 1932.

There is some dispute over the XFA-1's powerplant. References ⁶ and ⁷ credit it with the P&W R-1340C "Wasp." Jane's *All The World's Aircraft* ignores the plane completely, but another source credits it with the 400 h.p. P&W R-985A "Wasp Jr." ⁸ The latter is more logical.

ITALIAN-AMERICAN FOKKERS

The term "American Fokker" is expanded to include a foreign-built model used by Americans abroad. It was the C-VE, a widely-used general-purpose military two-seater built in Holland and under license in several other European countries. The Officine Ferrovarie Meridionale (Romeo) of Naples, Italy, built some C-VE's as Ro.1, powered with 450 h.p. British Bristol Jupiter radial engines (also built under license in Italy). The U.S. Army and U.S. Navy Air Attaches in Rome each used one. The Army C-VE is known to have been returned to the Italians. ⁵

CONSTRUCTOR'S NUMBERS (C/N's)

In the absence of factory records for confirmation, there is evidence that the American Fokker practice of serial numbering the various civil models within groups of 100 was not adopted until well into 1927. This is confirmed by

early government registration records; the earliest registrations for "Universals" identify them in sequence as "No. 2", etc., rather than by the later and better-known 400-series. ⁹

It has been further determined that the Dutch-built F-VII's, which were given American c/n's in the 600 range and described as American-built because they were assembled in the United States also had Dutch factory c/n's. Those that are known are shown in parentheses in the tables; others are known but there is no correlation to U.S. c/n's or registrations.

If the American c/n's were not assigned to F-VII's until 1927 the probable reason for Hubert Wilkins' ALASKAN's not having one, nor even appearing on the Federal Aviation Agency records, is that it was out of circulation before the registrations were required. However, this does not account for lack of them on his DETROITER (later the SOUTHERN CROSS), and Cdr. Richard Byrd's F-V11b-3M (which became FRIENDSHIP). One source states that ALASKAN had Dutch c/n 4909 and U.S. c/n 601. ¹⁰ Apparently no attempt was made to pass FRIENDSHIP (Dutch c/n 5028) off as American-built; contemporary publications consistently refer to it as Dutch-built.

C/n's for civil use D.VII's varied greatly: some used original factory c/n's, some used U.S. Air Service serials, and still others used arbitrarily assigned c/n's.

Research in FAA files by Member John Barbery indicates that the Army C-14's (actually militarized F-14's) had c/n's that fitted in with civil production c/n's.

While many Fokker airplanes were destroyed in individual accidents and the "Rockne Crash" of 31 March 1931 hastened the retirement of F-10's from the airlines, the greatest single disaster involving civil Fokker airplanes was a fire at the Universal Airlines hangar at Chicago on June 25, 1930. ¹¹ Universal lost five trimotors: F-10 NC-5614 and F-10A's NC-135E, 457E, 803E, and 879E. Shell Oil Com-

A Montee modification at Clover Field, Santa Monica, with Fokker D.VII wing and fuselage and Curtiss C-6 engine.

(Courtesy of Tom Henebry)



pany's modified F-10, NC-8010, was destroyed, and two Super Universals, one belonging to Universal Air Lines and the other to Fokker, were consumed. These were NC-9130 and 9705, respectively.

In March, 1931, another fire, this one at the Western Canada Airways base, destroyed nine of that Company's airplanes including F-14, CF-AII. The Canadian F-VIIB/3M, G-CASC, was also destroyed in a hangar fire the same month (the same fire?). F-14 CF-AIH crashed and burned in February, 1931, and CF-AIG and AIJ were both wrecked while landing in fog.¹²

EX-MILITARY FOKKER AIRPLANES ON CIVIL REGISTER

While a number of war-booty Fokker D.VII's, plus a few of them purchases from other sources, came into civilian hands, one surprise was an imported U.S. Navy Fokker in the 1929 Register. This was the FT-2, A-6010, apparently sold to a private owner and registered as 5763 but with the former Navy number as its c/n, 6010. Previously, a "T-2" was listed in *Domestic Air News*, leading to the surmise that an Army T-2 had also been sold.¹³ It was determined that this and the FT-2 were one and the same.

CORRECTIONS AND ADDITIONS

Model D.VII — Two-seat conversions of the D.VII were relatively common but at least two became monoplanes, changes great enough to cause the airplanes to lose their original identity as D.VII's. One, developed by propeller manufacturer Hartzell, became the Hartzell M.R.1, a two-place parasol monoplane, while another became better known as a Montee. The Montee Aircraft Co. of Santa Monica, Calif., did a major modification including placing a Fokker C.IV or C.V wing on a Curtiss Canuck with a new engine.

The several D.VII's in the United States provide much for conjecture as to subsequent usage. AAHS Member Jerry Solinger's father won one in a crap game in 1920, and it was raced at St. Joseph, Missouri in 1922.¹⁴ At about that time the Mercedes engine was worn out and a Hispano was installed. The airplane was rebuilt into a two-seater by Nebraska Aircraft Corp. (later Lincoln) in Lincoln and was used for passenger hopping during the travels of "Page's Aerial Pageant." Early registration data of 1927 indicate that this airplane must have been No. 3335, although no c/n's were given for this and nearly half of the D.VII's in FAA records. Its ultimate disposition is unknown.

It would appear that the D.VII in the Aeroflex Museum collection is the one owned by Earl Daugherty prior to 1927. He advertised several WWI airplanes for sale including Nieuport 28's and an Orenco F, and it is logical to assume that the D.VII stayed in California. Data in the FAA files quote the 1927 owner, Victor Staheli, as saying that it had been remodeled in 1920/21 by Kinner Aircraft, and that he obtained it from Crawford Aircraft Co. of Venice, Calif. It was first registered in 1937, to Paul Mantz's United Air Services, then to a series of various names associated with Mantz or Paramount Pictures and finally to the Aeroflex Museum.

Victor Staheli had installed a 200 hp Hall-Scott engine, later it received a 200 hp Hispano and was in three-seat configuration. Mantz converted it back to a single-place D.VII. It's original registration was NX-3764, cancelled in 1948, then N4279V was allocated in 1954.

Another D.VII, registered 1178, c/n WR-X2-sub, was owned for many years by late AAHS Member Jim Mathiesen and Jim Nissen and recently went to the Canadian National Aeronautical Collection.

The Fokker S-3, c/n 1, was actually Dutch-built and had a Curtiss OX-5 engine. A Hispano was installed when the airplane was brought to Teterboro, and the wings were rebuilt along the same pattern as the S-4 wings at that time. It went to the Wright Aeronautical Corp. in 1926, sans engine. John Barbery's search of the FAA records indicated that the fuselage was then rebuilt and a J-4 engine went in and Wright used it for a service airplane. A temporary identification number, 1085, was issued in April 1927 and a new license, C-3395, in July 1927.

The S-3 was used as test bed for the Wright J-6-9 engine, the R-975, as determined by photographs discovered by Mitch Mayborn, and also flew with the smaller J-6-5 (R-540) before it was scrapped in July 1929.

Only two of the 44 Universals are now unaccounted for in U.S. or other registrations, c/n's 413 and 424. It is possible that these were early models destroyed before the beginnings of registrations. The official factory record lists 44 Universals with the highest number as c/n 444, thus there was probably no c/n 400.¹⁵

The Fokker F-VII's are likewise in a grey area — FAA records seem to indicate eighteen "American" F-VII's, c/n 600 through 617, but there are gaps where registrations do not match c/n's. Some airplanes known to have been imported from the Holland factory do not appear with U.S. registrations, viz. c/n's 604 through 608, 611, 613, 615 and 616. An apparent discrepancy in the FAA files show NC-3080, c/n 603, as an F-VII with Bristol Jupiter engines and also as an F-VIIA/3M with Wright J-5 engines.

An F-VII is shown in the background of a number of photographs at Teterboro Airport. It was formerly H-NACK, c/n 4840, and became C-776 but with no c/n in FAA records. Its identification as an F-VII was mathematically made, since the FAA records gives wingspan as 70 feet (an F-VII characteristic) instead of 63 ft. 4 in. (for F-VIIA).

The Colonial Air Lines first F-VII, NC-55, crashed in June 1928 and the wing was sold to the Fokker Corp. It was installed on F-VIIA/3M NC-3908, which was in the factory for major repairs. The hybrid C-2 cum F-VII was sold to Western Air Express in February 1928 and in the meantime the NC-55 registration was transferred to another C-2, c/n 704, which was Pan American's. In error, NC-53 was painted on it instead, thus some early publicity photographs of PAA's F-VII show NC-53 instead of the proper NC-55.

Three c/n's for C-2 trimotors are accounted for; 1, 3, and 704, which implies the existence of another C-2, c/n No. 2, but no record of it has been found. The American Fokker production summary compiled by Charles Froesch in May 1932 does not mention civil C-2's or F-VII's.¹⁷ After test of the last C-2A built, 28-126, with 300 hp Wright J-6-9 engines under the designation of XC-7, four C-2A's were converted to C-7 by engine change: 28-119, -120, -123, and -125. Does anyone have pictures of these conversions?

Eleven of the total 80 Super Universals are unaccounted for by U.S. or other registration (c/n's 842/844, 858/860, 869, 871, and 875/877. Also, it is not known certainly which c/n went to the U.S. Navy as XJA-1.

There is no FAA record of 843W, the Model 9 or F-11. Since all others are accounted for, it should be c/n 905, tested at Wright Field by the Army as C-16. Since it had a Hornet "B" engine, according to Air Corps data, it is probably the third F-11AHB. In spite of W.A.E. markings shown in photographs, it was not used by Western.¹⁸ The most-used "airline" F-11 was NC-339N (c/n 906), sold to Air Ferries Ltd. of San Francisco in May 1930 and then went to Gorst Air Transport of Seattle in November 1932. Gorst sold it in Canada in June 1933, where it became CF-AUV.¹⁹

REGISTRATIONS AND SERIAL NUMBERS FOR THE AMERICAN FOKKERS

The following attempts to record all known U.S. civil registrations and c/n's for "American" Fokkers, including WW-I surplus and imports. Since Canada and Japan used many American Fokkers and built Super Universals under license, separate registration listings are given for those countries. Mexican registrations are incomplete but those known are presented.

Some airplanes carried several registrations during their lifetimes and all are given where possible. The practice of issuing "temporary" registration numbers in 1927 has created the impression that there were more Fokkers active than was actually the case. All airline users of particular Fokker airplanes are listed when known. Private owners are not listed except for those few considered significant by the author, according to the abbreviations given in the listing.

ABBREVIATIONS

A.A.	American Airways Inc.
Air Ferries	Air Ferries Ltd.
Braniff	Braniff Air Lines
Calif.	California Airways, Inc.
Central	Central Air Line Co.
C.M.A.	Compania Mexicana de Aviacion
Colonial	Colonial Air Lines
Cont.	Continental Air Express
Gorst	Gorst Air Transport
N.A.S.	Northwest Air Service
Northern	Northern Air Lines, Inc.
N.W.A.	Northwest Airways
N.Y.A.	New York Airways
P.A.A.	Pan American Airways
P.A.T.	Pacific Air Transport
P.R.T.	Philadelphia Rapid Transit Co.
Reynolds	Reynolds Airways, Inc.
Robertson	Robertson Aircraft Corp. (Airline)
S.A.F.E.	Southern Air Fast Express, Inc.
S.T.A.	Southern Transcontinental Airways
Standard	Standard Air Lines (also Aero Corp. of Calif.)
T.A.C.	Transamerican Airlines Corp.
T.A.M.	St. Tammany Gulf Coast Airways
T.A.T.	Transcontinental Air Transport
T.W.A.	Transcontinental & Western Air Lines
U.A.	Universal Air Lines
W.A.E.	Western Air Express
W. Can.	Western Canada Airways
W.C.A.T.	West Coast Air Transport

UNITED STATES REGISTRY

REGIS. NO.	MODEL	SERIAL	REMARKS
52	Universal	401	Colonial, ex-N-AABB, temp. 1053
53	C-2	704	Wrong Reg. No. on NC-53
54	Universal	405	Colonial, ex-N-AABA, 1054, to 54E
55#1	C-2	1	Colonial, crash 6-18-27
55#2	C-2	704	P.A.A., temp. 2912, was NC-53
83	Skeeter	800	
149	B.III	900	Vanderbilt flying boat, to 3996
206	C-2 Note 1	3	AMERICA, was 2284
262	C.II	202	Ex-H-NABX, crash 7-28-31

REGIS. NO.	MODEL	SERIAL	REMARKS
267	F-VIIA/3M	600 (4900)	JOSEPHINE FORD
439	C.VC	4127	Shows as C.IV and C.V
696	Universal	416	Standard A.L., P.A.T.
703	F-VIIA	501	OLD GLORY, Bristol Jupiter
750	D.VII	Unkn.	Records show OX-5, Hisso A
764	Universal	419	T.A.M.
776	F-VII	(4840) Note 2	Ex-H-NACK, Reynolds airways, crash 9-17-27
1053	Universal	401	Colonial, ex-N-AABB to 52
1054	Universal	405	Ex-N-AABA, to 52 in error, to 54, 54E
1085	S-3	1	To C-3395
1178	D-VII	WR-X2 Sub	Hall-Scott, 2 seat
1532	C.II	214	B.M.W.
1547	Universal	418	Note 3
1548	Universal	420	With nose wheel
1565	Universal	417	Cont.
1661	F-VIIA/3M	(5094)	Reynolds, A1 Williams
1776	Universal	421	NAT BROWNE
1891	F-III	(1603)	Dutch Import
1985	F-VIIB/3M	(4954)	SOUTHERN CROSS, to VH-USU
2105	D.VII	Unkn.	Hisso "A"
2144	D.VII	Unkn.	Hisso "A"
2168	D.VII	Unkn.	Hisso "A"
2195 #1	F-VIIA/3M	602/ (4955)	Continental Motors Re-built as C-3908
2195 #2	D.VII	Unkn.	Hisso "A"
2284	C-2	3	Temp. for AMERICA, to NX-206
2696	Universal	402	N.A.S., P.A.T.
2720	F-III	(1600)	Dutch Import
2912	C-2	704	Temp. for NC-55 #2
3013	Universal	407	To W. Can. as G-CAJH
3080 #1	F-VIIA/3M	603	P.R.T. Wright J-4's to Reynolds with J-5's
3080 #2	F-VII or VIIA	603	Bristol Jupiter
3083	Universal	415	Reynolds, was 5006
3085	F-VIIA/3M	610	P.R.T. Reynolds, was 5007. Wash-out 11-25-27
3190	C.II	174	To G-CAEV
3193	Universal	423	Standard A.L.
3199	Universal	422	to G-EBVT, VP-KAB, VH-UTO
3314	F-VIIB/3M	612	P.A.A. and C.M.A. to X-ABCL NC-3314, PM-TOL
3317	Universal	426	Standard A.L.
3318	Special Universal	800	c/n duplicates 83
3335	D.VII	Unkn.	Hisso "A" 2-place
3395	S-3	1	Ex-1085
3526	AO-1	1	In 1925 Army observation competition.
3764	D.VII	2523 Sub.	Mantz, became 4729V
3908	F-VIIA/3M	602 (4955)	Was 2195 No. 1 Got C-2 wing from NC-55. To W.A.E., Continental.

REGIS. NO.	MODEL	SERIAL	REMARKS
3996	B.III	900	Vanderbilt's Boat, Ex-149
4204	F-VIIB/3M	(5028)	FRIENDSHIP, seaplane, to Argentina.
4432	D.VII	12	New c/n at rebuild
4433	D.VII	13	New c/n at rebuild
4434	D.VII	14	New c/n at rebuild
4435	Super Universal	801	1st one, Byrd Antarctic 1928
4458	F-10	1000	Prototype, to W.A.E.
4896	D.VII	68548 Note 4	D.H. wings, Hisso engine
5006	Universal	415	Reynolds, temp. reg. for 3083
5007	F-VIIA/3M	610	Temp. reg. for 3085
5170	F-10	1001	W.A.E., wash-out 1-26-31
5192	F-VIIB/3M	614	N.Y.A., P.A.A., C.M.A., to X-ABCP. Wash-out July '30
5358	F-10	1002	W.A.E., washout 12-26-29
5614	F-10	1003	Richfield, Northern. Chicago fire, June '30
5763	FT-2	6010	Ex-Navy FT-2, A-6010
5782	D.VII	Unkn.	Montee monoplane conv., 2-seat, Curtiss C-6 engine.
6769	Super Universal	804	National Parks Airways
6880	Super Universal	807	National Parks Airways
7029	Universal	434	
7048	Super Universal	808	National Parks Airways; to Mexico
7242	Super Universal	809	National Parks Airways
7283	Model 13	1300	Side-by-side, light plane.
7752	C.II	165	B.M.W. engine
7887	F-II Note 5	901	To F-11A, flying boat only; Vanderbilt
7888	F-VIIA	617	Standard P&W Hornet engine. Crash 3-29-29
8010	F-10	1004	Shell Oil Co. Chicago fire, June '30
8011	Super Universal	812	Standard, Mid-Continent
8015	Universal	435	Calif.
8027	Super Universal	814	Grey Goose Airlines
8029	Super Universal	813	TAM.
8030	Super Universal	816	TAM., T.A.T.
8031	Super Universal	818	TAM., T.A.T.
8032	Super Universal	819	TAM. T.A.T.
8033	Super Universal	820	TAM. T.A.T.
8045	Super Universal	815	To G-CAWB, sample for Canadian Vickers
8046	Universal	436	To VH-UJT, crash 8-6-39
8047	F-10	1006	W.A.E., T.W.A., to F-10A
8048	F-10	1005	W.A.E., T.W.A. to F-10A
9127	Super Universal	845	Universal Air Lines

REGIS.				REGIS.				REGIS.			
NO.	MODEL	SERIAL	REMARKS	NO.	MODEL	SERIAL	REMARKS	NO.	MODEL	SERIAL	REMARKS
9128	Super	846	Universal Air	535E	F-10A	1035	Rio Grande Oil,	M SUFFIX			
9134	Universal	852	Lines		Deluxe		Hanford,				
9165	F-10A	1040	2-engine bomb-				Rutledge				
			er conversion								
9166	F-10A	1037	Universal,	591E	F-10A	1021	W.A.E., wash-	121-M	Super	862	Mid-Continent,
			Branniff, A.A.	651E	F-10A	1025	out 12-22-30	122M	Super	863	Mid-Continent,
9167	F-10A	1039	Universal,				Universal,	123M	Super	864	Mid-Continent,
			Central, A.A.	652E	F-10A	1027	S.A.F.E., A.A.		Universal		W.A.E.
9168	Super	841					Universal,	124M	F-32	1201	Prototype, crash
9169	Universal						S.A.F.E., A.A.,				11-27-29
	F-10A	1038	Standard,	800E	F-10A	1029	washout 1-23-31	125M	Super	853	To CF-ATJ
			W.A.E.,				Universal, Central		Universal		
9700	F-10A	1010	S.A.F.E., A.A.	801E	F-10A	1030	S.A.F.E., A.A.	126M	Super	865	Standard, Mid-
			P.A.A., crash				Universal,		Universal		Continent,
9701	F-10A	1012	in Cuba 6-13-29	802E	F-10A	1031	S.A.F.E., A.A.				W.A.E.
9705	Super	817	P.A.A.				Universal,	127M	F-11AHB	904	Gar Wood
	Universal		Chicago fire,	803E	F-10A	1032	S.A.F.E., A.A.	128M	Universal	438	Standard
	F-10A	1009	6-25-30				Universal, Chi-	129M	F-14	1404	W.A.E., T.W.A.,
9716			W.A.E.,				cago fire,				scrapped 2-7-33
			S.A.F.E., A.A.	804E	F-10A	1033	June '30	130M	F-32	1202	Scrapped late
9724	Super	826	Standard, Mid-				Universal,				1932 Note 6
	Universal		Continent, to	805E	F-10A	1034	S.A.F.E., A.A.	215M	F-10A	1044	W.C.A.T.,
			Corps of Eng'rs				Universal,				P.A.T., W.A.E.,
			in WW-II				Robertson,				to Panama as
9729	Super	829		879E	F-10A	1046	A.A., S.T.A.	528M	F-10A	1058	RX-4
	Universal						Universal, Chi-				Standard,
9746	Super	825					cago fire,	529M	F-10A	1059	W.A.E., T.W.A.
	Universal			880E	F-10A	1047	June '30	812M	F-10A	1051	Never sold
9768	Super	831	To J-BASO				Universal,				P.A.A., T.A.C.,
	Universal						Robertson,				washout 2-8-32
9774	Universal	441		881E	F-10A	1048	S.T.A., A.A.	813M	F-10A	1052	P.A.A., to
9779	Super	838					Universal,				X-ABCT
	Universal						Robertson,				12-9-31
9786	Super	837	P.A.A. briefly	999E	F-10A	1063	S.T.A., A.A.	814	F-10A	1053	P.A.A., to
	Universal						Last F-10A;				X-ABCS
9788	Super	838	To Columbia				W.A.E., T.W.A.,				4-8-30
	Universal						Rockne crash	N SUFFIX			
9789	Super	830					3-31-31	38N	F-10A	1026	Rejected Navy
	Universal			H SUFFIX					Deluxe		RA-4, never
9790	F-10A	1036	Standard, Mid-	147H	F-10A	1041	P.A.A., Trans-	39N	F-10A	1028	sold
	Deluxe		Continent				America, A.A.;				
9792	Super	840	Fisher, T.A.C.,	148H	F-11A	902	to Costa Rica	40N	F-10A	1060	Standard, W.A.E.
	Universal		A.A.				Factory test		Deluxe		T.W.A., wash-
9793	Super	879	Northern,				airplane, never	326N	F-10A	866	out 12-11-32
	Universal		WIEN	149H	Universal	440	sold				Never sold
10775	F-14	1422	To Army as	150H	F-14	1401		327N	Super	1408	Nat. Parks
			C-15A, 32-398				Prototype, to		Universal		Airways
12637	Super	880	Last one; to	151H	F-11A	903	CF-AIG	328N	F-14	1409	N.W.A., out of
	Universal		Columbia	181H	Universal	444	Never completed				license 1-1-35
12694	D.VII	3654	Hisso "E" engine				Last Universal,	328N	F-14	1409	W.A.E.,
							three-wheeler,				T.W.A.
							to CF-ASZ	329N	F-14	1410	Washout at
				810H	F-10A	1049	P.A.A., lost in				factory 2-22-30
							hurricane	330N	Super	867	Nat. Parks
							9-3-30		Universal		Airways
				811H	F-10A	1050	P.A.A., to	331N	F-14	1411	T.W.A., with
							X-ABCR,				Byrd to
							811H, wash-	332N	AF-14B	1412	Antarctic 1933
							out 8-7-31	333N	F-32	1203	To Costa Rica
											W.A.E.,
								334N	F-32	1204	T.W.A.
											W.A.E.,
								335N	F-32	1205	T.W.A.
											Not sold,
								336N	F-32	1206	scrapped
											Not sold,
											scrapped
								337N	Universal	437	
								338N	Super	868	
									Universal		
								339N	F-11AHB	906	Air Ferries, Gorst
											to CF-AUV
								340N	Super	811	To CF-ATW
									Universal		
								341N	Super	870	N.W.A.
									Universal		
								342N	F-32	1207	Fokker's person-
											al use, scrapped
								W SUFFIX			
								371W	F-10A	1062	Never sold.
								372W	F-10A	1061	Never sold.
								843W	F-11AHB	905	Army test as
											C-16, not sold
								844W	AF-14A	1421	Wing lowered to
											fuselage, to
											CF-AUD

REGIS. NO.	MODEL	SERIAL	REMARKS
761Y	Universal	439	To Mexico
762Y	Universal	443	N.W.A.

EARLY U.S. LETTER REGISTRATIONS

N-AABA	Universal	405	Colonial, Sea-board, to 1054, 52 in error, 54, 54E
N-AABB	Universal	401	To 1053, 52

EARLY CANADIAN (G-CA) REGISTRATIONS

G-AUSU	F-VIIB/3M	4954	SOUTHERN CROSS, Ex-1985, to VH-USU
G-CAEV	C-11 Biplane	174	Was U.S. Reg. 3190
G-CAFU	Universal	404	
G-CAGD	Universal	406	
G-CAGE	Universal	407	
G-CAHE	Universal	408	
G-CAHF	Universal	409	
G-CAHG	Universal	410	
G-CAHH	Universal	411	
G-CAHI	Universal	412	
G-CAHV	Universal	414	
G-CAIV	Universal	425	
G-CAIX	Universal	427	
G-CAIY	Universal	428	W. Can.
G-CAIZ	Universal	429	W. Can.
G-CAJD	Universal	430	W. Can., special wing, part fabric

G-CAJH	Universal	403	Was U.S. Reg. 3013, To W. Can.
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G-CARK	Super Universal	802	
G-CASC	F-VIIB/3M (5104)		Dutch built, J-5 engines

G-CASD	Universal	431	W. Can.
G-CASE	Universal	432	W. Can.
G-CASF	Universal	433	
G-CASJ	Super Universal	805	W. Can.
G-CASK	Super Universal	803	W. Can.
G-CASL	Super Universal	806	W. Can.
G-CASM	Super Universal	810	W. Can.
G-CASN	Super Universal	821	W. Can.
G-CASO	Super Universal	822	W. Can.
G-CASP	Super Universal	823	W. Can.
G-CASQ	Super Universal	824	W. Can.
G-CAWB	Super Universal	815	Was U.S. Reg. 8045
G-EBUT	Universal	422	Was U.S. Reg. C-3199

LATE CANADIAN (CF) REGISTRATIONS

CF-AAM	Super Universal	827	W. Can.
CF-ABL	Universal	442	Dominion Airways
CF-AEW	Super Universal	CV-133	Canadian built
CF-AEX	Super Universal	CV-134	Canadian built
CF-AFM	Super Universal	CV-132	Canadian built
CF-AFS	Super Universal	CV-135	Canadian built
CF-AIG	F-14	1401	W. Can. was U.S. Reg. 1504, crashed.
CF-AIH	F-14	1403	W. Can. crash, burned, Feb. '31
CF-AII	F-14	1402	W. Can., burned March '31

REGIS. NO.	MODEL	SERIAL	REMARKS
CF-AIJ	F-14	1405	W. Can., crashed
CF-AIK	F-14	1406	W. Can.
CF-AIL	F-14	1407	W. Can.
CF-AJA	Super Universal	CV-136	Canadian built
CF-AJB	Super Universal	CV-137	Canadian built
CF-AJB	Super Universal	CV-137	Canadian built
CV-AJC	Super Universal	CV-138	Canadian built
CF-AJD	Super Universal	CV-139	Canadian built
CF-AJE	Super Universal	CV-140	Canadian built
CF-AJF	Super Universal	CV-141	Canadian built
CF-AJG	Super Universal	CV-142	Canadian built
CF-AJH	Super Universal	CV-143	Canadian built
CF-AJI	Super Universal	CV-144	Canadian built
CF-AJJ	Super Universal	CF-145	Canadian built
CF-ASZ	Universal	444	Was U.S. Reg. 181H
CF-ATJ	Super Universal	853	Was U.S. Reg. NC-125M
CF-ATW	Super	811	Was U.S. Reg. 340N to Mackenzie Air Service
CF-AUD	AF-14A	1421	Lowered with, was U.S. Reg. NC-844W

JAPANESE REGISTRATIONS

U.S. and Japanese built military versions not included.

J-AARB	Super Universal	46	Japanese built
J-BADG	Super Universal	42	Japanese built
J-BAOA	Super Universal	43	Japanese built (May be J-BADB)
J-BAOB	Super Universal	44	Japanese built (May be J-BADB)
J-BAOC	Super Universal	45	Japanese built (May be J-BADC)
J-BASO	Super Universal	831	Was U.S. Reg. 9768
J-BATO	Super Universal	835	
J-BAUO	Super Universal	833	
J-BAVO	Super Universal	834	
J-BAWO	Super Universal	832	
J-BAXO	Super Universal	836	
J-BBNO	Super Universal	855	
J-BBOO	Super Universal	856	Called J-BBNO briefly in error
J-BBPO	Super Universal	857	
J-BBQO	Super Universal	839	
J-BBVO	Super Universal	872	
J-BBWO	Super Universal	873	
J-BBXO	Super Universal	874	
J-BCBO	Super Universal	878	
J-BCGO	Super Universal	3	Japanese built
J-BCHO	Super Universal	4	Japanese built
J-BCIO	Super Universal	5	Japanese built

REGIS. NO.	MODEL	SERIAL	REMARKS
J-BCJO	Super Universal	6	Japanese built
J-BCKO	Super Universal	7	Japanese built
J-BCLO	Super Universal	8	Japanese built
J-BCMO	Super Universal	9	Japanese built
J-BCVO	Super Universal	29	Japanese built
J-BCWO	Super Universal	30	Japanese built
J-BCXO	Super Universal	31	Japanese built
J-BDIG	Super Universal	2	Japanese built
J-BECO	Super Universal	1	Japanese built

U.S. ARMY AIR SERVICE/AIR CORPS SERIAL NUMBERS, FOREIGN AND DOMESTIC FOKKER AIRCRAFT.

D.VII's flown with German serial numbers and DH-4M2 conversions are not included.

SERIAL No.	AS/AC DESIG.	FOKKER DESIG.	REMARKS
64231		V.40, F.VI	McCook Fd. P-231
64232		V.40, F.IV	McCook Fd. P-232
64233	T-2	F.IV	McCook Fd. P-253, Coast-to-Coast
64234	T-2	F.IV	McCook Fd. P-243, A-2 Ambulance
64345		D.VIII	P-165, Oberursel, then LeRhone
64346		D.VIII	P-195, Packard 1A-1235 V-12
64543		D.VII	P-228, B.M.W. engine
68457	PW-5	F.VI	Production V.40 P-265.
68458	PW-5	F.IV	
68459/68553	PW-5	F.IV	
68554	PW-5	F.IV	P-266
68555/68556	PW-5	F.IV	
68557	CO-4	C.IV	Prototype, McCook Fd. P-250
68565	CO-4	C.IV	P-284
68566	CO-4	C.IV	P-285
68575	PW-6	D.IX	P-246
68576	TW-4	S.I	P-246
68580	PW-7	Note 7	McCook Fd. P-326 with plywood covered wing and V-struts
68581	PW-7		P-327 with fabric wings and N-struts
68582	PW-7		P-378, fabric wing, N-struts
94034		D.VII	P-290, 2-place, Liberty 8 eng.
94039		D.VII	P-138, Mercedes 200 HP engine
94102		D.VII	P-144, Packard 1A-1115 V-12 engine.
94103		D.VII	P-143, B.M.W. engine.
94104		D.VII	P-291, Packard 1A-1235 V-12 engine.
94112		D.VIII	P-169, Oberursel

FOKKER D.VII's WITH McCOOK FIELD AIRPLANE NUMBERS AND GERMAN SERIAL NUMBERS.

The following Fokker D.VII's operated with original German serial numbers except that those painted in U.S. colors used only the first four digits (without /18)

7776/18 P-108, in original German finish and 200 HP Mercedes engine
 2558 P-212, Mercedes 180 HP
 5382 P-212
 6684 P-213, Mercedes 180 HP
 8323 P-127, Liberty 6 engine

U.S. FISCAL YEAR NUMBERS, FOREIGN AND DOMESTIC FOKKER AIRPLANES

SERIAL NO.	ARMY DESIG.	FOKKER DESIG.	REMARKS
23-1205 to 23-1209	CO-4A	C.IV	Production versions of 2nd CO-4. 23-1209 as McCook Fd. P-369
26-202	C-2	U.S. Model 7	P-463 with Dutch-built long wing for Hawaii flight
26-203	C-2	US 7	P-483, to XC-2
26-204	C-2	US 7	
26-210	XLB-2	U.S. Model 5	Bomber version of C-2
28-119	C-2A	US 7	To C-7
28-120	C-2A	US 7	QUESTION MARK, to C-7
28-121	C-2A	US 7	
28-122	C-2A	US 7	
28-123	C-2A	US 7	To C-7
28-124	C-2A	US 7	
28-125	C-2A	US 7	To C-7
28-126	C-2A	US 7	
29-327	XO-27	U.S. Mod. 16	
29-328	XO-27	US 16	Completed as XB-8
29-405	C-5	F-10A	c/n 1023
29-407	C-7A	Note 8	
to 29-412			
30-226	XA-7	U.S. Mod. 17	

SERIAL NO.	ARMY DESIG.	FOKKER DESIG.	REMARKS
31-381	YIC-14	F-14	To C-14B
31-390	YIC-14	F-14	c/n's 1413 to 1420
to 31-388			
31-389	YIC-14	F-14	To YIC-15
31-390	YIC-14	F-14	Ambulance
to 31-400			c/n's 1423 to 1433. 31-400 to C-14A
31-587	YO-27	US 16	
to 31-592			
31-598	Y1-27	US 16	Ordered as YB-8,
to 31-603			redesignated
32-398	C-15A	F-14	Civil F-14
None	AO-1	c/n 1422	NC-10775, Company-owned airplane entered in 1925 Army Observation contest
None		C.VE	Italian Air Force Romeo-Fokker RO-1 loaned to US Air Attache in Rome

U.S. NAVY SERIAL NUMBERS, FOREIGN AND DOMESTIC FOKKER'S

U.S.N. S/n	NAVY DESIG.	FOKKER DESIG.	REMARKS
A-5843 to A-5854		D.VII	12 from Air Service, last 6 cancelled
A-5887 to A-5889		C.I	From Netherlands
A-6008	FT-1	T.III	Fokker Netherlands
A-6009	FT-1	T.III	Fokker Netherlands
A-6010	FT-1	T.III	Fokker Netherlands
A-7561 to A-7563	TA-1	US 7	Same as Army short-wing C-2 to RA-1, then RA-3

U.S.N. S/n	NAVY DESIG.	FOKKER DESIG.	REMARKS
A-7565		C.VE	Italian-built Fok. C.VE as Romeo RO-1 for US Naval Attache
A-8007	TA-2	US 7	Same as Army C-2A, to RA-2, then RA-3
A-8012	XFA-1	U.S. Mod. 18	
A-8841	RA-4	F-10A	c/n 1026, not accepted
FLB-8	FLB	F-15	Wrong number on US Coast Guard's first flying boat (FLB)
FLB-51 to FLB-55	FLB	F-15	Corrected serials on FLB's
251/255	FLB	F-15	New serial numbers on FLB's
V-112 to V-115	PJ-1	F-15	New serial nos. and designations of last four FLB's
V-116	PJ-2	F-15	First FLB converted to tractor eng.

NOTES:

1. The C-2 trimotor monoplanes are shown as C-2 vs C.II (two); the latter is used for the C.II biplanes.
2. Serial numbers of Holland-built Fokker airplanes set in parentheses.
3. 1547 was Bert Acosta's MISS SPLITDORF.
4. Re 4896, 68548 was ex-Air Service serial.
5. 7887 was an F-11, or F-"eleven," not F-"two."
6. F-32, Reg. No. 130M was never sold but was used for promotion, then scrapped.
7. The PW-7 had no equivalent Fokker designation but was an enlarged version of the 300 hp D.XI.
8. The C-7A had no direct equivalent civil model and was more like an F-10 than a C-2 or C-7.

Editor's note: This concludes the series on the American Fokker by Author Peter M. Bowers. The story does not end, for there is much yet to be learned of these famous airplanes which became such a part of the warp and woof of the great transportation industry. Persons with additional data are urged to get in touch with the Author at 13826 Des Moines Way South, Seattle, WA 98168. Western Air Lines (and the author) are still trying to determine which of the two WAE F-32's became the gas station on Wilshire Boulevard in Los Angeles.

REFERENCES:

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THERE IS NO FINAL WORD

Even as this issue of the *JOURNAL* was being made camera-ready for the printer we received another picture from the Author, the Montee/Curtiss shown in News & Comment section, through the courtesy of Mrs. Edris Mathiessen. Peter M. Bowers did call our attention to an error in the Fall 1971 *Journal*, viz., "... how could we call his airplane by other than the *Fly Baby*?" We couldn't, but those gremlins who bedevil all typographers could. The *Fly Baby*, designed and built by Bowers, was winner of the Experimental Aircraft Association 1962 Design Contest for folding wing light airplanes, shown here with PMB about to climb in. Proofreading, anyone?

