



The beautiful new "PRESIDENTE CARRANZA" landing at Oakland, California, in 1940 prior to the start of a goodwill flight covering all of the countries in Latin America. Owned by the Mexican government, and registered XB-ABW, it was flown by Antonio Cardenas Rodriguez and Luis Cuevas Medina. (William T. Larkins)

"ELECTRA JUNIOR" LOCKHEED'S MODEL 12

By THOMAS M. EMMERT and WILLIAM T. LARKINS

What's in a name? The names chosen by Lockheed for its airplanes were to fire the imagination of a generation of the air-minded public, both in the Americas and overseas. The name Electra was no exception, and was in fact applied to four separate Lockheed models.

First was the model 10 Electra, distinctive for its all-metal construction and twin-tail configuration. It set a new standard for airline speed in the mid-thirties, and was widely used in airline service in many parts of the world. Lockheed's next ship, the model 12, was slightly smaller and even faster; it received the name Electra Junior. In the late thirties, the model 14 carried the Super Electra title. Then, as the airlines entered the jet age in the late 1950's, Electra was once again chosen to name the four-turboprop model 188.

Although the Electra Junior received less publicity than the other Electras (no doubt due to its lesser use in airline service), and although it was produced in far fewer numbers than the competitive (and confusingly similar) Beechcraft 18, the Lockheed 12 carved its own well-deserved niche in business aviation of the

1930's. The fact that the model 12 family went out of production after only 130 airplanes is a direct result of World War Two; Lockheed's production facilities were already split widely between Lightning, Hudson, Lodestar and Ventura. In addition, newer models such as the Constellation and Shooting Star were in development. The pressure of war production was incompatible with such a dilution of resources, and the Electra Junior was sacrificed.

Nevertheless, the 12 proved a useful, dependable tool of business management; it was particularly popular with the petroleum industry. Phillips Petroleum operated the 12 over a span of nearly thirty years! The Electra Junior found many other roles, however, in both military and civil operations; among these are aerial photography and fog dispersal jobs.

Total production of the Model 12 (and its military counterpart, the 212) was 130 airplanes. Individual model designations and quantities were as follows:

Model 12A	(Pratt and Whitney Wasp Jr. SB, SB2, or SB3)	90
" 12B	(Wright R-975E3)	2
" 12-25	(Pratt and Whitney Wasp Jr. SB3)	2
" 12-26	(Pratt and Whitney R-985-AN-4)	20
	(total Model 12)	114
Model 212	(Pratt & Whitney R-985)	16
	(Grand Total)	130

All the ships were originally equipped with Hamilton Standard 2D30 counterweight-type constant speed propellers; after WWII many of them were converted to 22D30 Hydromatic full-feathering props. Within the last decade, several ships have been further converted to Hartzell lightweight three-blade props in order to increase the payload capacity.

Military Use

Lockheed sought military sales of the 12 right from the start; the first prototype (c/n 1201) made its first flight on June 27, 1936, and within a few weeks it was being evaluated by the U.S. Army Air Corps at Wright Field. However, the Army was not to purchase the 12 until two years later. Both Brazilian and Argentine governments, however, bought 12's as early as mid-1937. Argentina received two ships specially equipped with Wright engines and identified as model 12B. Evidently these were the only two 12B's built; the outstanding reputation of the Pratt and Whitney power plant attracted all the other customers.

Another variation of the "Electra Junior" was the Lockheed 212 light bomber. Sixteen of this ship were bought by the Dutch government for training pilots and crews. The 212 was equipped with a twin machine gun turret in the upper aft fuselage, similar to that of the "Hudson" bomber. The Lockheed demonstrator 212 carried the US civil registration NX18955 and the c/n 212-13; it was later converted to a standard 12A (c/n 1243) with standard category registration NC18955. (When this airplane later entered service with the RCAF, however, its records listed it as c/n 212-13.) In any event, the Dutch experience with the 212 was evidently favorable, because twenty model 12's were later ordered for the Netherlands East Indies government. This comprised the last twenty ships built (c/n 1295 - 1314). After the Japanese invasion of the East Indies, several of these 12's, along with some surviving 212's, were evacuated and used by both the Dutch and British. One of these ships is still in use in Indonesia, although its exact identity is uncertain. (Bibliography No. 26).

The US Navy purchased seven new ships in 1937-1940: one model JO-1, five JO-2, and one tricycle-gear XJO-3. The XJO-3 was used to evaluate tricycle-gear handling on carrier decks. The landing gear was non-retractable, and faired with sheet metal.

Additionally, the Navy acquired one ship (c/n 1287) from civil sources early in WWII. The Navy designation for this ship was R30-2, which is inconsistent; the R20-1 was a 10A "Electra", and the R30-1 was a 10B.

The Army Air Corps (later Army Air Forces) purchased fourteen new 12A's (three C-40, ten C-40A, one C-40B) in Fiscal Year 1938, and impressed eleven civil ships as UC-40D's after Pearl Harbor. (Several of these UC-40D's were forwarded to Britain on Lend-Lease.) The C-40B, like the XJO-3, was tri-gear equipped; however, it was sent back to Lockheed late in 1940 and converted to conventional gear. At this time it was redesignated C-40A. The designation C-40C apparently was never used on an aircraft.

In addition to a number of impressed and lend-lease 12A's and at least one refugee Dutch 212 operated by the Royal Air Force, Great Britain benefitted from the pre- and early-WWII flights of F. Sidney Cotton. His clandestine missions over central and

southern Europe, armed with hidden automatic cameras, represented truly remarkable bravery and dedication. Rather than recount Cotton's exploits at this time, the authors would highly recommend C. Babington-Smith's excellent chronicle *AIR SPY*. (Bibliography No. 19.)

When the Royal Canadian Air Force purchased a number of 12A's from US Owners in 1940, Canadian civil registrations were assigned to the ships for the transfer; this provided at least the appearance of compliance with the pre-WWII US neutrality laws. These transfer registrations were only applied temporarily, and are indicated in the following listing along with the RCAF serial (e.g. CF-BQX/7642).

Somehow, two RCAF serials have become confused. Canadian sources indicate that RCAF 7837 and 7838 were c/n 1222 and 1206, respectively. However, Lockheed's archives list 7837 & 7838 as 1205 & 1222, respectively. And since Jackson states that c/n 1206 was impressed in Britain as R8987, the Lockheed information would seem to be more correct. (Furthermore, Canada lists RCAF 7838 as c/n 1206, ex-NC13318. Actually, this registration belonged to a Boeing 247 c/n 1699. This Boeing was impressed by the RCAF as serial 7638. This discrepancy further leads us to doubt the Canadian records - for *this* airplane, anyway!)

US Government Agencies

Several government agencies operated the 12A; the first of these was the Civil Aeronautics Administration. Its first 12A was delivered in late 1936 (c/n 1204) and was registered NC1.* Several years later c/n 1269 was received from the War Production Board (see below) and was assigned NC2 markings, later changed to NC8. These ships served the CAA through the late 1940's.

*Also NC177

The National Advisory Committee for Aeronautics operated two 12A's, c/n 1268 and 1292. In keeping with NACA practice, these ships did not display US Civil markings, but rather the NACA fleet numbers 97 and 99. (NC17396 was assigned to c/n 1268 at the factory, but was not used by NACA. In fact, NACA/NASA has only started using civil registrations within the last few years.) NACA 97 was flown for several years with a third fin, Constellation-style, to increase the directional stability for special tests.

The Tennessee Valley Authority also operated a 12A (c/n 1272, NC18964). This aircraft was built as a tricycle-gear model, and was photographed as NX18964. It is not known whether it was converted to conventional gear prior to issuance of the NC license. In any event, it appears that only three of the tricycle-gear ships were built (c/n 1253, 1266, 1272); no record of any special model designation for this version has been found.

One other government agency operated the 12A without civil registration markings; c/n 1269 carried WPB-1 marks of the War Production Board.

Current Operators

Approximately thirty-three of the original 130 airplanes are believed to be currently registered around the world; most of these are now airworthy. At least one is in military service (Indonesia); another two are known to be on museum display.

Following is a listing of individual aircraft, the date of delivery from the Lockheed plant, and the various registrations or serials applied with each known owner or operator listed. All aircraft are model 12A unless otherwise noted. This list is acknowledged to be incomplete, but is presented to disseminate what is known by the authors; hopefully, this will stimulate further contributions by members.



Superior Oil Company's 12A in flight over San Jacinto monument, Houston. (Lockheed)

BIBLIOGRAPHY

1. "Lockheed 8-place bimotored 12 series for feeder-line operations", *Aero Digest*, February 1936, p.8.
2. "New model 12", *Aviation*, September 1936, pp 33-35, Ills, diagrams.
3. *Jane's All the Worlds Aircraft - 1937*, p. 308c. Photo of G-AEMZ and data.
4. *Licensed and Identified Aircraft, 1937 and 1938*; Aeronautical Chamber of Commerce of America, Washington, D.C.
5. *Lockheed Star*, August 6, 1938. Army trials of c/n 1201.
6. Back cover, *Popular Aviation*, July 1939. Full page color photo of the Netherlands East Indies 212.
7. "Twin-engine Tiger", *Popular Aviation*, August 1939, p. 35. Photos of the 212 demonstrator and the first production model.
8. Back cover, *Popular Aviation*, September 1939. Color photo of 212 demonstrator NX-18955 in company camouflage and "sales markings".
9. Back cover, *Popular Aviation*, July 1940. Color photo of Continental Oil Companies NC-16079 with red trim.
10. Back cover, *Popular Aviation*, August 1940. Color photo of NC-17314 of Superior Oil Company with blue trim.
11. *Certificated Aircraft, 1939, 1940, 1941*; Aeronautical Chamber of Commerce of America, Washington, D.C.
12. *Jane's All the Worlds Aircraft - 1940*, p.200c, photo of NC-17308 and data; p. 202c, photo of NX-18955 and data.
13. *Aircraft of the Fighting Powers, Volume III*, by D. A. Russell et al, Harborough Publishing Co. Ltd., Leicester, England, 1942. Page 28 has photo, data and 3-view plans of the "Lockheed 12 (C-40)", and page 76 has the same for the "Lockheed 212A".
14. "Model 12 Owners", Lockheed Aircraft Company. Nine-page mimeographed report, probably about 1943.
15. *Serial Numbers Assigned to AAF and DA Aircraft on Approved Contracts from 1939 Program to 15 Nov 1945*, AAF Contract Status and Files Branch, Procurement Division.
16. *The Official CAA Directory of Certificated Aircraft 1946*, Haddaway-Reed Publishing Company, Dallas, Texas, 1945. 606 pp.
17. "Records of Aircraft History Cards 1911-1949", Reel No. M450, National Air and Space Museum, Smithsonian Institution, Washington, D.C. Individual histories of Navy and Marine Corps JO-2's.
18. "Listing of Lockheed 12A registered owners"; purchased from AOPA Aircraft Listing Service, Washington, D.C., December 1953.
19. *Air Spy; the Story of Photo Intelligence in World War II*, by Constance Babington-Smith, Harper & Brothers, NYC 1957. Also published in paperback by Ballantine Books, NYC 1957, No. F307K (50¢).
20. *U.S. Civil Aircraft Register*, July 1963, July 1965, July 1969, January 1972, July 1973, January 1974; Federal Aviation Administration AC 20-6. U. S. Government Printing Office, Washington, D.C.
21. *Aircraft Accident Reports, Brief Format, 1964-1970*, Civil Aeronautics Board and National Transportation Safety Board, Washington, D.C.
22. *British Military Aircraft Serials 1912-1963*, by Bruce Robertson. Ian Allen, London, England, 1964.
23. *British Civil Aircraft 1919-1959, Volume II*, by Allen J. Jackson. Putnam, London, England.
24. *Canadian Military Aircraft, Serials and Photographs, 1920-1968*, by John A. Griffin. Canadian War Museum (Publication No. 69-2), Queens Printer for Canada, Ottawa, Ontario, 1969.
25. *Van Glenn Martins en Mustangs*, by Hugo Hooftman. La Riviere & Voorhoeve, Holland (1960's?). "Lockheed 212 en 12", pp 83-87, plus illustrations.
26. *Lockheed-Georgia Southern Star*, May 21, 1970. Indonesian Air Force 12A.
27. "Dutch Detail", letter by F. Gerdessen, *Air Enthusiast*, February 1972, page 107.
28. "Sire of the U-2: the Lockheed 12-A", *Air Enthusiast*, May 1972, pp 261-267, 270, Includes two-page cutaway drawing.
29. "Dutch Lockheeds", letter by Lt. P. C. Boer, *Air Enthusiast*, July 1972, pp 49-50.
30. "Those Dutch Lockheed 12s - again", letter by J. L. Horsthuis, *Air Enthusiast*, March 1973, page 153.
31. "USAAF Aircraft Which Were Taken Over from Civil Owners During World War Two", by Dr. John A. Whittle, Beaumont, Texas, January 1973. Private circulation. 52pp.

ACKNOWLEDGEMENTS

This study was begun by Bill Larkins in 1952. After initial contributions by Lockheed in 1953, and Peter Berry and Mike Gradidge in England in 1953-54, the search for additional material was slow and tedious. The final major contribution was added in 1973 when Jack Barbary went to Oklahoma City and compiled a list of every U.S. civil registration ever assigned to a model 12. This completed, for the first time in twenty years, the basic U.S. civil assignments. At this point Tom Emmert, with a long interest in the type, was asked to put it all together for the Journal. Individuals who have contributed over the years to either Larkins or Emmert are: John C. Barbary, P. A. Beck of Lockheed, Peter Berry, John R. Ellis, J. M. G. Gradidge, SSG Dan Hagedorn, Peter Hillman, A. J. Jackson, Bo Lundkvist and Aviation Letter, Peter F. Marshall, Lawrence S. Smalley, Dr. John A. Whittle, Harland C. Wood and Warren E. Woolman. Also, National Air & Space Museum, Charles T. Runkle, and Carl R. Vincent (Public Archives of Canada).



Halim Air Base, Indonesia. Clockwise: Model 12 Electra, JetStar, C-130 and Constellation.



The original Lockheed 12A, c/n 1201. The X for experimental certification prior to approval can be seen on the top of the right wing and on the rudder. At Union Air Terminal, Burbank. (John C. Mitchell)



(Above) Oldest known remaining Model 12, N1161V (c/n 1203) in modern dress. (A. R. Krieger)

(Below) c/n 1204 had several unusual owners and paint schemes. It is shown here in May 1955 with the freshly painted markings of Wouthwest Airways just after leaving California Central Airlines. (William T. Larkins)



L.A.C. Serial	Deliv. Date	Regist.	Owner
1201		NX16052	Lockheed Aircraft Corporation, Burbank, Ca. (prototype - first flight 6/27/36)
	1/7/37	NC16052	Phillips Petroleum Co., Bartlesville, Ok. Oil Country Specialty Mfg. Co., Coffeyville, Kan. Intercontinent Corp., NYC W. D. Pawley, Rangoon, Burma Royal Air Force
		—	
		—	
1202	9/5/36	NC16076	Tela Railroad Co. Inc. (United Fruit Co.), Boston Emp. Transportes Aerovias Brasil — B. O. H. (?) AERONORTE
		PP-AVE PP-DQT PP-BOH PP-NBI	
1203	10/1/36	NC16077	Herschbach Drilling Co. Continental Oil Co., Ponca City, Ok. F. Sidney Cotton, London (See Text) Lowell Yerex, NYC (for ferry flight to Trinidad) British West Indies Airways (Lowell Yerex) N1161V Dan Hartman, Miami, Fla. Old Dominion Box Co., Charlotte, N.C. A. E. Magee, Tucson, Ariz. Smyer Aircraft, Arkansas City, Kan. Geo. D. Rice, Corona, Ca. (current)
		G-AFTL NX21707	
		VP-TAI	
		N1161V	
1204	11/19/36	NC17, NC1	Civil Aeronautics Administration, Washington, D.C. California Central Airlines Southwest Airways, San Francisco, Ca. Charlottesville & Albemarle, Charlottesville, Va. Wicker-Kracker Interest, Beeville, Tex. World Weather Inc., Houston, Tex. (Fog Dispersion) Los Rios Jr. College District, Sacramento, Ca. Flying Panthers, Sacramento (current)
		N1K N71K	
1205	11/11/36	NC16079 7837 (?) NC33173 N1001B	Continental Oil Co., Ponca City, Ok. Royal Canadian Air Force (see text) Robbins Tire & Rubber Co., Akron, Ohio Trans Aire Corp., New Orleans, La. Swift Air Service (J. W. Dowdle), San Diego, Ca. (current)
1206	11/19/36	G-AEMZ R8987 (Also reported as CF-BRV/7838)	Lord Beaverbrook, British Air Ministry Brian Allen Aviation Ltd. Royal Aircraft Establishment Dept. of National Defense, Ottawa, Can. to RCAF (see text)
1207	11/25/36	NC58Y CF-BRN/7645 PP-AVF XH-TEK	Loffland Brothers RCAF (Leased to Trans Canada Airlines) — —
1208	12/5/36	NC2072 (PP-CBW?) N2072	H. E. Talbott & Co. The Texas Co. (Texaco), NYC. South American Gulf Oil Co. Rubber Reserve Corp. Kerr McGee Oil Industries, Oklahoma City Aircraftmen Inc., Okla. City Desoto Airpark, Memphis, Tenn. Jack Pendley, Decatur, Ga. Mobile Aircraft Inc., Mobile, Ala. Savair Aircraft (E. Saviano), Portage, Wis. (Curr.)
1209	12/22/36	NC17309 CF-BRW/7646 CF-DTP	Santa Maria Air Lines, Inc. Thorne Donnelly RCAF Dept. of Transport, Ottawa, Ont. (certificate lapsed 7/61)
1210	1/11/37	NC17310 CF-BRT/7654 CF-DTQ	Humble Oil & Refining Co. RCAF Dept. of Transport, Ottawa, Ont. (crashed Vancouver?)
1211	1/22/37	NC17311 42-38352 LA620 G-AGWM	Walgreen Drug Co., Chicago United Air Lines US Army Air Forces (UC-40D) RAF (Lend lease) Aeronautical & Industrial Research Corp., England

L.A.C. Serial	Deliv. Date	Regist.	Owner
		00-AFA F-BHVT	Roger Hansez, Belgium Duc Michael, Nice, France (crashed on landing, 11/20/71, Briare, Dept. of Loire, France)
1212	2/4/37	G-AEOI	Brian Allen Aviation Viscount Furness, London, England
		X9316	RAF
		G-AEOI	Aeronautical & Industrial Research Corp., England
		YV-P-AEO	Shell Oil Co., Venezuela
		YV-C-TAD	Transportes Aereos Nacionales CA (TANCA)
1213	2/15/37	NC16057	Powel Crosley, Jr., Cincinnati, Ohio Gannett Co. (Gannett Newspapers), Rochester, N.Y. Rieke Metal Products Corp., Auburn, Ind.
		42-38346	AAF (UC-40D - written off, tractor drove into parked aircraft; Key Field, Miss. 3/12/42)
1214	2/27/37	NC16085	Erle P. Halliburton, Inc., Los Angeles Louise Farming Co., Toccoa, Ga. LeTourneau Inc., Toccoa, Ga. and Longview, Tex. Bonnacci Flying Service, Omaha, Neb. Nickerson Aircraft Sales, Mulberry, Fla. Ronald Welday, Warren, Ohio (current)
1215	3/14/37	NC17341	Byrd-Frost Air Transport Co., Dallas, Tex.
		42-3847	AAF
		NC17341	Warren Petroleum Co., Tulsa
		N17341	Maxwell Street Co., Ft. Worth, Tex. Creamer Industries, Ft. Worth Harry L. Whipple, Silex, Mo. (Current)
1216	3/30/37	NC17342 X17342 CF-BRK/7653 NC17342	Lang Transportation Co. Las Vegas Gas Co. RCAF Charles Babb, Sperry Gyroscope Co., Garden City, L.I., NY Kollsman Instrument Co., Elmhurst, N.J. Gulf Oil Co., Pittsburgh, Pa. Cape & Islands Flight Service, Hyannis, Mass.
1217	4/20/37	NC17373	J. C. Shaffer Drilling Co. Phillips Petroleum Co., Bartlesville, Ok. Bapark Oil Co., Tulsa, Ok. Parker Drilling Co., Tulsa Dept. of National Defense, Ottawa, Ont. Parker Drilling Co., Tulsa Seeley Flying Service, New Castle, Wy. T P Aero, Denver, Col. Thos. E. Seeley, Casper, Wy. Taylor Ranch Co., Casper, Wy. (Current)
1218	4/19/37	NC17374	Superior Oil Co., Inc., Houston, Tex. (Crashed in McKilligan Canyon, El Paso, Tex., Mar. 11, '44)
1219	4/25/37	CF-CCT	Dept. of Transport, Ottawa, Can. (To National Aviation Museum, Ottawa, 10/63)
1220	5/15/37	NC17376	Peter G. Thomson, Cincinnati, Ohio E. T. Foley, Pasadena, Cal.
		42-57504	AAF (demolished, Mitchel Field - taxied into parked aircraft, 10/6/42)
1221	6/7/37	NC18127 YV-VOD	Joe Thorpe Venezuelan Oil Development Co., Ltd., Maracaibo, Ven. Asiatic Petroleum Corp.
1222	6/3/37	NC18125	Varney Air Transport/Continental Air Lines
		CF-BRQ/7837	RCAF (Lockheed sources quote RCAF serial as 7838; see c/n 1205 & 1206)
		CF-BZM	(not taken up) McInnes Prod. Corp., Edmonton, Alb.
		NC18125	C. H. Babb Co.
		N18125	Texas Company (Fleet #50) Noble Drilling Corp., Tulsa, Ok. Colgate Darden III, Cayce, S. C. (Current)



Fitted with special fog-seeding equipment, World Weather's N71K (c/n 1204) tested many chemicals in different parts of the country (Jay L. Sherlock)



Highly polished c/n 1217 at San Jose, California, in January 1966. The airstair door contrasts with the attempt at an authentic 1930's color scheme. (William T. Larkins)



(Above) Rare photo of the XJO-3 taking off from the USS LEXINGTON on August 29, 1939. The initial trials of twin-engine and tricycle gear operations aboard carriers were done with this airplane. (U.S. Navy)

(Below) Antique enthusiast Colgate Darden buzzes the field in his 12A N18125. Camden, S.C. 5/25/68 (Jim Sullivan)



L.A.C. Serial	Deliv. Date	Regist.	Owner	L.A.C. Serial	Deliv. Date	Regist.	Owner
1223	6/9/37	NC18126	Varney Air Transport/Continental Air Lines	1239	11/8/37	XB-ABW	Dept. of Railways, Transportation, and Communication, Mexico City, Mexico, D.F.
		CF-BIP/7647	RCAF			YV-P-AED	Asiatic Petroleum Corp., NYC (operated by Colon Devel. Co., Maracaibo, Venez.)
		YV-P-APZ	—			N4857V	R. F. Wood, Newport, R.I.
		N7821B	M. M. Sundt Construction Co., Tucson, Ariz.			N517A	Laughter Corp., Dayton, Ohio
		N399X	J. M. Tucker, Tucson			NC18946	Graubart Aviation, Valparaiso, Ind.
			Four Corners Aviation, Farmington, N.M.				Tex-Mex Aviation (Tex-Sun Airlines), McAllen, Tex.
			Bates Lumber Co., Tulsa, Ok.				A. E. McKinley, Uvalde, Tex. (Current)
			(Crashed, Casper, Wy., May 9, 1969)				
1224	6/17/37	NC17379	Standard Oil Development Co., NYC	1240	11/11/37	NC18946	McClanahan Oil Co., Mt. Pleasant, Mich.
			Warren Petroleum Co., Tulsa				LeTourneau Co., Toccoa, Ga. & Peoria, Ill.
		N112PB	Noble Drilling Co., Tulsa			1531	RCAF
			Paul Bryce, Basye, Va. (Current)			CF-BXS	Maritime Central Airways Ltd., Charlottetown, PEI
1225	6/25/37	NR869E	Republic Oil Co., Pittsburgh, Pa. ("The Texan")			N18946	H. G. Chatterton, Dayton, Ohio (Dayton Airways)
			(destroyed in hangar fire, Miami, Apr. 2, 1938)				Skelly Oil Co., Tulsa
1226	6/25/37	NC18130	F. C. Hall				Greenbriar Airport, White Sulphur Springs, W. Va.
			Gilmore Oil Co. Ltd., Los Angeles, Cal.				John Pace, Martinsville, Va. (Crashed on T.O., 1963)
		G-AHLH	AAF (?) (perhaps to RAF - lend-lease?)				
		El-ALV	Air Commodore, The Earl of Granard, Langford, Eric.				
			The Earl of Granard, Toussus-le-Noble, France (Current)				
1227	8/9/37	1053	US Navy (JO-1 - US Naval Attache, Rio de Janeiro)	1241	11/20/37	NC18947	Wilbur D. May
		PP-PBX	Panair do Brasil (possibly PP-LBX)			CF-BRA/7641	RCAF
		N110B	Mitchell Distributing Co., Spruce Pine, N. C.			NC18947	C. H. Babb, NYC
			Nello L. Teer Co., Durham, N. C.			CF-BZN	McInnes Products Corp., Edmonton, Alberta
			Greenbriar Airport, White Sulphur Springs, W. Va. (Current)			N18947	Gulf Oil Co., Pittsburgh, Pa.
						CF-HRN	Gulf Radair Co., Ltd., Calgary, Alberta (Destroyed in hangar fire, Calgary, Dec. 6, 1954)
1228	9/13/37 (Model 12B)		Argentine Army, Buenos Aires	1242	11/22/37	NC18948	Adolph Spreckels, San Francisco, Ca. (crashed Reno, Nev. 2/25/38)
1229	8/7/37	N18137	Varney Air Transport, Inc.	1243	12/5/37	NC18955	Western Air Express
			Continental Air Lines, Inc.			NX18955	Lockheed Aircraft Corporation, Burbank, Ca.
			T.W.A., Kansas City, Mo.				(converted to model 212 demonstrator c/n 212-13; later restored to model 12A.)
			Buttram Texhoma Co., Oklahoma City			CF-BQX/7642	RCAF
			Andrew L. Hotton, Bellville, Mich.			CF-3	E. W. Ahr (Algoma Air Transport) (not taken up)
			Walter Gardner, Dearborn, Mich.			NC, N60775	A. Paul Mantz, Santa Ana, Ca.
			Dearborn Steel Tubing Co., Dearborn, Mich.			N16020	California Aircraft Investors, Palmdale, Ca. (crashed, Tiefert Mountains, Ca. 12/16/61)
			Gid Miller Aero Sales, Massapequa, N.Y. and Frenchtown, N.J. (Current)				
			Yale Iverson, Des Moines, Iowa				
1230	9/8/37	1048	USN (JO-2) (NAS Anacostia) (Stricken after forced landing, March 19, 1942)	1244	12/29/37	NC18956	Johnson & Johnson, New Brunswick, N.J.
1231	9/28/37	1049	USN (JO-2) (Stricken Nov. 4, 1943)				Fain Drilling Co.
1232	10/9/37	1050	USN (JO-2) Crashed and burned, Quantico, Sept. 26, 1938)	1245	12/28/37	NC18957	J. W. Thorne, Inc. NYC
1233	10/21/37	1051	USN (JO-2) (Destroyed by fire, Pearl Harbor, Dec. 7, 1941)			CF-BQZ/7640	RCAF
1234	9/13/37	—	Brazil Army, Minister of War, United States of Brazil, Rio de Janeiro			N33174	Sunray Oil Corp.
1235	9/13/37	D.Ae. 02	Brazil Army, Minister of War, United States of Brazil, Rio de Janeiro			CF-FUS	Pacific Petroleum Ltd., Calgary, Alta.
1236	9/10/37	VH-ABH	Associated Airlines Pty. Ltd., Melbourne, Australia				Bow Valley Aviation Co., Ltd., Calgary
			Broken Hill Associated Smelters Assoc. Air. Pty. Ltd.				V. Blanchette et al, Sept Iles, Quebec
			Carsair				Sept Iles Air Service Ltd., Sept Iles, Que.
		VH-DMC	Dong Muir				Quebec Labrador Airways Ltd., Sept Iles, Que.
		VH-TLX	South Australia Air Taxis				Wheeler Northland Airways Ltd., St. Jean, Que.
		VH-ASV	Air Survey Australia				Hunter C. Moody, Taylorville, Ill.
			Masling Aviation				Elaine Loening Jones, Summerville, S.C.
			Business Aviation				Red Eye Express, Summerville, S.C. (Current)
			Coronet Cars Pty. Ltd.				
			Australian Aircraft Sales, Sydney				
			Masling Aviation Pty., Cootamundra, N.S.W. (Current)	1246	1/5/38	NC18958	E. H. Moore, Inc., Tulsa, Ok.
1237	10/7/37	VT-AJN	His Highness, The Maharajah of Jodhpur, Jodhpur, India				Carter Oil Co., Tulsa, Ok.
		—	RAF				Gregory & Poole, Inc., Raleigh, N.C.
1238	11/3/37	G-AFCO	Aeronautical Research & Sales Corp.	1247	2/1/38	NC8965	Lockheed Aircraft Corporation, Burbank
		VT-AJS	His Highness, The Maharajah of Jammu and Kashmir, Srinager, India			38-536	AAF (C-40)
		AX803	RAF (also reported as RAF V4732)		9/30/38	NC18965	Parker Drilling Co., Tulsa
						N9052	International Aviation Industries, White Plains, N.Y.
							Walter Grant, Greenwich, Conn.
							Aero Activities, Largo, Fla.
							Midwest Airways (E. P. Lunken), Cincinnati, Ohio
							J. A. Develin, Havertord, Pa.
							Duolock Corp., Hamilton, Ohio

L.A.C. Serial	Deliv. Date	Regist.	Owner	L.A.C. Serial	Deliv. Date	Regist.	Owner
		N10PB	United Virginia Leasing, Richmond, Va. Paul Bryce, Basye, Va. (crashed on T.O., 1/17/73)	1262	3/23/39	38-545 N48741 N37P N299A N712FM	AAF (C-40A) Pure Oil Co., Chicago " " " "
1248	6/6/38	—	Ministério de Guerra y Marina, Caracas, Venez.				—
		YV-D-MC	Minis. de Comunicaciones, Caracas, Ven. (reg. unconfirmed)				A. D. Rhoades, Galveston, Tex. Keystone Builders Supply, Oklahoma City
1249	5/14/38 (model 12B)	—	Argentine Army, Minister of War, Buenos Aires				Larry Gulihur, Okla. City Mustang Enterprises, Houston, Tex. Larry Gulihur, Okla. City
1250	3/30/38	NC18970 42-66386 NC18970 N99K	Phillips Petroleum Co., Bartlesville, Ok. AAF (UC-40D)				Aircraft & Engine Enterprises, Moore, Okla. Wm. J. Haynes, Okla. City (Current)
			Samedan Oil Corp., Ardmore, Ok. Noble Drilling Co., Tulsa, Ok. W. C. Yarbrough, Marietta, Ga. Davy Aviation, Sarasota, Fla. Wings of Yesterday, Santa Fe, N.M. (current)	1263	3/23/39	38-546	AAF (C-40A) (Destroyed in midair collision with C-54, Wright Field, 6/11/43)
1251	6/8/38	NC18976	Republic Steel Corp. Matilda (Mrs. A. G.) Wilson, Detroit, Mich.	1264	3/29/39	38-547 IM-18	AAF (C-40A) Cuba
		NC3030 NC3080	Republic Steel Corp. Republic Steel Corp.	1265	3/29/39	38-548 NC801 NC69033 N69033	AAF (C-40A) Pacific Northern Airlines, Seattle, Wash. Western Alaska Airlines, Dillingham, Alaska
1252	12/6/38	NC18996 N200E N4105B	Continental Oil Co., Ponca City, Ok. Eaton & Smith, San Francisco, Ca. American Realty Service, Springfield, Mass. Memphis Aero, Memphis, Tenn. George Boswell, M.D., Dallas, Tex. H. F. Bell, Abilene, Tex. Abilene Flite Inc., Abilene, Tex. Jack W. Pyland, Dallas, Tex. (current)	1266	6/20/39	38-582	AAF (C-40B - tricycle gear) (also identified as MD-110) Modified to tailwheel gear 11/40, reidentified C-40A
			U.S. Navy (XJO-3) (Crashed at Naval Aircraft Factory, 5/21/40, rebuilt by Lockheed. Crashed Banana River, Florida, 5/7/43, written off.)			NC14999 N14999	Delta Air Corp., Atlanta, Ga. Transair, - Reed Pigman, American Flyers, Fort Worth, Tex.
1253	10/15/38	1267		1267	1/16/39	G-AFKR	British Airways Ltd. F. Sidney Cotton, London, England
						F-ARQA	—
1254	1/27/39	38-537 NC16026	AAF (C-40) Lockheed Aircraft Corp., Burbank Vaughn Monroe Productions, Inc. Baker Oil Tools, Los Angeles	1268	1/23/39	NACA 97 (NC17396)	National Advisory Committee for Aeronautics (Test-flown with central third fin)
		N36P	Pure Oil Co. Jim Erwin, Gatesville, Tex. Air Flite, Inc., Freeland, Mich. Blue Wings, Inc., Pontiac, Mich. (current)	1269	4/29/39	NC17397	Reiss-Premier Corp., NYC Boston Maine & Central Vermont Airlines ("Sky Baby")
						WPB-1	Lorr Laboratories, Patterson, N.J. (War Production Board)
1255	2/6/39	38-538	AAF (C-40) (Damaged Kelly Field, 10/5/41, repaired. Washout - condemned, 2/28/45 in Alaska.)			NC2, NC8 N8N CF-EFP	CAA, Washington, D.C. Aircraftsmen Inc., Oklahoma City Argosy Oil & Gas Ltd., Calgary, Alberta Central Northern Airways Ltd., Winnipeg, Man. Transair Ltd., Winnipeg, Man. O. Wieben, Ft. William, Ont. B. H. Parsons, Churchill, Man. F. Oystreck, Scarborough, Ont. (current)
1256	2/15/39	38-539 N14278 N4278	AAF (C-40A) Armstrong Cork Princess Elkhorn Sales Co., Huntington, W. Va. Fischer Aviation, Gallion, Ohio Shawnee Airways, Akron, Ohio Savair Aircraft, Portage, Wis. (Current)	1270	5/2/39	G-AFPF	British Airways Ltd. F. Sidney Cotton, London, England (Aeronautical Research and Sales Corp.)
						F-ARPP	—
1257	2/22/39	38-540 PP-PBV NC970 N93L N93R	AAF (C-40A) (Brazil) W. L. Hartman, Wichita, Kan. — Ben F. Harrison, Dallas Robert E. Boggs, McAllen, Tex. William H. Shafer, McAllen, Tex. (Current)	1271	5/24/39	NC17399	Phillips Petroleum Co., Bartlesville, Ok. Van Valk Cattle Co., Greeley, Col. Mercer Airlines, Burbank, Cal. (Current)
				1272	12/2/39	NX18964	Tennessee Valley Authority, Knoxville, Tenn. (Tricycle gear) (Later NC18964?)
1258	2/28/39	38-541 NC19933 N19933	AAF (C-40A) Braniff Airways, Inc., Dallas, Tex. Interstate Motor Lines, Ely, Nev. Bestone Aviation, Chardon, Ohio H. M. Naylor Oil Co., Kerrville, Tex. Great Texas Lumber Co., Houston, Tex. Ray B. Shealy, Hendersonville, N. C. C. Bowes, Jr., Miami, Fla.	1273	9/1/39	NC21770 42-22249	H. M. Naylor, Houston, Tex. AAF (C-40D) (Condemned 6/1/42)
				1274	12/4/39	G-AFXP VT-AMB HX798	Aeronautical Research & Sales Corp. His Highness, The Maharajah of Jaipur, Jaipur, India RAF
1259	3/6/39	38-542	AAF (C-40A) (wrecked, Paine Field, Wash. 5/12/42)	1275	12/14/39	NC18977 42-38348 LA623 G-AGWN	Pittsburgh Steel Co., Pittsburgh, Pa. AAF (UC-40D) RAF (Lend Lease)
1260	3/1/39	38-543	AAF (C-40A) (Bolling Field to Class 28, 3/43)				Aeronautical & Industrial Research Corp., Hanworth, Eng. Zinc Corp., Ltd., England Zinc Corp., Ltd., Australia
1261	3/14/39	38-544 N66151 N32J N32JB N32J	AAF (C-40A) J. B. Belcher, Bluefield, W. Va. Wm. M. Hoyt, Chicago, Ill. Florida Airmotive, Inc., Ft. Lauderdale, Fla. Jerry Van Winkle, Miami, Fla. (Current)	1276	1/5/40	NC18147 42-38280	Sky Kraft Corp., Mobile, Ala. AAF (UC-40D) (Crashed Tampico, Mexico, Mar. 30, 1942)
				1277	1/5/40	NC18900	Nevada Development Co., Silver Peak, Nev. AAF (UC-40D) RAF (Lend Lease)



Well-worn c/n 1223 after returning from Venezuela. Shown at Fort Worth, Texas, in November 1955. (E. C. Haney)



Gilmore Oil plane in flight. Lockheed photo.



(Above) Lockheed 12A of Nello L. Teer Co. is another corporate aircraft. (Roger F. Besecker)

(Below) Two classics of the business fleet, 12A (c/n 1229) and a Spartan 7W Executive grace the flight line. (Ira Ward collection)



L.A.C. Serial	Deliv. Date	Regist.	Owner
		G-AGVZ	Aeronautical & Industrial Research Corp., Hanworth, Eng.
		NC79820	Balfour Engineering Co.
		F-BFUD	Ste. Air Esterel, Cannes, France
1278	2/15/40	D.Ae.03	Brazilian Army, Minister of War, Rio de Janeiro, Brazil
		03	Fuerza Aero Brazil
		2658	FAB (UC-40)
		PP-VTA	Rio Air Taxi (Crashed Brasilia, Brazil, 3/10/69)
1279	2/15/40		Brazilian Army, Minister of War, Rio de Janeiro
1280	1/19/40	NC4000	Swiftlite Corp.
			Cities Service Co., NYC
			Pan American Airways, Inc., NYC
			George Pomeroy, Ronkonkoma, L.I., N.Y.
		N4001	A. L. Dougherty Co., N.Y.C.
			Verco Air Lines, Danville, Ill.
			Ralph Stotts, Laurel, Miss.
			Robert D. Metcalf, Sacramento, Cal.
			Dan R. McNamara, Montello, Wis.
			Laurence J. Johnson, Halley, Idaho (current)
1281	4/29/40	NC2630	Socony-Vacuum Oil Co., NYC
		YV-T-MTY	—
		YV-T-OTC	(unconfirmed)
		YV-E-HPI	Tranarg C.A.
		N2633	Marjorie B. McNally (Major Air Transport), Hollywood, Fla.
		N202GM	Gid Miller Aero Sales, Frenchtown, N.J. (reg. unconfirmed)
		N2633	Douglas E. Kelly, Farmington, Mich. (current)
1282	6/7/40	NC19967	Vauluse Aviation Corp.
			Gannett Newspapers, Inc., Rochester, N.Y.
		42-38350	AAF (UC-40D)
		X2398	RAF (Lend-lease)
1283	8/23/40	2541	USN (JO-2)
1284	9/25/40	NC2002	Miss Belle Baruch, NYC
		42-38351	AAF (UC-40D - "to Iranian Mission 26 April 1942 for use of General Wheeler")
1285	10/17/40	G-AGBJ	Cunliffe-Owen Aircraft Ltd., Southampton, Eng. (Reg. assigned in error; changed to G-AGDT after delivery.)
		Y-0233	RAF (Class "B" Category)
		HM573	RAF (unconfirmed change of RAF serial)
		SE-BTO	Airtaco A.B., Stockholm, Sweden
		LN-BDF	Den Norske Stat v/Industridepartementet, Oslo, Norway
1286	11/14/40	NC25624	Humble Oil & Refining Co., Houston
		N93H	Humble Oil & Refining Co., Houston
		N1300G	Greenbriar Airport, White Sulphur Springs, W.Va. (Curr.)
1287	8/26/41	NC33615	Sky Kraft Corp., Mobile, Ala.
		02947	USN (R30-2)
		NC33615	—
		G-AGTL	F. S. Cotton, Heston, Eng. ("Caprice", used for radio aid development)
			K. McAlpine, Luton, England
		F-BJJY	Escadrille Mercure, Nice, France (Current)
1288	4/28/41	05	Brazilian Army, Rio de Janeiro
1289	4/28/41	06	Brazilian Army, Rio de Janeiro
1290	4/28/41	07	Brazilian Army, Rio de Janeiro
1291	4/28/41	08	Brazilian Army, Rio de Janeiro
1292	5/20/41	99	National Advisory Committee for Aeronautics, Washington, D.C.
		N4249A	West Virginia State Aero Commission, Charleston, W.Va.
			Fairtoth Aviation Inc., South Miami, Fla.
			S & W Aviation, Edinburg, Tex.
			Edwin R. Walker, Edinburg, Tex.
1293	9/11/41	NC34965	Square D Co., Detroit, Mich.
(Model 12-25)		N34965	Noble Drilling Co., Tulsa, Okla.
			Samedan Oil Corp., Ardmore, Okla.
			Bone and Joint Clinic, Shreveport, La.
			Simpson Aviation, Gilliam, La. (Current)

<u>L.A.C. Serial</u>	<u>Deliv. Date</u>	<u>Regist.</u>	<u>Owner</u>
1294 (Model 12-25)	9/9/41 12-25)	NC33650 N33650	Continental Oil Co., Ponca City, Okla. Halliburton Oil Well Cementing Co., Duncan, Okla. Don E. Sneed, Las Vegas, Nev. Joe Marrs, Lake Placid, Fla. Robert Gaines, Milton, Fla. Paul Pfoutz, West Alexandria, Ohio (Current)
The following are all model 12-26:			
1295	10/24/41	L2-27	Netherlands East Indies Government
1296	10/24/41	L2-28	Netherlands East Indies Government
1297	10/29/41	L2-29	N.E.I.G.
1298	12/29/41	L2-30 —	N.E.I.G. RAF
1299	12/29/41	L2-31	N.E.I.G.
1300	12/29/41	L2-32	Netherlands East Indies Government
1301	1/7/42	L2-33	N.E.I.G.
1302	1/31/42	L2-34 VH-ASG 9M-ANK 9V-ANK	N.E.I.G. Associated Airways Malaysia Air Charter, Kuala Lumpur Malaysia-Singapore Airlines (Crashed Bukit Besi, Oct. 26, 1966)
1303	1/31/42	L2-35	N.E.I.G.
1304	1/31/42	L2-36 SE-BXP OY-ADB	N.E.I.G. Royal Netherlands A.F. Airtaco, Stockholm, Swe./A. B. Linjeflyg, Stockholm. Zone-Redningskorpset (Danish Red Cross)
1305	2/6/42	L2-37	N.E.I.G.
1306	2/6/42	L2-38 T-2 SE-BXR OH-ETA LN-BFS OY-AOV	N.E.I.G. Royal Netherlands Air Force Airtaco A.B., Stockholm, Sweden Lentohuolto Oy Thor Solberg Aviation, Fornebu, Norway Wideroes Flyveselskap & Polarfly Air Svc. (Restored to N.E.I.G. markings, Egeskov Aviation Museum, near Odense, Denmark)
1307	2/15/42	L2-39	N.E.I.G.
1308	2/16/42	L2-40	N.E.I.G.
1309	2/17/42	L2-41	N.E.I.G.
1310	2/22/42	L2-42	N.E.I.G.
1311	5/13/42	L2-43	N.E.I.G.
1312	5/13/42	L2-44	N.E.I.G.
1313	4/13/42	L2-45	N.E.I.G.
1314	5/13/42	L2-46	N.E.I.G.

The following are model 212:

212-01	L201	Netherlands East Indies Air Force
212-02	L202	N.E.I.A.F.
212-03	L203	N.E.I.A.F.
212-04	L204	N.E.I.A.F.
212-05	L205	N.E.I.A.F.
212-06	L206	N.E.I.A.F.
212-07	L207	N.E.I.A.F.
212-08	L208	N.E.I.A.F.
212-09	L209	N.E.I.A.F.
212-10	L210	N.E.I.A.F.
212-11	L211	N.E.I.A.F.
212-12	L212	N.E.I.A.F.
212-13	NX18955	Lockheed Aircraft Company (demonstrator aircraft - see c/n 1243)
212-14	L213	Netherlands East Indies Air Force
212-15	L214	Netherlands East Indies Air Force
212-16	L215	Netherlands East Indies Air Force
212-17	L216	Netherlands East Indies Air Force



US Navy J0-2 1048 (c/n 1230) of NAS Anacostia (U.S. Navy)



One of the Brazilian Army's 12A's at Campo dos Affonsos, Rio de Janeiro. D.Ae.02 is c/n 1235. (Lockheed No. 5578).



(Above) One of may 12A's in corporate transportation use, N4278 (c/n 1254) serves Princess Coal Sales Co. during the 1950's. (Roger F. Besecker)

(Below) The Air Corps first C-40, 38-536 is a c/n 1247, ex-NC18965. (USAF No. 14752).



FOREIGN CIVIL REGISTRATION
CROSS-REFERENCE

CHILE

CC-BZM

CANADA

CF-BIP 1223
 BQX 212-13 (1243)
 BQZ 1245
 BRA 1241
 BRK 1216
 BRN 1207
 BRQ 1222
 BRT 1210
 BRV 1206
 BRW 1209
 BYY
 BYZ
 BXS 1240
 BZM 1222
 BZN 1241
 CCT 1219
 DTP 1209
 DTQ 1210
 EPF 1269
 FUS 1245
 HRN 1241

IRELAND

EI-ALV 1226

FRANCE

F-ARPP 1270
 F-ARQA 1267
 F-BFUD 1277
 F-BHVT 1211
 F-BJJY 1287

BRITAIN

G-AEMZ 1206
 G-AEOI 1212
 G-AFCO 1238
 G-AFKR 1267
 G-AFPF 1270
 G-AFTL 1203
 G-AFXP 1274
 G-AGBJ 1285 (error)
 G-AGDT 1285
 G-AGTL 1287
 G-AGVZ 1277
 G-AGWM 1211
 G-AGWN 1275
 G-AHLH 1226

NORWAY

LN-BDF 1285
 LN-BFS 1306

FINLAND

OH-ETA 1306

BELGIUM

OO-AFA 1211

DENMARK

OY-ADB 1304
 OY-AOV 1306

BRAZIL

PP-AVE 1202
 PP-AVF 1207
 PP-BOH 1202
 PP-CBW 1208 ?
 PP-DQT 1202
 PP-NBI 1202
 PP-PBV 1257 or 1259
 PP-PBX 1227
 PP-VTA 1278
 PT-CDU 1235

SWEDEN

SE-BTO 1285
 SE-BXP 1304
 SE-BXR 1306

AUSTRALIA

VH-ABH 1236
 VH-ASG 1302
 VH-ASV 1236
 VH-BHH 1275
 VH-DMC 1236
 VH-TLX 1236

BRITISH WEST INDIES

VP-TAI 1203



(Top) Still owned by Lockheed, NC18965 is demonstrated to the Air Corps at Wright Field. (National Archives 18-WP-60469)

(Above) C/n 1247 once again, this time in the mid-60's at Lunken Airport, Cincinnati, Ohio. Note three-blade props. (Arthur R. Krieger).



(Above) Sprouting an extra whip antenna, the C-40B was a radio test airplane during the pre-war years, and was converted to a standard C040A later. (National Archives 18-WP-64443)

(Below) The C040B (c/n 1266) after conversion to conventional gear and retirement from the Air Force; New Haven, Ct. (Harland C. Wood)





(Above) The 12A in airline service; "Sky Baby" (c/n 1269) of Boston, Maine, and Central Vermont Airlines at St. Johnsbury, Vt. 8/28/39 (Harland C. Wood)

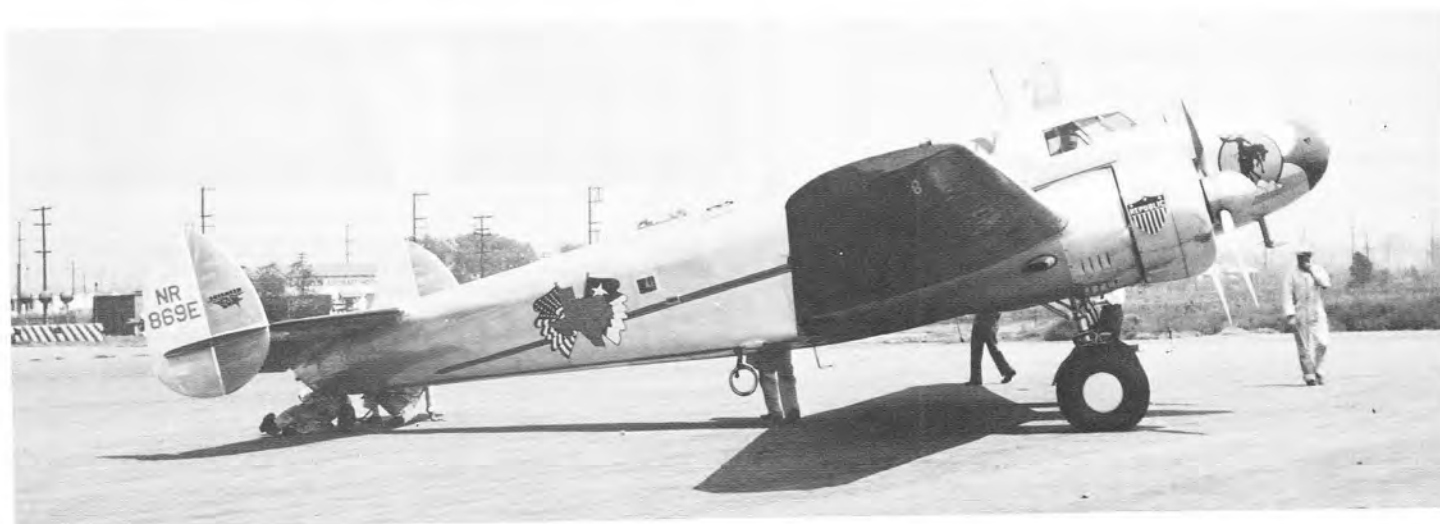
(Right) One of two-only model 12-25's, N-34965 was probably owned by the Noble Drilling Company of Tulsa when this photo was taken at San Francisco in February 1956. This was the next to the last civil 12 built, see c/n 1293. (W.T. Larkins).



(Right, below) N970 is one of several former military 12A's that were sold surplus and flew for many more years. This plane was formerly Air Corps C-40A 38-540. It is shown here at San Francisco in November 1955 and is still flying, currently registered in Texas. (William T. Larkins).



(Below) Jimmie Mattern's modified 12A "THE TEXAN". Owned by Republic Oil, whose insignia is seen on the right cowl, it had extra tanks and an overhead hatch to admit an aerial refueling hose from Ford Tri-Motor NR-9648. Registration 869E was used on two previous Lockheed Vega's by Mattern. Photo taken at Grand Central Air Terminal, Glendale, in 1937, by William L. Swisher.



INDIA

VT-AJN 1237
 VT-AJS 1238
 VT-AMB 1274

MEXICO

XB-ABW 1239

HONDURAS

XH-TEK 1207

VENEZUELA

YV-ABA
 YV-AVF
 YV-CDC
 YV-VOD 1221
 YV-C-GAE
 YV-C-TAD 1212
 YV-E-HPI 1281
 YV-O-MC 1248 ?
 YV-P-AED 1239
 YV-P-AEL
 YV-P-AEO 1212
 YV-P-APZ 1223
 YV-T-MTY 1281
 YV-T-OTC(?) 1281

MALAYSIA

9M-ANK, 9V-ANK 1302

N12AT 1217
 299A 1262
 517A 1239
 4249A 1292
 1001B 1205
 4105B 1252
 7821B 1223

200E 1252
 869E 1225

712FM 1262

202GM 1281
 1300G 1286

93H 1286

32J 1261
 32JB 1261

1K 1204
 71K 1204
 99K 1250

93L 1257

228M 1247
 908MA 1271

8N 1269

10PB 1247
 36P 1254
 37P 1262
 112PB 1224

93R 1257

83U 1216

1161V 1203
 4857V 1239

399X 1223

58Y 1207

NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS

97 1268

99 1292

WAR PRODUCTION BOARD

WPB-1 1269

FOREIGN CIVIL REGISTRATION CROSS-REFERENCE**CHILE**

CC-BZM

Editor's Note: As we go to press, author Tom Emmert advises listing for model 12-26 is incomplete. Additional information will appear News & Comments, Spring Journal.

ABOUT THE AUTHORS

TOM EMMERT'S interest in the aircraft of the thirties and forties spans at least twenty of his 32 years. That interest is at least partially inherited; his father learned to fly in 1930, and served as flight instructor in the WASP program in WWII. Tom became interested in the Lockheed twins while a student at Purdue University, and assisted the late Warren Woolman in Warren's Research Project No. 6501 (Lockheed 10 Electra). The Howard DGA is Tom's prime interest; his Research Project No. 6915 will soon yield a series of articles on that ship. Tom is Chief Instructor for Turboshaft Engine Programs at General Electric's Aircraft Engine Group in Lynn, Mass. He is conducting training in support of the Army's UTTAS and AAH programs; he is here shown with the T700 engine used in the UTTAS and AAH helicopters. Tom also holds a commercial pilot's license. He and his wife, Lee, live in Peabody, Massachusetts.



BILL LARKINS (member No. 1) reports that he suffers from too many aircraft interests and a proven lack of ability to control the situation. In addition to special interests in the Ford Tri-Motor, AT-6, DC-3, C-46, Convair-Liners, agricultural aircraft, Marine Corps and Navy aircraft, etc., he is a pioneer enthusiast in civil registrations, serial numbers and classification systems. He hopes that with help he will be able to complete more articles such as this one. Bill has been photographing aircraft since 1934, served in the AAF in World War II, and has been an audio-visual specialist and administrative assistant at the University of California, Berkeley, for the past 26 years.

212 bombers, number L210 and L209, of the Netherlands East Indies awaiting shipment from the docks of San Francisco in 1939. (Arthur B. Geen)



Appendix

Lockheed 12 Military Serial cross-reference

Argentine Army

c/n 1228
1249

Brazilian Army

D. Ae. 02 1234
D. Ae. 03 1235
1278
1279
05 1288
06 1289
07 1290
08 1291

Brazilian Air Force

2658 1278

Cuba

I.M. 18 1264

Royal Canadian Air Force

1531 c/n 1240
7640 1245
7641 1241
7642 1243 (212-013)
7645 1207
7646 1209
7647 1223
7653 1216
7654 1210
7837 1222 or 1205
7838 1206 or 1222

Royal Air Force (Great Britain)

R8987 c/n 1206
V4732 1238
X2398 1282
X9316 1212
Y-0233 1285
AX803 1238
HM573 1285
HX798 1274
LA619 ?
LA620 1211
LA621 1277
LA622 ?
LA623 1275
LV700 ?
LV760 ?
LV761 ?
LV762 ?
NF753 ?

Royal Netherlands Air Force

T-2 1306
T-301/T-310 ?

Netherlands East Indies Government

L201 thru L212 212-01/12
L213 thru L216 212-14/17
L217 thru L222 (not built)
L2-27 thru L2-46 1295/1314

US Navy/Marine Corps

1048/1051 c/n 1230/1233
1053 1227
1267 1253
2541 1283
02947 1287

US Army Air Corps, Army Air Forces

38-536 1247
38-537/-548 1254/1265
38-582 1266
42-22249 1273
42-38380 1276
42-38346 1213
42-38347 1215
42-38348 1275
42-38349 1277
42-38350 1282
42-38351 1284
42-38352 1211
42-57504 1220
42-66386 1250

Lockheed 12 US Registrations Cross-reference

NC1	1204	17311	1211	19933	1258
2	1269	17341	1215	19967	1282
8	1269	17342	1216	21707	1203
17	1204	17373	1217	21770	1273
505	1216	17374	1218	25624	1286
801	1265	17376	1220	33173	1205
970	1257	17379	1224	33174	1245
1108	1227	17396	1268	33615	1287
2002	1284	17397	1269	33650	1294
2072	1208	17399	1271	34965	1293
2630	1281	18125	1222	48741	1262
2633	1281	18126	1223	60775	1243
3030	1251	18127	1221	66151	1261
3080	1251	18130	1226	69033	1265
3486	1245	18137	1229	79820	1277
4000	1280	18147	1276		
4001	1280	18900	1277		
4278	1256	18946	1240		
9052	1247	18947	1241		
14278	1256	18948	1242		
14999	1266	NX18955	212-13		
16020	1243	NC18955	1243		
16026	1254	18956	1244		
16052	1201	18957	1245		
16057	1213	18958	1246		
16076	1202	18964	1272		
16077	1203	18965	1247		
16079	1205	18970	1250		
16085	1214	18976	1251		
17309	1209	18977	1275		
17310	1210	18996	1252		