

THIRTY YEARS OF LOCKHEED VEGAS

by

Chalmers A. Johnson

Thirty years ago this year the first of a long line of superb aircraft bearing the Lockheed name made its debut in Los Angeles. This was the high-wing, strutless, monocoque-fuselage Vega. Developed from this aircraft was the mail-carrying Air Express, the streamlined Sirius and Altair and the hard-working passenger carrier, the Orion. The Vega was, however, the most famous of the wooden Lockheed. It spread the name of what is today one of the giants of the American aircraft industry throughout the world. Mated with the famous Pratt and Whitney Wasp engine, the Lockheed Vega probably made more pioneering and historically important flights than any other single model of aircraft. This was due to its clear superiority of design and the craftsmanship incorporated into its construction. Today, there are about a half-dozen Vegas still in existence. They bear testimony to the ruggedness of this aircraft. The following report is concerned with a detailed history of the Lockheed Vega. It tells better than any description the fantastic history of one of America's most famous typos of aircraft.

It will be found that a large number of those aircraft found their way into our neighboring country, Mexico* In 1929, the American owned and founded Corporacion Aeronautica de Transportes (CAT) had the world's fastest airline. It was equipped with some of the first Wasp-Vegas. That they performed so well during the years of hangar-less life in the sun and dust of Torreon is a remarkable fact. This subject also suggests that the aeronautical history of Mexico should be given much greater consideration. Aviation has played as great a role in Mexico as the bush plane has in Canada and Alaska yet practically no attention has been given to recording these events. The role of the Vega in Mexico is, therefore, treated rather fully below. Mention must also be made of one of Mexico's aviation pioneers, Mr. Gordon Barry. He went down to Mexico in a CAT Vega with Harold Bromley in 1929. He was employed as a mechanic. After the CAT failure, Barry went to Mazatlan where he was employed as a pilot for the San Luis Mining Co. in the rugged mountains of Tayoltita, Durango. Tayoltita had no roads or any other communications and during the rainy season only the burro could get in. The mining company therefore constructed a rude airstrip and purchased several aircraft to carry gold and silver bars to Mazatlan and return with mail, food and other necessities. These aircraft were Lockheeds. As Barry became familiar with the needs of Mexican mining firms, he decided to found his own airline. This was Lineas Aereas Mineras, or Mining Air Line. Practically his entire fleet was composed of Wasp-Vegas. As LAMSA grew, it spread all over Mexico duplicating the old CAT routes, but continued to use the Vega. The full story of Gordon Barry's contribution to aviation as well as industrial growth in Mexico has never been told as it should be. It is hoped that the following remarks on his aircraft will at least indicate the direction that later investigators must take.

Model designations are given little treatment in the following report. This is due to two considerations. In the first place, information concerning the standard production types is readily available to the informed student of aircraft in such reference works as Jane's All the World's Aircraft and the Aircraft Year Book. Secondly, and most important, the Lockheed Vegas have been highly modified in the majority of cases and do not conform to the characteristics a particular designation

describes. Furthermore, certain new designations have come into use for the wooden Lockheeds that the aircraft themselves never carried. For example, the Vega 1 has recently been designated the Lockheed V-1. Also a recent Lockheed Engineering Report calls the Army Y1C-17, the Lockheed Model 6, Harold Bromley's Explorer, the Model 7 and the YP-24, the Lockheed 8H! These numbers were never used when the aircraft was built.

An issue of interest to aviation historians has been the exact number of Lockheed Vegas manufactured. In the following report, there are 130 complete Vegas listed together with 12 fuselages only. This makes a total of 142 c/n's. Lockheed lists 144 as the number produced. William Wylam finds a total of 123. (The Air Express is no more a Vega than the Orion; see Model Airplane News, November 1955, pp. 26-27). It is felt, however, that the figure of 130 is the most acceptable.

The history of the Lockheed Company has a direct bearing on a history of the Vega. The Detroit Aircraft Company acquired Lockheed in July 1929. They also controlled such firms as the Ryan Aircraft Co. and Parks Air College. They were not, however, simply a holding company as the metal-fuselage "Detroit Lockheed" was built by them in Detroit. The fuselages were then shipped to Burbank for their wooden wings and engine installation. As a result of this arrangement these particular aircraft have been nicknamed "Detroit Half-breeds." In the fall of 1931, the Detroit Company was forced into receivership and Lockheed was carried along with them although it continued to operate at a profit. On June 21, 1932, a new company, with free assets, was formed by Robert E. Gross and Walter Varney. They hired Lloyd Stearman as Chief Engineer and began work on the Lockheed 10 "Electra." This was the nucleus of the present-day Lockheed Aircraft Corporation.

The preparation of this record owes much to the invaluable assistance of William T. Larkins, Editor of the Journal of the American Aviation Historical Society, Concord, California, and Adolfo Villasenor Macias, former Director of Vuelo (Flight), Mexico City, Mexico. Their help is gratefully acknowledged though any errors of fact or inference remain with the writer.

Lockheed Vega Production and Historical Record:

Explanatory Note: Engine serial numbers are listed in parenthesis under the engine model where known. These are in all cases the original engine installed. Owners are listed chronologically from the first to the most recent. Numbers in parenthesis following the owners name indicates the year or years registered. These have been omitted when they were unconfirmed. A question mark following the owners name indicates that there is no confirmation of this information. Dates are listed in the American manner, i.e. month-day-year. Abbreviations used include: c/n - constructor's number, AYB - Aircraft Year Book, JAAHS - Journal of the American Aviation Historical Society.

<u>c/n</u>	<u>Registrations</u>	<u>Model</u>	<u>Engine</u>	<u>Owners</u>
1	-2788 NX-913	Vega 1	J-5A (7550)	George Hearst, The San Francisco Examiner.

Named "Golden Eagle." Lost at sea in the \$35,000 Dole Race, Oakland to Hawaii, 8-17-27. Was fourth to take-off at Oakland. Bore registration -2788 on its first flight, 7-40-27 (See LAC Photo no. W2902). For further details consult: Joe Barry,

"The Golden Eagle," JAAHS, I, 2, pp. 51-52; Lockheed Star, 3-30-50 and 10-1-53; San Francisco Chronicle, 8-lb-27, et, seq.

3 X-3625 Vega 1 J-5A Air Associates, Roosevelt Field, Mineola,
(7634) NY.

Bernarr McFadden, New York.

Used by woman reporter Zoe Beckley to fly NY-Mexico City, 8-12-28, to interview Mexican President Plutarco Calles. Made non-stop LA-NY solo attempt in 1929. Departed Los Angeles, 3-25-29 with O. K. Bevins as pilot. Forced down 3-26 at Willard, New Mexico, by engine trouble. Bevins slept for 3 hours and took-off again after changing his spark plugs. 3-29, landed for minor repairs at Bland, Missouri, on the farm of Amos Smith. Bevins crashed trying to take-off again fracturing both his legs and destroying the aircraft. (Photo: Jane's - 1928, p, 235)•

b X-3903 Vega 1 J-5A Capt* Sir George Hubert Wilkins, New York.
R-b8 (8160) Director of-Civil Aeronautics, Buenos
Aires, Argentina.

Wilkins and his pilot, Lt. Carl Ben Eielson, flew from Point Barrow to Spitzbergen, April 1928 (Sec Joe Barry, "Pioneering Arctic Airways," JAAHS, I, 4, pp. 129-132). December 1928, Wilkins and Eielson set out with no* b and Vega c/n 17 (X-7b39) for an aerial exploration expedition to Antarctica. Mapped some 100,000 sq. mi. by air. Were financed by the Hearst interests. Wilkins sold both aircraft to the Argentinian Air Ministry on his return trip. Eventual disposition of the aircraft is unknown No* b was registered in Argentina as late as 1934.

6 C-4097 Vega 1 J-5A Erle P. Halliburton, Duncan, Oklahoma
(8272) International Airways, Minot, N.D. (29-30)
Dakota Air Service, Ryder, N.D. (31)
Iowa Airways, Ft. Dodge, Iowa (32)
W. A. Cooke, Watson Airport, Blue Ash,
Ohio (33).

Flown for Halliburton by Robert Cantwell in the Ford Tour, 1928. Last registered, 1-1-34. Eventual end unknown*

7 X-4769 Vega 5 Wasp Harry James Tucker, Santa Monica, Cal (28).
(690)

Mfd* 3-15-28. Named the "Yankee Doodle." b-21-28, Col. Art Goebel and Tucker set NY-LA speed record with stop in Phoenix, Ariz. 6-8-28, Lee Schoenhair and Tucker set off on a San Diego-NYC non-stop attempt. They were forced down at Columbus, OH, by fog after 17 hrs. 30 min. in the air. 8-20&21-28, Goebel and Tucker made a record trans-continental flight (NYC-LA) of 18 hrs. 58 min. The aircraft was then flown by Goebel in the 1928 NAR, race no, 44. October 1928, Tucker and Capt. C. B. D. Collyer flew LA -NYC in 24 hours. On the return trip, November 3, 1928, with Collyer at the controls, the "Yankee Doodle" crashed into the Bradshaw mountains at Crook Canyon, 23 miles from Prescott, Arizona, Both men were killed.

8 X-5885 Vega 1 J-5A Air Associates, Inc*, New York
(8420)

Was to have been Air Associates first demonstrator but was destroyed at the factory when the engine quit during a test flight,

9	C-6526	Vega 1 J-5A 5-C Wasp (8554)	Maddux Air Lines, Los Angeles (29-30) Curtiss-Wright Flying Service, LA (30) Carl B. Squier, Lockheed Airport, LA (31) Air Express Corp., New York Capitol Lines, Sacramento, California Varney Speed Lanes, Burbank, Cal., later El Paso, Texas (34-36).
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Mfd. 7-6-28. Was Air Express Corp. no. 101. Converted, to Vega 5-C, 11-13-33. One seat was removed and a larger baggage compartment installed by Walter Varney's Lineas Aereas Occidentales, El Paso, 10-16-34. The name L.A.O. replaced "Varney Speed Lanes" when he moved to El Paso. Last registered 1937. End unknown.

10	C-6911 Vega 1	J-5A Air Associates, New York (8949) Mayor James Walker, New York Amelia Earhart, New York
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Company demonstration aircraft of one of Lockheed's earliest distributors, Air Associates. Lindbergh checked out in this ship at one time. Loaned to Mayor Jimmie Walker on an almost permanent basis because of the good publicity. Later dismantled.

11	NC-7044 Vega 1 J-5A 5	(8952)	Maddux Air Lines, Los Angeles (29) Curtiss-Wright Flying Service, Inglewood, Calif. (30) H. T. Booker, Stockton, Calif. (31) Loren L. Miles, policeman, LA (36-39) Paul Mantz, United Air Service, Burbank Chas. Babb Co., Glendale, Calif. F. D. Handley, Kingfisher, Oklahoma Page Aviation, Oklahoma City (1952).
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Mfd. 7-31-28. Nameplate reads "Lockheed 1" but became a Vega 5 upon installation of a BT-13 engine (PW R-985-AN-1) by Handley, according to CAA records! When Mantz owned it, he named it "Miss Patsy." Had crashed when in service with Maddux but was repaired with fuselage c/n 45. Handley used it to haul whiskey into dry midwest states after W II (source: Ltr. of Maj. Ewell K. Nold, USAF, dtd. 2-2-54, who tried to buy ship). After exposure to weather for a few seasons it was sold in 1952 by Handley to Page aviation for the engine. Approximate price: \$300. Page stripped the aircraft bare after removing the engine and destroyed the hulk.

12	-7162	Vega 1	J-5A (9013)	Texas Oil Co, Pipeline Division, Houston, Texas (29).
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Mfd. 8-30-26 Texaco no. 2. End unknown.

12-B	C-7425	Vega 1	J-5A (9033)	Chadbourne A/C Sales, San Francisco, Cal. Ralph E. Morrison, San Francisco, later Helena, Montana (30-34).
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Mfd. 8-31-28. Given c/n 12-B in lieu of unlucky 13. H. J. Chadbourne was Northern California distributor for Lockheed. Eventually crashed but details unknown.

14	R-7426 Vega 1	J-5A (9106)	Universal Airlines, Chicago Universal Aviation Corp., St, Louis, Mo.
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c/n 117

G.S. Williams



c/n 69

G.S. Williams



c/n 210

J.H. Larkins



c/n 133

W. Steeneck



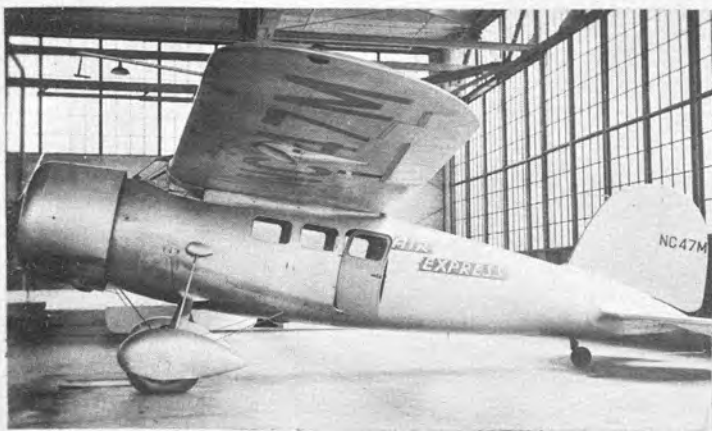
c/n 203

C.A. Johnson



c/n 63

Joe Barry



c/n 99

G.S. Williams



c/n 156

G.S. Williams

Breese-Adams (?)
Chamberlin Flying Service, Jersey City (32)

Mfd. 9-19-28. Chamberlin installed a 225 HP Packard R-980 diesel and was given CAA Memo 2-b21 (11-9-32).

15 C-7427 Vega 1 J-5A Santa Maria Airlines, Santa Maria, Cal (29)
(9139) Wakefield Valley Airlines (?)
Kenyon and Rich (?)
Harry Sperl Aero Corp, Los Angeles
Continental Air Express, Los Angeles
Santa Barbara Flying Service, SB, Calif.
T. H. Slingsby, Sacramento, Calif (32)
Charles B. Whitehead (?)
East Carolina Airlines, Wilmington, North
Carolina (35-36)
Joe Lewis, Union A/T, Burbank, Cal (36-39)

Mfd. 10-19-28. Joe Lewis converted it into a flying ambulance for the "Aerial Hospital Service."

16 C-7428 Vega 1 J-5A Harry Sperl Aero Corp, Los Angeles 30)
(9189) Continental Air Express, Los Angeles (29-
Capt. G. Allen Hancock, Santa Maria, Calif.
Harold Bromley, Los Angeles (31)
V. C. Tisdal, Tisdal Hospital, Elk City,
Oklahoma (31-32)
Mrs. Clara E. Bradway, Oklahoma City (33)
Paul R. Braniff Airlines, Okla. City (34)
United Air Services, Burbank (35)

Mfd. 10-19-28. United Air Service was formed by A. Paul Mantz, Tex Rankin, Frank Clarke and others primarily for motion picture photography but also did air charter work, racing, etc.

17 X-7439 Vega 1 J-5A Capt. Sir George Hubert Wilkins, New York.
(9048)

Mfd. 4-29. Convertible land, sea, skiis. Used by Wilkins on Antarctic Expedition (see c/n b, X-3903). Sold in Argentina.

18 X-7429 Vega 5 Wasp B Erle P. Halliburton, LA and Tulsa, Okla.
(826) (29-30)
Reg L. Robbins, Fort Worth, Texas (31-32)

Flown by Robert W. Cantwell for Halliburton to win the Class C trans-continental air derby, 1928 NAR. Named "The Tester;" carried race no. 22 (Aero Digest, 2-29, P. 34) 1931, sold to R.L. Robbins, Fort Worth, former co-holder (with the late Jim Kelley) of the world's flight endurance record set in 1929 in a Ryan Brougham. He painted the Vega pure white, named it the "City of Fort Worth," and entered it in competition for the \$25,000 prize offered by the- Asahi Shimbun (Morning Sun News), Tokyo, for the first non-stop flight from America to Japan. Exchanged the Wasp for a J-5 to reduce fuel consumption on the 5,100 mi. hop from Seattle to Tokyo. He was to be refueled in flight from a Ford Tri-motor piloted by Nick Greener and James Mattern.

Took off from Boeing Field, 0356 PST, 7-8-31, the Ford awaiting them in the air over White Horse, Yukon Terr. Robbins claimed that he was particularly pleased with their license number, NR-7429, as each half of it added to 11, his "mystic number" (New York Times, 7-9-31, p. 3). The fliers successfully refueled in Alaska, but were forced down near Solomon, Alaska, by heavy winds after covering 2,100 mi. Date was 7-10-31. Weather men at Sands Point later said that had they gone only another 100 miles they would have had excellent weather through to Tokyo. Final disposition of the aircraft is unknown.

19 NX-7430 Vega 2 Hornet C Lt. Col. William Thaw, Pittsburgh, Penn.
525 HP.
(223)

Hornet was installed by Air Associates at Curtiss Field, L. I. No. 19 was originally built with a J-5. The whole aircraft was specially re-worked for speed. Dual fuel line system was installed and each line wrapped with split bamboo to relieve vibration fatigue. Crashed, 9-12-28, at Decatur, Ind., piloted by Lt. Col. Thaw and a Capt. Morse while attempting to lower the NY to LA speed record. Thaw and Morse were injured* Thaw was a WW1 Ace (6 kills).

20 NX-7440 Vega 5 Wasp CB Standard Oil Development Co., a Division
(853) of Standard Oil of New Jersey (29)

Used by Maj. E. E. Aldrin, ex-US Army, in 1929, head of Aeronautical Division, Standard Oil of NJ, for a business trip to Europe in the spring of 1929. Visited France, Italy, Germany, Austria, Switzerland, Czechoslovakia, England and Holland, accompanied by his wife and mechanic (P&W Aircraft, Bee Hive, July 1929, P. 12). Aircraft eventually crashed but details unknown, (Photos: Western Flying, 11-28, p. 82; Jane's-1929, p. 289).

21 X-7441 Vega 5 Wasp CB Schlee-Brock Aircraft Corp, Ford Airport,
(928) Dearborn, Michigan (29)

22 NR-7952 Vega 5-B Wasp CB Amelia Earhart, Rye, NY (30-32)
(9bl) Franklin Museum, Philadelphia, Penn.

11-22-29, Earhart flew no. 22 to set a now women's speed record at Detroit; average speed: 184.17 MPH, fastest mile: 197.8 MPH. At the same time she set two international records for women of 174.8 MPH over a 100 km course with no payload and 171.4 MPH with 500 kg (1102.31 lbs). May 20 and 21, 1932, Amelia Earhart made the first trans-Atlantic flight by a woman solo from Harbor Grace, Newfoundland to Londonderry, Ireland, 2,026 miles, in 16 hours 56 minutes, in no. 22, Her Vega was painted black. It had been cracked up earlier and the fuselage replaced by fuselage c/n 104.

23 NC-7953 Vega 5-C Wasp CB Universal Airlines, Chicago (29-30)
XA-BFU (956, 1096) Braniff Airlines, Oklahoma City (31-37)
Gordon S. Barry, El Paso, Texas (37)
Lineas Aereas Mineras S. A., Mazatlan,
Sinaloa, Mexico (37-b6)
Capt. Carlos Cervantez Perez, Ensenada,
Baja California, Mexico (46-?)

Mfd. 12-29. Cracked up at St. Louis by Braniff some time in 1937, but repaired. Entered Mexico at C. Juarez, 11-24-37. Mexican license no, 408 issued 2-24-38. Made

forced landing alongside a highway at Huejotzingo, Puebla, 10-21-42, but the aircraft was able to fly safely the following day to Mexico City. 8-9-46, LAMSA sold XA-BFU along with Vegas XA-FAF (c/n 121) and XA-DEC (c/n 60), to Capt. Carlos Cervantes in Ensenada. Vegas XA-BFT (c/n 50), XA-DAH (c/n 125), XA-DAM (c/n 127), XA-DAY (c/n 197) and XA-DEB (c/n 133) were all dismantled at this time to rebuild the three flyable Vegas. Parts left over from this operation were also transferred to Cervantes. Eventual end of no. 23 is not clearly established but it is almost surely similar to that of XA-DEC (see c/n 60).

24 NR-7954 Vega 5 Wasp CB F. C. Hall, Chickasha, Okla. (29-30)
(920) Nevada Airlines, Reno and Burbank (30)
Arthur C. Goebel, LA and c/o Phillips
Petroleum Co, Bartlesville, Okla (30-36)
Laura Ingalls, Burbank, Calif.

Purchased at the plant in 1928 for Hall by Wiley Post, his pilot. This is the first "Winnie Mao," named after Mrs. Winnie Mae Fain, Hall's daughter. Hall, senior partner of Hall and Briscoe oil interests, turned in his Travel-Air to buy the Wasp-Vega. In 1929, Hall sold the aircraft back to the plant and Wiley Post, who flew the aircraft to the coast, was hired by Lockheed as a test pilot. He later returned to work for Hall at which time he flew around the world in the second of three Winnie Maes (c/n 122, NR-105W). (Refer Wiley Post and Harold Gatty, Around the World in Eight Days, the Flight of the Winnie Mae, New York: Garden City, 1931, pp. 272-5). During the 1929 NAR and Ford Tour, Post flew no. 24 while working for LAC. 1930, no. 24 sold to Nevada Air. Before the end of the year the aircraft was then sold to Art Goebel. He flew to second place in the LA-Chicago non-stop Derby of the 1930 NAR (Race no. 62). Later carried race no. 129, probably when owned by Ingalls. Goebel modified the aircraft to a 1pCLM. Eventual end unknown.

29 NC-194E Vega 5 Wasp CB Schlee-Brock Aircraft Corp, Dearborn (29)
(971)

Aircraft appears first registered 1-29-29, but does not appear on either the July or October 1930 registers. Note that Schlee-Brock was one of the largest Lockheed distributors. Eventual sale and end unknown.

26 NC-195E Vega 5-C Wasp CB Nevada Airlines, Reno and Burbank (30)
(989) Repossessed by Pacific Finance Co, LA.
Braniff Airlines, Oklahoma City (31-32)

Mfd. 3-29* Nevada Airlines was owned and operated by Roscoe Turner to fly from Los Angeles to Reno and Las Vegas. Eventual end unknown.

27 NC-196E Vega 9 Wasp CB Rule and Sons Insurance Corp, LA
(1098)

Rule and Sons paid for two brand new Vegas, c/n's 27 and 39 (NC-198E) which burned at the Los Angeles Auto Show, March 5, 1929, and are hence recorded as legal owners.

28 NC-7805 Vega 1 J-9A Carl B. Cromwell and Cromwell-Hunt Aero
(9214). Service, San Angelo, Tex. (also known as
Cromwell Air Lines, Inc) (29-30)
R. O. Dulaney Jr., Ft. Worth, Tex. (30)
Lt. A. Harold Bromley, Los Angeles (31)

Cardiff and Peacock School of Aeronautics,
Bakersfield, Calif.

Bromley purchased this Vega in 1931 and exchanged the J-5 for a 240 HP Guiberson Diesel engine. With this modification, he established an unofficial distance record in his flight from New York to Los Angeles, 5-31-32. (Source: Ltr. from A. Harold Bromley dtd. 5-22-53) Aircraft eventually crashed but details are unknown.

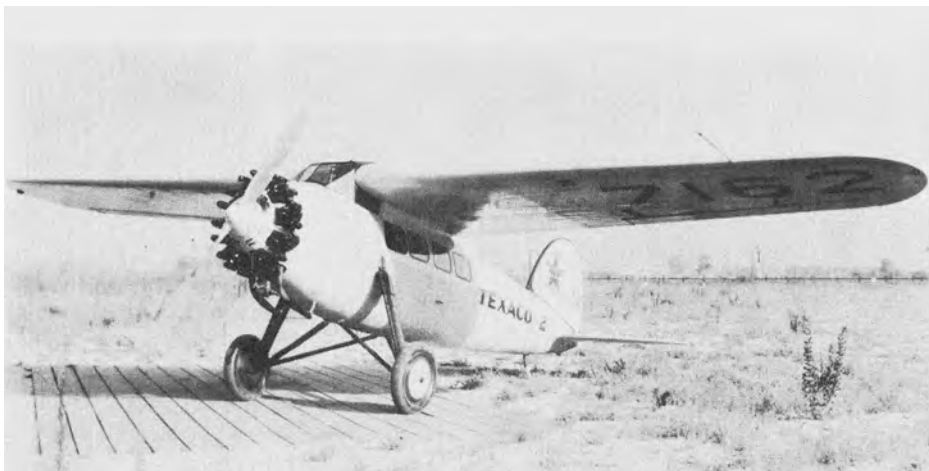
29 NC-7894 Vega 1	J-5A	Schlee-Brock Aircraft Corp, Dearborn (29) (9235) W. W. Struth, M. and S* Co, Antigo, Wise. (1930)
30 C-7895 Vega 1 CF-AAL	J-5A	Commercial Airways Ltd, Edmonton, Alta. (9253) Canadian Airways Ltd, Winnipeg, Man. Canadian-Pacific Airlines, Vancouver, B.C. International Current Aviation Enterprises, New York (44).

Imported by Commercial, 2-29. Canadian Registration Certificate 578 issued 4-18-29. Flown by the famous bush pilot, the late W. R. "Wop" May, with passengers in local Service out of Edmonton. In late 1929, was fitted with the old style flat floats and the take-off performance was very poor. Commercial was unable to get it licensed to carry passengers and during the winter the floats were burned while in storage. In the spring of '30, the aircraft was returned to Burbank where a Wright J-6 (300 HP) was installed and the nose shortened 9 inches. For skii work, the shock legs were removed and solid struts put in with a solid cross strut between the axles. The aircraft operated with an absolutely rigid undercarriage. Transferred to Canadian* Always, 5-16-31 under same registration certificate. A new certificate was issued 2-16-36 (no. 1664). Was sold to New York in May 1944. Eventual end unknown. (Sources: Ltr. of Mr. J. H. Crump, Public Relations Officer, Canadian Pacific Airways, dtd. 1-21-54; ltr. of Mr. W.V.B. Riddell, Chief, Information and Publications, Canadian Dept. of Transport, dtd. 2-7-55).

31 NC-7896 Vega 1	J-5A	Schlee-Brock, Dearborn, Mich. Wolverene Flying Service, Lansing, Mich-29. International Current Aviation Enterprises, New York
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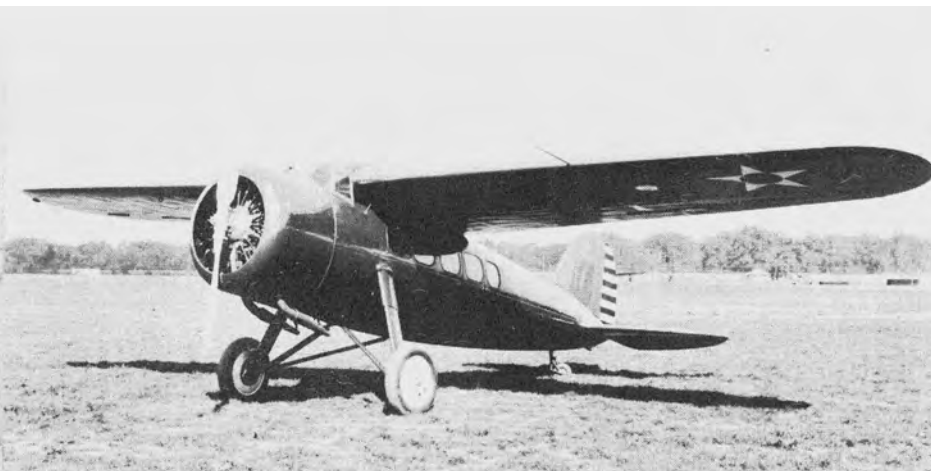
It may be noted here that Edward F. Schlee and William Brock, whose company was one of the most important Vega outlets, were the famous pair that flew from Detroit to Tokyo via Europe in Stinson Detroiter "Pride of Detroit," 8-28-27. On July 24, 1929. Schlee was hurt when he walked into a Vega prop at Dearborn.

32 NC-7973	Vega 1	J-5A (9250)	Schlee-Brock, Dearborn, Mich. McMullen Aircraft (?) Gentry Shelton Jr, St. Louis, Mo. (30-31)
33 NC-32E	Vega 1	J-5A (9285)	Lewis Crank, Los Angeles Talbot (?) California Aerial Transport, Inglewood, Calif., (30-31) Frank Oldfield, Los Angeles (32) Paul Mantz, c/o United Air Service, Burbank (33)



C/N 12

(D.W. CARTER)



C/N 158

USAF WR.NO. 39333



C/N 21

(D.W. CARTER) C/N 135



USAF WR.NO. 38233



C/N 122

W F.YEAGER C/N 7



USAF WR.NO. 34327

Paul Mantz indicates that NC-32E was cracked-up on take-off in Mexico but no date or location was given. The aircraft was demolished but no one was even scratched. This was a common occurrence in Vega crashes. (Source: Ltr. of P. Mantz dtd. 12-17-53).

34 NR-33E Vega 1	J-5A	Comdr. Riiser-Larsen, Norway
N-41	(9293)	Bryde and Dahls, Hvalfanger, Sandefjord,
LN-ABD		Norway.

The N-41 was an early style Norwegian registration. The Vega was used by Comdr. Riiser-Larsen and Comdr. Lutzow-Holm on a whaling expedition to the Falkland Islands in 1929. (See article and photos on this expedition, Air Travel News, Aug. 1929).

35 NC-34E Vega 1	J-5A William Brock, Dearborn, Michigan
	(9302)

It is believed that this is the aircraft which crashed in the Mojave Desert near Randsburg, Calif., 8-4-29, with Virgil Cline, San Jose, Calif., at the controls. He was on a ferry flight to Chicago. The Vega was a special long-distance ship with 550 gal. tanks just bought by Brock for a special flight. Investigators presumed that the aircraft was hit by lightning. Cline got the ferry job through acquaintanceship with Herb J. Fahy, Chief Lockheed pilot.

36 C-31E	Vega 1	J-5A	Amelia Earhart, Rye, N.Y. (29)
		(9314)	Parks Air College, East St. Louis, Ill (30-35)
			Thomas R. Navin (?)
			Mountain Flying Service, Denver, Colo.

37 NC-35E	Vega 1	J-5A	Parks Air College, East St. Louis, Ill (30)
		(9319)	

Photo: National Aeronautic Magazine, October 1930, p. 63. Aircraft eventually crashed but details are unknown.

38 NC-197E	Vega 1	J-5A	Wedell-Williams Air Service, Patterson,
	2-D	(9321)	Louisiana (30-34)
		Wasp Jr.	A North American Aviation, New York (36)
		(300 HP)	Charles H. Babb Co., Grand Central Airport,
			Glendale, Calif. (41)

39 NC-198E	Vega 1	J-5A	Rule and Sons Insurance Corp., Los Angeles.
		(9322)	

Burned, Los Angeles Auto Show, March 5, 1929, when brand new. (See c/n 27).

40 N-199E Vega 1	J-5A	Montana Development and Air Transport Co,	
	2-D	(9347)	Kalispell, Mont. (30)
		Wasp Jr.	MacMillan Arctic Exploration Co, LA (31)
		(300 HP)	Paul S. Grade, Los Angeles, Calif. (32)
			Mace Naylor, Beverley Hills, Calif. (33)
			George T. Westinghouse, Northwest Air Service,
			Tucson, Ariz. to Bainbridge, Wash.
			to Seattle, Washington (35-54)
			Lana R. Kurtzer, Seattle. (55)

A. Paul Mantz, Orange County Airport, Santa Ana, California (1956-1957)

Mfd. 1-20-29. Originally built as Vega 1 with Wright J-5 but this was replaced by an early owner, probably MacMillan, with P&W R-985-A, no. 7. Approval for this modification was Memo 2-377 (8-21-31) based on the modification to c/n 38 (NC-197E). Was registered NR-199E in 1932. Carried name "Elizabeth Lind" when owned by Westinghouse, Operated on floats for many years. Purchased by Mantz in 1956 and now on wheels. This is the oldest wooden Lockheed still in existence and is in mint condition.

41 NC-200E Vega 1 J-5A Alaska-Washington Airlines, Seattle (29)
 N-18996 (8526) Ralph J. Gibbons (?)
 Northwest Air Service, Inc, Seattle (30)
 W. H. Muirhead, F. A. Hart and W. H. Fluhrer, Medford, Oregon (30-33)
 Stanley G. Fuller, Milford, Iowa. (3b-41)
 Vic Ede, Des Moines, Iowa (1946)
 Mauldin Aircraft Inc, crop dusting, Brownsville, Texas (b6-57)

When in service with Alaska-Washington, was "official broadcast plane" for Station KOL, Seattle, Registered -200E to Mauldin as late as 11-47. Based at Harlingen, Texas during 1947. There is no explanation for the license change, It is the oldest J-5 Vega still flying, (Photo: Alaska-Washington "Taku" - National Aeronautic Magazine, December 1930, p. 12),

42	-201E Vega fuselage only	Maddux Airlines, Los Angeles.
43	Vega fuselage only	Carl B. Cromwell, San Angelo, Texas. (probably replacement on c/n 28)
44	Vega fuselage only	F. A. Hart and W. H. Fluhrer, Medford, Ore, (probably replacement on c/n 41)
45	Vega fuselage only	Maddux Airlines, Los Angeles (replacement on c/n 11),
46	Vega fuselage only	William Brock, Dearborn, Michigan.
47	Vega fuselage only	Texas Oil Co, Pipeline Division, Houston. (replacement on c/n 12)
48	NC-432E Vega 5 Wasp (1073)	Alaska-Washington Airlines, Seattle (29)

Named "Juneau," Made first non-stop flight between Seattle and Juneau, Alaska, b-15-29, 1,080 mi. in 7hrs. 33min. Pilot was Ansel Eckman, navigator was Robert E. Ellis, and mechanic, Jock Hallern, Aircraft was on floats. (Refer: Air Travel News July 1929, p. 13).

49	-433E Vega 5-C Wasp (1096)	William and Lil Boggs, Condon Airlines, San Francisco Bay Aerodrome, Alameda, Calif. (?)
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Nevada Airlines, Los Angeles (30)
 Braniff Airlines, Oklahoma City (31)

Nevada Airlines "Aquarius," (LAC Photo V-4208)

50	NC-434E XA-BFT	Vega 5-C Wasp (1125)	Nevada Airlines, Los Angeles (30) Braniff Airlines, Oklahoma City (31-36) Gordon S. Barry, El Paso, Texas (37) Lineas Aereas Miner as S.A., Mazatlan, Sinaloa, Mexico (37-49)
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Mfd. 2-29. Two Vegas, c/n 50 and c/n 23 (XA-BFU), sold to LAMSA 11-22-37, by Gordon Barry, owner of LAMSA. This aircraft, painted light blue, was valued at \$5,500 at the time. Had Wasp no. .2098 on entry into Mexico. Operated over LAMSA routes until 2-22-45, when crashed landing at Monclova, Coahuila, on the Torreon - Laredo route. No one was hurt but the aircraft was never repaired. License cancelled 7-9-49. The parts of no. 50 were sold along with the Vega XA-DEC (c/n 60), q.v.

51	NC-435E	Vega 5-C	Wasp (1139)	Erle P. Halliburton, Duncan, Okla. (29) Southwest Air Fast Express, Tulsa, Ok. (30) Texas Pipeline Co, Houston, Texas (30)
52	-513E	Vega 5-C	Wasp (1137)	Schlee-Brock Aircraft Corp., Dearborn.
53	NC-624E	Vega 5-B 5-c	Wasp (1186)	Erle P. Halliburton, Duncan, Oklahoma Southwest Air Fast Express, Tulsa (29-30) Jack Frye and Trans-Continental and Western Airlines, New York (32) Hanford Airlines, Sioux City, Iowa and Kansas City, Mo. (31-36)

Mfd. 4-29. Converted to Vega 5-C, 1-17-35.

54	NC-657E	Vega 5-B	Wasp (427)	Alaska-Washington Airlines, Seattle (30-32) Shell Oil Co., San Francisco (32)
55	NC-658E	Vega 5-B	Wasp (1389)	Erle P. Halliburton, Duncan, Okla. (29) Southwest Air Fast Express, Tulsa (30) George A. Thorne, Jr., NYC (32) Skyloft, Inc. (?)

Equipped with Edo E-1515 floats. Crashed but details unknown.

56	c-606	Vega 2	J-6 (10167)	Ohio Lockheed Sales.
57	C-574E	Vega 2	J-6 (10186)	Schlee-Brock Aircraft Corp, Dearborn (29) C. J. Conner and A. C. Chesher, Hobbs, New Mexico (1930).
58	NC-623E XA-BKG	Vega 2	J-6 (10212)	Schlee-Brock Aviation Corp, Dearborn (29) Williams Ironworks, Tonkawa, Ok. (29-30) John J. Moran, Moran Drilling Co., Wichita, Falls, Texas (1930)

E. H. Hunt, Temple, Texas (30-31)
 Aero Brokerage Co., Los Angeles (38)
 Francisco Sarabia, Transportes Aereos de
 Chiapas S.A., later Compania Aeronaut-
 ic a Francisco Sarabia S.A., Mexico City,
 (39-12)

Landing gear collapsed landing at Clarksville, Tenn., 3-1-29, with E. H. Hunt as pilot. Hunt converted no. 58 to Vega 5 by installation of Wasp. Sold to Sarabia, 1-8-39, by Aero Brokerage for \$12,000. 3-11-39, Mexican license certificate no. 448 issued. Flew over the Mexico City - Tapachula route until interrupted by legal action. Sarabia's widow and C.M.A. had a dispute over which airline should have the route. 3-13-10, no. 58 crashed at Ixtepec, Oaxaca, and was so badly damaged that the wing was removed and put on XA-BAW (c/n 59). The latter aircraft flew for a short time with a different registration on the wing and fuselage. No. 58 was reportedly repaired but the Departamento de Aeronautica Civil cancelled the license 6-5-42. It was last reported being operated without D.A.C. knowledge or control in the states of Yucatan and Campeche flying chewing gum out of the jungle to ports of shipment. It probably came to its end in this remote area in 1912 or 1913.

59	NC-2874 Vega 5-B Wasp C Corporacion Aeronautica de Transportes	
	X-ABHB	(1679) S.A., Torreon, Coah., Mexico (29-33)
	NC-2871	John Kroeger, Alameda, Calif. (1933)
	XA-BAW	A. Paul Mantz, Pres., United Air Services, Ltd., Burbank, Calif. (1933)
		Sydney Flying Service, Tulsa, Ok. (33-31)
		L. H. Wentz (?) (35)
		John E. Grimmett, Midland, Texas (35-36)
		Francisco Sarabia, Transportes Aereos de Chiapas S.A., Tuxtla, Chiapas (36-39)
		Cia Aeronautica Francisco Sarabia S.A., (CAFSSA) (39-11)
		Effego and Agripina Diaz Cabrera, Tuxtla, Chiapas (11-12).

Mfd. in early '29, this was the first Wasp-Vega owned by CAT of Mexico. It was flown to Torreon, 8-24-29, by A. Harold Bromley, famous Pacific flyer and CAT pilot, with Mr. Gordon Barry aboard as mechanic. 59 was purchased from the factory for \$18,500. Flew in Mexico with its U.S. license, as did all CAT Vegas during 1929, until Mexican license no. 19 issued, 11-11-29. 1-19-33, all CAT licenses cancelled (see c/n 62). June '33, Kroeger flew 59 to Burbank for sale to Mantz. Had Wasp 1652 installed at that time. Mantz purchased the Vega for \$101 Its CAT markings were red fuselage, ivory wings and white trim. 1-15-36, no. 59 was sold by Grimmett via the Babb Co. to Sarabia, owner of TACSA. 5-18-36, Mexican license 277 (XA-BAW) issued. Flew over routes Mexico City-Tuxtla-Tapachula in the extreme southern part of Mexico for Sarabia. 9-39, name of Sarabia line changed to Cia. Aeronautica Francisco Sarabia S. A. Sarabia died 6-7-39 at Bolling Field, Washington, D.C., trying to take-off for a non-stop flight to Ciudad Lerdo, Durango, his birth place, in the Gee-Bee Q.E.D. "Conquistador del Cielo" (XB-AKM). This was after his famous non-stop flight from Mexico City to NY, 5-21-39, in the Q.E.D. Ownership of Sarabia's airline passed to his old chauffeur, Effego Cabrera, who married his widow, Agripina Diaz. 59 flew for a short period in 1940 with the wing of XA-BKG (see c/n 58). 11-26-42, -BAW was demolished landing at Mexico City's Central Airport. Pilot Augustin Gutierrez Pelaez (over 8000 hours with LAMSA) showing off his ability to land and stop short, stalled, dug a wing in and ground looped. Passengers were unhurt but the pilot was scratched. Lic-

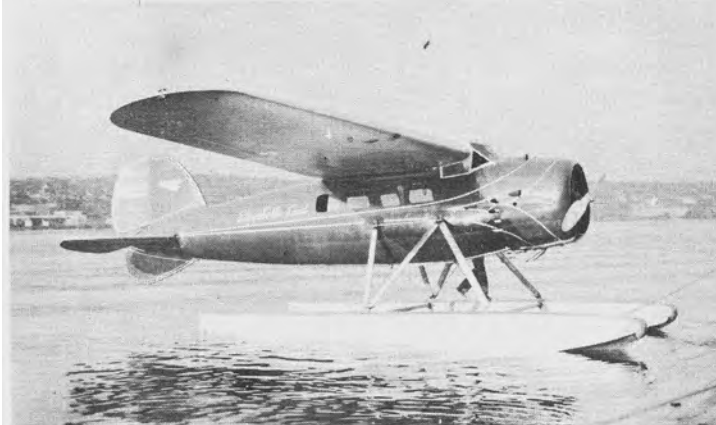


c/n 38

W.T.Larkins c/n 30



G.S.Williams

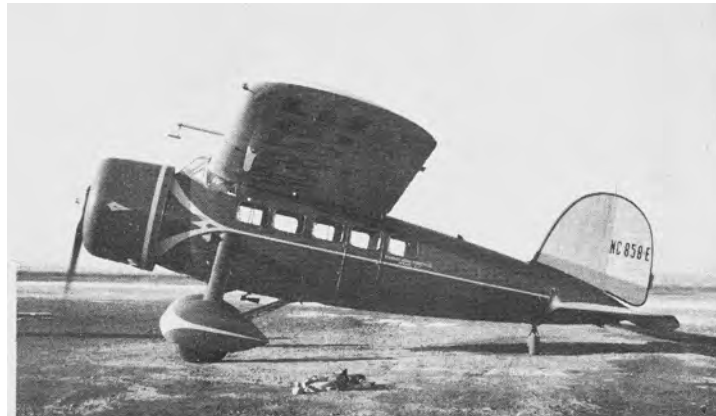


c/n 40

G.S.Williams c/n 81

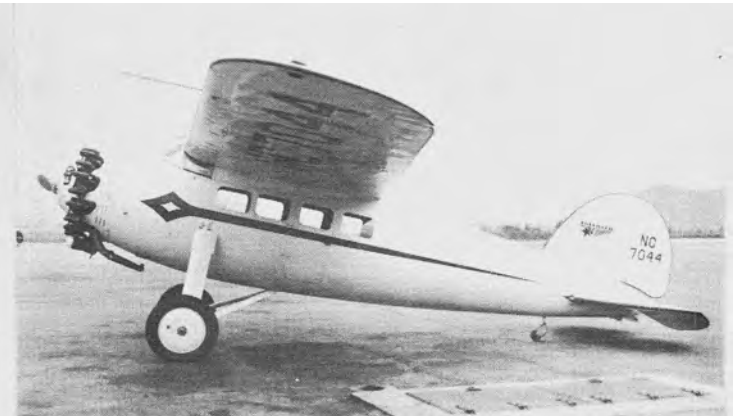


G.S. Williams



c/n 66

Howard Levy c/n 11



J.C. Mitchell



c/n 161

G.S. Williams



c/n 156

Charles Schuler

ense cancelled by D.A.C., 1-19-43.

60 NC-2875	Vega 2	J-6	Schlee-Brock Aircraft Corp, Dearborn (29)
XA-DEC	5-C	(10366)	Canadian American Airlines, Minneapolis,
		Wasp C-1	Minnesota (29) (30)
		(4818)	Shank Flying Service, Robbinsdale, Minn./
			Hanford's Tri-State Airlines, Sioux City,
			Iowa (30-37)
			Continental Air Lines, Kansas City (38-42)
			Charles Babb Co, Glendale, Calif. (43)
			Lineas Aereas Mineras SA, Mazatlan (43-46)
			Capt. Carlos Cervantes, Ensenada (46-)

Mfd, 4-29. Flew Minnesota to Winnipeg with C.A.A. (photo: AYB-1930, p,14). Converted to Vega 5-B, 2-5-34. Converted to Vega 5-C, 1-17-35, by Hanford. Sold by Babb, 2-15-43, to LAMSA for \$7,500, The sale price included transportation from Ft. Pierce Florida, to Brownsville, Texas, where it entered Mexico. Aircraft had 4,706:20 hrs. when purchased by LAMSA, After repairs in LAMSA-Torreon shops, Mexican license 728 issued 5-13-43. 3-20-44, Pilot Rafael Herrera ground looped landing at Tayoltita, Dgo., and the right wing-tip was damaged. Permission was given to fly it in this condition without passengers to Torreon repairs. No. 60 was back in commission 11-18-45. 7-9-49, LAMSA sold 3 flyable Vegas and parts of 5 others to Cervantes, The 3 whole machines were c/n 60 (XA-DEC), c/n 23 (XA-BFU) and c/n 121 (XA-FAF), The others were c/n 50 (XA-BFT), c/n 125 (XA-DAH), c/n 127 (XA-DAM), c/n 157 (XA-DAY) and c/n 133 (XA-DEB). The latter five licenses were all cancelled at this time. Price paid by Cervantes was \$50,000 (Mex, Cy.). At an undetermined date a few years later, Capt. Carlos Borja, ex-LAMSA pilot, observed the remains of no, 60 on a beach near Ensenada. The landing gear was missing and the wing broken.

619 NR-496M Vega 5 Wasp W. S. Brock, Dearborn, Michigan (1930)
 Special Powell Crosley and Crosley Radio Corp,,
 Cincinnati, Ohio (31-32)
 (Ruth Nichols, Clarence Chamberlin and
 the Life Saver Candy Company)

The c/n "619" was specially assigned this ship by the CAA, according to Lockheed records. Used by Brock to place 4th in the Men's Non-stop Derby, LA-Chicago, 1930-NAR* 6-31, Powell Crosley lent ship to Ruth Nichols for a solo flight from NY to Paris, In collaboration with Clarence Chamberlin, the Crosley-Vega was modified as follows: installation of new, Chamberlin-designed high-speed landing gear, relocation of wing to a "shoulder-wing" configuration, and addition of a variable-pitch prop, 5-31-31, Chamberlin made successful take-off with 5b5 gals, fuel on board. Aircraft named "Akita." 6-19-31, 619 damaged on take-off from Floyd Bennett when the V-strut of the odd landing gear broke through the fuselage, 6-23-31, Nichols overshoot the runway landing at St, Johns, New Brunswick, on first leg of Paris hop. Aircraft bellied in, tore off landing gear and was badly damaged, Nichols hurt. By 8-29-31\$ the aircraft was rebuilt and Nichols planned to re-attempt the Paris flight the following spring. In the meantime, Nichols tried to lower the women's non-stop trans-continental record. 1717, 10-24-31, took-off Oakland Airport on flight. 0940, 10-25-31, landed at Bowman Field, Louisville, Ky., out of gas and off course. The plane was re-fueled but caught on fire on take-off at Louisville. Observers believe that a fuel dump valve was opened by the vibration of the running-up engine. The aircraft, valued at \$25,000, burned standing still with the engine revved-up. 400 gals. of gasoline burned and it took 30 min. to extinguish the fire. Nichols leaped out of the cockpit still wearing her chute and a steel brace for her back which was

injured in the crack-up at St. Johns. The engine was salvaged.

Other records set earlier in 619 were Nichols flight, LA-NY, 11-12-30 in 13 hrs. 22 min.; Mineola, NY - Burbank, 11-24-30 to 12-1-30 with 16 hrs. flying time; world's women's speed record, 210.636 MPH, Carlton, Mich., 4-13-31.

Lockheed lists a later owner of 619 as the Aviament Corp., but this would appear to be in error. (Refer: NYT, 11-12-30, photos, p. 5; NYT, 3-7-31 through 11-7-31. Details of fire at Louisville: 10-27-31, p. 27).

61	NC-2845 Vega 5-B Wasp C X-ABHJ - NC-2845	Corporacion Aeronautica de Transportes (1747) S. A., Torreon, Coah., (29-33) Frank R. Michelson, Detroit (33-35) Michael Hairatty, Chicago (36)
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Mexican license issued 3-22-30. Mexican licenses cancelled over all CAT aircraft, 1-19-33 (see c/n 62, X-ABHA). Later history unknown.

62	NC-2846 X-ABHA	Vega 5-B Wasp C Corporacion Aeronautica de Transportes. (1678)
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Mexican license no. 14 issued 10-3-29. Used to make the inaugural CAT flight from Mexico City to El Paso, 8-17-29 with pilots Jack O'Brien and Lloyd Anderson (chief pilot). Passengers were Theodore T. Hull, CAT owner, and a Mexican reporter. In 1932, CAT was forced to mortgage all of their equipment to pay back salaries of their employees in the amount of. \$17,000 Mex. Cy. The aircraft mortgaged were: X-ABHA (Vega c/n 62), X-ABHB (Vega c/n 59), X-ABHD (Ryan B-1 c/n 56), X-ABHE (Ryan B-1 c/n 174), X-ABHF (Ryan B-1 c/n 175, ex NC-7727), X-ABHG (Ryan B-1 c/n 176), X-ABHI (Vega c/n 103), X-ABHJ (Vega c/n 61), X-ABHK (Vega c/n 100), X-ABHM (Vega c/n 88), X-ABHO (Bellanca Airbus c/n 701). Some of these aircraft were not in existence at the time of the mortgage, e.g. the Airbus had burned at Torreon in early operations. On January 19, 1933, the Mexican Departamento de Aeronautica Civil cancelled all CAT registrations as the aircraft had not been presented for inspection and no one knew of their whereabouts or destiny.

63	NC-625E Vega 5-B 5-C	Wasp (1347)	Marland Products, Ponca City, Okla. (29) Continental Oil Co, Ponca City, Ok. (30-2) Guggenheim-Ames Skyways, c/o Marrion Price Guggenheim, Rosslyn, N.Y. (33) Herbert G. Fales, NYC (34-37).
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The Guggenheim ship was black with a red stripe* Had long pitot tube in right wing and a large upright antenna mast on top of the fuselage behind the trailing edge of the wing. Russel Thaw was Guggenheim's pilot. Converted to Vega 5-C, 10-5-34. (Photo of H. G. Fales and his white Vega: Sportsman Pilot, 9-15-37.) End unknown.

64	C-857E Vega 2	J-6 (10390)	Schlee-Brock Aircraft Corp, Dearborn (29) Chicago-Detroit Air (?) Canadian-American Airlines, Minneapolis, Minnesota (30).
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Crashed, but details unknown.

66	NC-858E Vega 5-C Wasp (2036)	Vandemark Flying Service, Lockport, NY (32-33) Columbia Airways (c/o Harry L. Magee), Bloomberg, Penn. (35-36)
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Standard Aerial Surveys, Newark, N.J. (37-41)
Harold E. Curran, Syracuse, N.Y. (1946).

67 C-859E Vega 5 Wasp Northern Airways Co., Wausau, Wisc.
(2037)

This is probably the heavily loaded, racing Vega that crashed 9-2-29, 25 mi. north of Needles, Calif. Crew was Major J. Woods and W. Miller, President of Northern Airways. The wing of the aircraft collapsed in a storm during the LA to Cleveland Air Race. Plane was sponsored by Lockheed.

68 C-868E Vega 5 Wasp Lockheed Aircraft Corp, Burbank (1930)
(2035)

Built for Amelia Earhart but cancelled.

69 -NR-869-E Vega 5 Wasp Schlee-Brock Aircraft Corp, Dearborn (29)
(1677) Cromwell Airlines, San Angelo, Texas (30)
The Chicago Exposition "Century of Progress" and James Mattern round-the-world flight (1933).

Rebuilt for Mattern by F. Fetterman, Floyd Bennett Field, N.Y. Aircraft beautifully painted with a full length eagle and named the "Century of Progress." Contained advanced navigation equipment for Mattern's attempt at circling the globe solo. In a different and later-built Vega, c/n 188, Mattern with Lt. Bennett Griffin, had made a similar attempt the previous year (1932). 0521, 6-3-33, Mattern departed Floyd Bennett and came down the next morning, 0515, at Jumfruland Island, near Kragero, Norway, a distance of 4,100 mi. (Excellent photo of no. 69 being towed along rocky beach of Jumfruland by two horses toward a crude board runway, Air News, Mar. 1943, p. 47). After a stop at the Military Aerodrome in Oslo, he took off 6-5-33 for October Aerodrome, Moscow. Arrived safely, 6-6-33 landed at Omsk, Siberia, then headed on to Chita and Khabarovsk. Up to Moscow, Mattern was well ahead of the Post-Gatty flight and it looked as if he would set a record. About 6-8-33\$ he was forced down in very desolate country of extreme northeastern Siberia near Anadyr. The Vega was destroyed. Mattern lived in and about the wreckage for about two weeks finally floating down the Anadyr River in a raft to some natives who rescued him, 7-5-33. Mattern later reported that while flying over the Atlantic he distinctly heard one of the wings of the Vega crack when heavily loaded with ice. The wing was repaired in Norway. The eventual cause of his crash was Russian oil not adapted to the Wasp engine. His oil pressure declined steadily and eventually forced him down. (Excellent photos, including the wreck of the Vega in Siberia, as well as details of Mattern's flights arc contained in John P. V. Heinmuller, Man's Fight to Fly, Famous World-Record Flights and a Chronology of Aviation, New York: Funk and Wagnalls, 1944, pp. 172-182).

70 NC-870E Vega 5 Wasp Middle States Airlines, Inc., Akron Air-
(1790) port, Akron, Ohio.

With Harry E. Smith as pilot, no. 70 hit high tension lines in fog at Pittsburgh, 8-12-29, crashed and burned. Smith killed,

71 NC-871E Vega 5 Wasp C Corporacion Aeronautica de Transportes
X-ABHL (1737) S.A., Torreón, Coah., Mexico (29-33).

Mexican license issued 1-27-31. Cancelled 1-19-33 (See c/n 62), but note that no. 71 was not included in the mortgaged aircraft. Earlier destruction or disposal not known. CAT installed Wasp no. 1926.

- 72 NC-898E Vega 5-C Wasp C Independent Oil and Gas Co, Tulsa (1930)
 XA-DOK "Executive" (1616) Robert E. McGlynn, Joseph P. McGlynn and
 XB-MAA Maurice V. Foley, E. St. Louis, Ill.
 N-174D (31-32)
 Goodyear Rubber Co., Akron, Ohio (32)
 John Wyeth, Wyeth Hardware and Mfg. Co.,
 St. Joseph, Missouri (33-37)
 Hedo Zacherle, c/o Register and Tribune
 Employees Credit Union, Des Moines (41)
 Charles Babb Co, Glendale, Calif. (44)
 Red Aerea Mexicans S.A. (RAMSA-Mrs. Gorden
 Barry, President), Mexico City (44)
 Raul Espanda and partners, Mex. City (49)
 Luis Struck, Cia. Mexicans Aerofoto S. A.,
 Central Airport, Mexico City (49)
 Javier Torres Landa, Mexico City (49-55)
 Hycon Mfg. Co., Pasadena, Calif. (56-57).

Named the "Independent" with Independent Oil and Gas, no. 72 was the official ship on the Mexico City-Kansas City Air Derby of early '30. It made a trip to Tampico, Mexico, in this year. 10-21-44, flown by Gordon Barry and Hartley Fullerton to Mexico City from Juarez to go into service with RAMSA. 7-24-45, XA-DOK hosed over on landing at Zihuatanejo, Guerrero (on the coast), and was kept outside the hangar there until 3-30-46. At that time it was flown from Zihuatanejo to Acapulco after it had been provisionally repaired. There, the after part of the fuselage was rebuilt, a fin and rudder from one of Francisco Sarabia's old Vegas was installed and the engine overhauled. It now used Wasp no. 21944. 4-1-46, Barry flew it from Acapulco to Mexico City. RAMSA went out of business and -DOK was taken as a guaranty for the employees' salaries. 12-1-49, new license issued to Espanda et al. He then sold it to Struck, owner of a large aerial photo company in Mexico. (Note that Mr. Struck is presently owner of the Northrop F-19, XB-FUJ, ex N-5093V and 49-99300.) As Struck's was not a public service company, his license was changed from a commercial to a private registration, i.e. XA-DOK to XB-MAA. The aircraft was completely rebuilt and sold to Landa. In 1956, it reentered the U.S. and received its present United States registration; (Photo: JAAHS, I, 2, p. 38; Refer: ltr. of Jose Villela Jr., JAAHS, I, 4, p. 171).

- 73 NC-891E Vega 9-C Wasp Schlee-Brock Aircraft Corp, Dearborn (29)
 (1449) Middle States Airlines, Akron (30)
 Midland Air Express, Kansas City, Mo. (31)
 Capitol Speed Lanes, Sacramento, Cal.(33)
 Varney Speed Lanes, Burbank (34 (later
 named Lineas Aereas Occidentales, El Paso

Mfd. 5-29, Air Express Corp., no. 102. Converted to Vega 9-C, 10-16-34. Completely destroyed in service with Varney, Rattlesnake Butte, Colorado, 10:49 AM, 9-1-39 (Air Commerce Bulletin, vol. 7, p. 93).

- 74 - NC-829E Vega 5-B Wasp Schlee-Brock Aircraft Corp, Dearborn (29)
 (1472)

76	NC-306H Vega 5-C	Wasp (1525)	Texas Air Transport (?) Southern Air Transport (?) Rapid Airlines Corp, Omaha, Nebr. (33-34)
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Mfd. 5-29. Note that Lockheed E.S.20737 lists no. 76 as an Air Express but this is definitely an error.

78	NC-9b2b Vega 5-B	Wasp (1554)	Pan American Grace Airways, NYC (30-33) (Mfd. 5-29).
79	X-308H Vega 5	Wasp (1517)	B. F. Goodrich Tire and Rubber Co, Akron (1929)

Named "Miss Silverton," was equipped with rubber de-icing devices. Flown by Lee Shoenhair for Goodrich setting many records including 1000 km. speed record (164.26 MPH), 10-27-30. Placed 3rd in Men's Non-Stop Derby, LA-Chicago, NAR-1930, in 9 hrs. 39 min. (Aero Digest Oct 1930). Eventually crashed but details unknown. (Photo:AYB-1932, p. 291).

80	NC-309H Executive Wasp XA-BAM Vega 5 Special	(1518)	Senator William Gibbs McAdoo, Los Angeles (29-35) Francisco Sarabia and Transportes Aereos de Chiapas S.A. (later CAFSSA)(35-40)
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Named "The Blue Streak" and given Memo 2-28b, 10-10-30, by the CAA for a gross weight of b,217 lbs. Also had airwheels installed. Sold by McAdoo via Babb to Sarabia, 7-10-35 with Wasp no. 1814 installed. Mexican license no. 28 (XA-BAM) issued 8-26-35, to TACSA. b-18-38, damaged in crash at Tapachula, Chiapas, but repaired. The date and exact location of the final end of no. 80 is not known. It was damaged somewhere in Yucatan, Campeche, or Chiapas in the early '40's and was not repaired.

81	NC-336H Vega 5-B Wasp	Alaska-Washington Airlines, Seattle (15b3)	Nick Bez, Stacy and Waterbury, Seattle (32 P. A. Hotchkins (?) -33) Alaska Southern Airways, Seattle (34) Pacific Alaska Airways, NYC (35) E. L. Taylor Jr., Tyler, Texas (36-).
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Mfd. 5-29. Modified to Vega 5-C, 1936.

82	NC-397H Vega 5-B	Wasp (1603)	Pan American Grace Airways, NYC (29-33) (Mfd. 6-29)
83	-505K Vega 2	J-6 (A10726)	Lockheed Aircraft Co., Burbank (1930) Old Gold Cigarettes (?)

Dismantled, but date and details unknown.

8b	C-392H Vega 5-B	Wasp (1652)	Corporacion Aeronautica de Transportes S.A., Torreon, Coah., Mexico (29)
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Little is known of no. 8b except that it was never registered with a Mexican registration. Either of the following items may apply: (1) NYT, 10-28-29, p. 8. "American pilot, named Bernean, flying Brownsville, Texas, to Mazatlan, for the Air Transport Corporation died today of injuries sustained yesterday (26th). His plane crash-

ed on a hill at Carvajal, 20 miles from Monterey." Further identification has proven impossible, (2) An old story told in connection with the history of CAT is that Theodore T. Hull, owner, was in financial troubles and one day when flying from California to El Paso became despondent and dove the Vega he was flying to his death. This would have been in 1932 or 1933. As there is no information in Mexico on no. 84, this could have been the aircraft Hull was flying. No positive identification of either of these events has been made. The aircraft definitely operated with CAT as Mr. Harold Bromley recalls from his log books flying this ship.

85 NC-393H Vega 5-B Wasp General Tire and Rubber Co, Akron (32-33)
(1653)

Crashed sometime in 1933 in Indiana as a result of a broken oil-line. General's pilot, Ray W. Brown, was forced to bail out. The aircraft had previously been sanded down and covered with fabric which made it heavier, but also faster. (Source: Itr. of Mr. Wayne Kurlinski, Public Relations Dept., G. T. & R. Go., dtd. 2-24-54)*

86 Fuselage and chassis Schlee-Brock Aircraft Corp, Dearborn.
only.

87 C-394H Vega 5-B Wasp Mid-Continent Air Transport Co., Kansas
(1615) City, Missouri (1930)
Cross Airways, Inc, Kansas City (30)

Crashed, but details unknown.

88 NC-395H Executive. Wasp August Belmont and Co, NYC (1930)
X-ABHM Vega 5-A (1815) Corporacion Aeronautica de Transportes S.
A., Torreon, Coah., Mexico (30-33).

Mexican license issued 9-19-30. License cancelled 1-19-33 with all CAT licenses (see c/n 62). Eventual destiny unknown.

89 NC-396H Executive Wasp Lockheed Aircraft Corp., Burbank (1930)
Vega 5-A (1792) William and Lil Boggs, S. F. Bay Airdrome,
Alameda, Calif. (?)

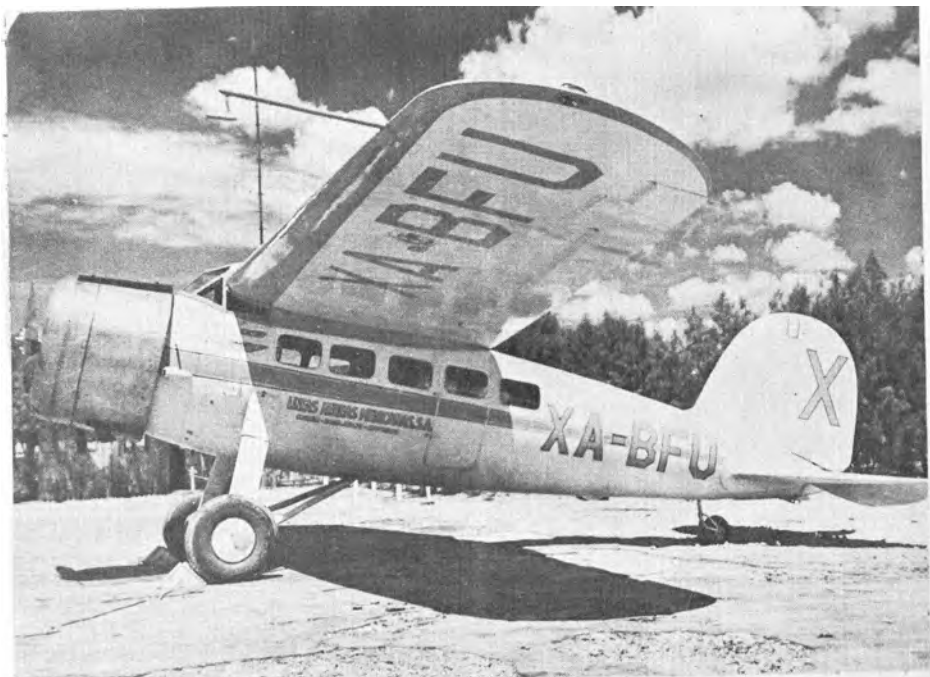
Dismantled, but details unknown.

90 NC-504K Vega 5-B Wasp Corporacion Aeronautica de Transportes
X-ABHC (1900) S. A., Torreon, Coah., Mexico (29-30)

Mexican license no. 15 (X-ABHC) issued 10-3-29. Made a forced landing near Monterey, Nuevo Leon, 5-27-30, when flying the CAT trans-continental route (Brownsville-Monterey-Torreon-Durango-Mazatlan). No one was hurt but the aircraft was damaged so badly that it was burned. This information was reported to the Departamento de Aeronautica Civil in a letter from Isidro Fabela, CAT legal representative, dtd. 11-30. It also reported the destruction of Ryan B-1 (J-5), c/n 176 (X-ABHG), 10-26-29 resulting in the death of the pilot, Frank Barlow. Both licenses were cancelled by DAC, 11-27-30.

94 NC-947H Vega 5-B Wasp Alaska-Washington Airways, Seattle (30)
(1748) Alaska-Southern Airways, Seattle (33-34)

Mfd. 8-29. Completely destroyed, 11:55 AM, 10-10-34, Pinta Bay, Chichagof Isl., Alaska, while in service with Alaska-Southern. (Air Commerce Bulletin, vol. 7, p. 39).



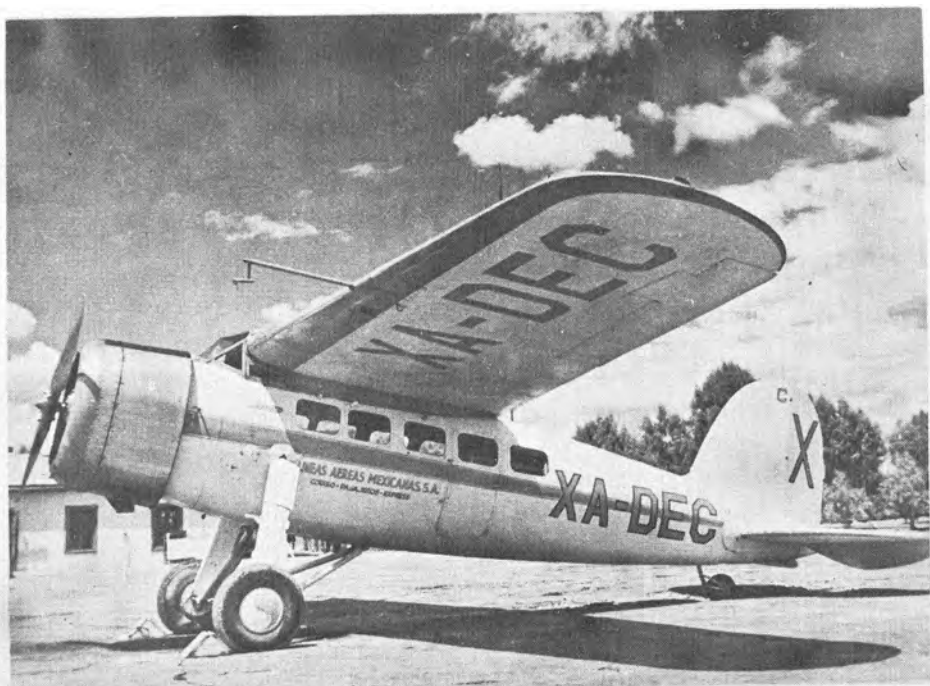
c/n 23

Adollo Villasenor



c/n 127

Adolfo Villasenor



c/n 69

Adolfo Villasenor



c/n 133

Adolfo Villasenor

95 Vega fuselage only B. F. Goodrich Tire and Rubber Co, Akron

Probably a replacement for repairs to X-308H, c/n 79, at a date prior to its crash.

96	NC-975H TI-62 XA-FAL XB-KAQ	Executive Vega 5-A	Wasp (1791)	W. H. Dunning Jr., Ft. Worth, Texas (30) W. T. Ponder (?) Braniff Airlines, Oklahoma City (32-34) Transportes Aereos Centro Americanos de Costa Rica. Cmmunicaciones Aereos de Veracruz S. A., Villahermosa, Tabasco, Mexico (45) Aerovias Latino-Americanas S. A., Jalapa, Veracruz, Mexico (46-48) Ramiro Garza, Mexico (1948) Tobias Yunes Torbay, Mexico Alfonso Brito Jr., Mexico (1949)
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Mfd. 7-29. There is no data on early American use or its sale to Costa Rica. 5-4-45 TACA de Costa Rica sold no. 96 to CAVSA for 16,144.22 Colones. It was listed at that time as a Vega 5-C with Wasp SC-1 no. 3103. The aircraft was flown to Tapachula, Chiapas, 5-8-45\$ by Sherman Wilson, TACA pilot, who turned it over to Jose Urquidi of CAVSA. Mexican license XA-FAL issued 5-17-45. From 9-47 to 2-48, no. 96 was stored in the ALASA shops in Jalapa because it needed repairs and no parts were available. 2-7-48, it was flown to Mexico City and re-certificated. After this, the aircraft was sold to Ramiro Garza and a new private-owner license, XB-KAQ, was issued. As the log book was missing, Garza requested from ALASA information as to the number of hours on the Vega. They reported that as of 1-46, when it was last inspected, no.96 had 9,646:34 hours. Garza later sold the aircraft as listed above. 4-29-49\$ at 1645, the aircraft crashed at Cutzamala de Pinzon in the mountains of Guerrero. The pilot, Jose Caleti, and one passenger, Benito Celis, were killed, but the owner, Alfonso Brito Jr., was unhurt. The official report was that the aircraft stalled on take-off probably due to the short runway and inexperienced pilot. The license, XB-KAQ, was cancelled 8-26-50 due to the total destruction of the aircraft. (Note that the license, XB-KAQ, was later reassigned by the Mexican DAC to a Stearman Biplane, c/n 75-381).

97	NC-46M Vega 5-B	Wasp C (1901)	Corporacion Aeronautica de Transportes S.A., Torreon, Coah., Mexico (29)
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The aircraft never received a Mexican license due to its early demise. During the first year of CAT operations, 1929-1930\$ CAT aircraft flew in Mexico with U.S. registrations. No. 97 made only one trip south from El Paso to Mexico City with intermediate stops. 11-4-29, it departed Mexico City on its first northbound hop with John A. Charmichael as pilot and three passengers: a Mr. Lowery, CAT supervisor, Sr. Manuel Carpio, Governor of the State of Aguascalientes, and his secretary, Sr. Daniel Valera. The morning was overcast with low. ceiling. About 15 or 20 minutes after take-off, NC-46M was completely destroyed in a crash against a mountain called Cerro del Carbon on the route to Aguascalientes, All were killed. The aircraft was brand new.

98	NC-31M Vega 5-B	Wasp C (1816)	Beardsley and Piper Co,, Chicago (1930).
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Aircraft burned but details unknown. Photo: Aviation, October 1931\$ p. 589.

99 NC-47M Vega 5-C Wasp SC-1 Julian Oil Co. (1930)
 (1925) Midland Air Express Corp, Kansas City.
 H. C. Bernhill (?)
 Northwest Air Service, Seattle (33)
 Alaska Air Express, Anchorage (33)
 Wilbur Irving, Irving Airways, Juneau (36)
 Alaska Air Transport, Juneau (36-39)
 Alaska Coastal Airlines, Juneau (39-57)

Mfd. 9-9-29. Remodeled by Detroit A/C Corp, 5-31, with installation of "Speed Vega" landing gear. Had flown 1500 hrs. by 8-33. 12-21-33, converted to float plane by Northwest. Grounded 5-3b with a cracked fuselage and ferried to Seattle where re-built again by Northwest. 5-27-39, Alaska Air Transport and Marine Airways merged to become Alaska Coastal Airlines. No. 99 has been used by them with great success since that time, mainly over routes in SE Alaska. By 6-54, it had flown 9,975 hrs. It is painted yellow and black. (Photo: JAAHS, I, 3, p. 99 and ltr. of B. C. Reed, p. 102; Esso Air World, VII, 2 (Sep-Oct 54).

100 NC-48M Vega 5-B Wasp C Corporation Aeronautica de Transportes
 X-ABHK 5-C (1926) S. A., Torreón, Coah., (29-33)
 NC-48M A. Paul Mantz, United Air Service, Burbank
 (33-36)

Mexican license no. 57 issued 9-16-30. All CAT licenses cancelled 1-19-33 (see c/n 62). Nov. 1933, Mantz and J. B. Springfield, his mechanic, flew no. 100 from Torreón to Burbank via El Paso. Mantz purchased the aircraft and received its old US license. Had Wasp 1792 at time of sale. Flown for many years by Mantz in his movie work, and also used by Marshall Headle, Chief Test Pilot at Lockheed replacing Wiley Post. Converted to Vega 5-C, 7-23-35. Eventual end unknown.

101 NC-b9M Vega 5-B Wasp C A. G. Chandler Jr., Atlanta, Ga., (30)
 5-C (2097) Detroit Aircraft Corp., Detroit (31)
 Hanford's Tri-State Airlines, Sioux City &
 Kansas City, Mo. (1932-1937)
 Charles H. Babb Co, Glendale, Calif. (41)
 Alaska-Coastal Airlines, Juneau (66)

Mfd. 8-29. Converted to Vega 5-C, 1-17-35. Licensed under Memo 2-274, for a gross weight of 4265 lbs., 9-29-30. The baggage compartment was sealed off and probably replaced with an extra fuel tank. Reportedly burned some time after 1946 (Ltr. of B. C. Reed, JAAHS, I, 3, p. 102) .

102 NC-32M Vega 5-C Wasp C Evening News Assn. (Detroit News), (3.0-3b)
 NC-19958 (1834) Richard W. Coulter (?)
 XA-DAI Pittsburgh Airways (?)
 Phillip Whitmarsh (?)
 Charles H. Babb Co., Glendale., Calif. (42)
 -Line as Aereas Mineras S. A., Mazatlan(42-3)

Mfd. 7-29. Licensed under Memo 2-256, 8-13-30. Had APCA 9500 floats installed. Wgts. empty for the following configurations were: 7pCLM - 2842. lbs., 5pCSM - 32451bs. Gross for both was 4,750 lbs. The Detroit News also operated it on skis. Was painted black and white for Detroit had call sign of radio station WWJ painted on side and word "NEWS" under the right wing. Sold by Babb to LAMSA, 11-13-42, for \$6,750. At this time it was registered NC-19958. The date of the change in registration and

the reasons behind it are unknown. The total time on the aircraft was 4,939:06 hrs. Mexican license no. 706 issued 1-23-43. On arrival in Mexico, Wasp 4844 was installed; this was changed 6-2-43 for no. 3161. The aircraft met its destiny, 6-23-43\$ at Parral, Chihuahua, when it nosed over while being taxied. The plane had a larger engine, a constant speed prop and only one passenger besides the pilot, Jose Ponce. When the brakes were applied it nosed over and caught on fire. Both pilot and passenger escaped, but the Vega was burned to ashes. License cancelled 9-27-43. (Good photo of no. 102 in Detroit News markings, Air Travel News, 10-29, p. 56).

103	NC-534M Vega 5-C Wasp C	Corporacion Aeronautica de Transportes	S. A., Torreon, Coah.
	X-ABHI	(2005)	Cia. de Transportes Aereos, Quintana Roo.
	XB-AAD		Colonel Roberto Fierro. (To Spanish Civil War)

Purchased new from Lockheed by CAT for \$18,500. Mexican license no. 46 issued 3-11-30. 6-2-32, X-ABHI was turned over by CAT to the Commander of Central Airport, Mexico City, as security in the litigation between CAT and Jose Torres Lopez et al., discharged employees seeking back wages. 7-7-32, no. 103 was mortgaged for \$4,700 Mex. Cy. The official reason for this low value was that the aircraft was in poor repair, flight and engine instruments were missing and there were no seats. 8-2-32, X-ABHI was put on auction. During the first half of 1933\$ the aircraft was in regular service between Merida, Yucatan, and Payo Obispo (now named Chetumal), Territory of Qunitana Roo. This is in the wild jungle country of the Yucatan peninsula. It was owned by Compania de Transportes Aereos and flown by their pilot, Armando Cosio. Shortly thereafter it was acquired by the famous long-distance flyer, Roberto Fierro. He did not have it licensed until 1934\$ but used it in his search for the lost Spanish fliers, Mariano Barberan and Joaquin Collar, 6-20 and 21-33. They were lost flying from Havana, Cuba, to Mexico City after their record trans-Atlantic flight from Santander, Spain, to Camaguey, Cuba, non-stop, in the Spanish-built Breguet "Cuatro Vientos" (Four Winds). Fierro was well known for his flight with Capt. Arnulfo Cortes from NY to Mexico City, 6-21-30, in the Lockheed Sirius 8-A, c/n 142, "Anahuac" (X-BADA). 12-11-34\$ Fierro was issued the license XB-AAD on c/n 103. It now had Wasp 1737. In 1936, Fierro sold his Vega and the Sirius "Anahuac" to Spain for use in the Civil War, Details of its arrival in Spain and use in the war are unknown. The license XB-AAD was cancelled 11-23-39.

104	C-535M	Vega 5	none	Amelia Earhart. This aircraft was reportedly a replacement on c/n 22, the aircraft she used to fly the Atlantic, but this is unconfirmed.
105	C-536M	Vega 5	Wasp C (2007)	Asa G. Chandler Jr., Atlanta (cancelled ?)
106	C-537M	Vega 5-B	Wasp C (2006)	Wedell-Williams Air Service, New Orleans, La. (30)
107	C-538M	Executive Vega 5-A	Wasp C (1927)	Detroit Aircraft Corp, Detroit (1930)
108	NC-539M XA-BFP	Executive Vega 5-A	Wasp SC-1 (2254)	Shell Oil Co., St. Louis, Mo (30-34) General Tire and Rubber Co, Akron (34-37) Transportes Aereos de Chiapas S.A. (later Cia. Aeronautica Francisco Sarabia)37-41

Converted to Vega 5-C, 2-13-34. Named "Miss Streamline" by General Tire. Part of their fleet of two Vegas (c/n 85 and 108) and a Lockheed Air Express (NR-3057, c/n 75) flown by the company pilot, Ray W. Brown. The aircraft was sold to Sarabia's brother-in-law, Mr. Max Diaz, 8-12-37, at Dallas, by Ray Brown for G.T.&R.Co. Entered Mexico via Laredo, 8-25-37. Mexican license issued 2-24-38. At some time in March 1941, the aircraft was destroyed at Merida Airport, Yucatan. It had just been overhauled and was taxiing out with pilot Miguel Torruco at the controls to carry Sarabia's wife on a trip to New York. Because Torruco had his attention on the passenger's compartment he taxied into a hole and turned upside down. The Vega was broken to pieces but no one was hurt. In a letter to the D.A.C. dtd. 6-7-43, it was stated that the wood in 108 was used to repair other CAFSSA ships. The license was cancelled 6-14-43.

109 NC-540M Vega 5-B Wasp C Wedell-Williams Air Service, New Orleans,
 XA-BLZ 5-C (2699), (30-34)
 Charles H. Babb Co., Glendale, Calif. (41)
 Miguel A. Zuniga, Mexico City (41)
 Lineas Aereas Miner as S. A., Mazatlan (41-2)

Mfd. 8-29. Converted to Vega 5-C, 2-13-34. Purchased by Zuniga from Babb, 6-23-41. Then had Wasp SC-1 no. 2440 installed. Entered Mexico via Ciudad Juarez. Zuniga, a partner in LAMSA, then rented the Vega along with a Boeing 40-B-4 (ex NC831M) to LAMSA for \$100 (Mex. Cy.) per year. Mexican license no, 544 issued 6-30-41 to Zuniga. To illustrate the numerous, engine changes that the Vegas underwent in Mexico we may trace the engine history of 109, On 10-24-41, Wasp 2440 was replaced by 1679. 1-24-42, 1679 was replaced with no, 1340. On 9-12-42, 2440 was pulled out and 2005 put in. 11-16-42, at 10:30 AM, XA-BLZ cracked up at Parral, Chihuahua, with Capt* Carlos Leon G. as pilot. It was on a southbound hop from Juarez to Mexico City. The Vega ground looped after breaking a shock absorber and damaging the left wing-tip on landing. No one was hurt. The aircraft was moved to Torreon airport for repairs. In March '43, LAMSA purchased -BLZ from Zuniga*. It was never repaired but was cannibalized for other aircraft. License cancelled 4-17-45.

110 C-541M Vega 5 Not completed.

111 NC-100N. Vega 5-B Wasp C Old Gold Cigarettes*

No information except that the aircraft was eventually dismantled*

112 NR-500V Vega 5-B Wasp C John Henry Mears, New York City (1930).

Named "City of New York," J. H. Mears and his pilot Henry J. Brown attempted to fly around the world, 8-1-30. Mears had previously made a flight from Europe to Yokohama with Capt. Charles B. D. Collyer (see c/n 7) in 1928 in a Fairchild (NX-5501). The Vega was equipped with the newest NACA cowling and wheel pants. Took-off Roosevelt Field bound for Harbor Grace, 8-1-30.. Mears carried with him a terrier, Tailwind II, which he hoped to make the first round-the-world dog! 8-3-30, the flight came to a sudden end when the "City of New York" blew a tire on take-off at Harbor Grace. The Vega careened, off the poorly lighted runway onto some rocks and was wrecked beyond repair. The dog ran away from the wreckage and was never found. Mears & Brown were only slightly injured. (Excellent photo of no. 112 and wreckage at Harbor Grace, Air News, 1-44, . p. 44; further information on flight, Heinmuller, pp.126-136.)

113 C-102N Vega 5 Cancelled.

114	C-103N	Vega 5		Cancelled.
115	C-104N	Vega 9		Cancelled,
117	NR-105N	Vega 9-B	Wasp C (2038)	Standard Oil Development Co., NYC (30-35) Joseph Costa, Corning, N.Y. (36)

Highly modified Vega for Standard Oil. Stanavo no. 6. Had full length eagle paint job. Later named "Crystal City." Further information not available.

118	NC-106N	Vega 9-B		----- Standard Oil Development Co., NYC (30-32) James Mattern and Lt. Bennett Griffin (32)
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Engine supplied by Standard. Full-length eagle paint job. Lieuts. White and M.S. Mullen flew NY to Buenos Aires in 31 hrs., 36 min., during 1931 for Standard. July 3-6, 1932, Mattern and Griffin made the fastest Atlantic crossing to date, 18 hrs. 41 min., non-stop from Harbor Grace, NFL., to Berlin. The Vega was painted blue with white and red wings. The side door had been sealed and an upper hatch cut in the top of the fuselage to give access to a rear pilot seat that could be used if desired. 7-6-32, they took off from Berlin bound for Moscow, but went off their course and crashed in Minsk, Russia, 400 mi. southeast of their destination. Both were slightly injured but soon travelled to Moscow where they were questioned by Soviet authorities for having gone into an unauthorized part of the country. Mattern tried the same trip solo the following year in c/n 69. (Photos: AYB-1931, P. 188; Jane's-1931 P. 295)

119	NC-102W	Vega 9-B	Wasp C (1427)	Alaska-Washington Airlines, Seattle (1930)*
120	NC-103W	Vega 9-B	Wasp C (1999)	Alaska-Washington Airlines, Seattle (1930).
121	NC-104W XA-BKF XA-FAF	Vega 9-B 9-c	Wasp C (2896)	Wedell-Williams Air Service, Patterson, Louisiana (30-34) North American Aviation, Inc., NYC (36) Charles H. Babb, Glendale, Calif. (38) Lineas Aereas Mineras S.A., Mazatlan, (39-46) Capt. Carlos Cervantes Perez, Ensenada, B. C., (46-47) Pedro Manrique Filatti and Servicio Aereo Panini, Mexico City (47-)

Mfd. 4-30. Converted to Vega 5-C, 3-20-35; at the same time, metal lining added to rear cabin compartment adding 41 lbs. Sold to LAMSA by Babb, 12-15-38, for \$7,500. Babb had installed a 500 hp. P&W Wasp SD, no. 4351-X. Permission had to be obtained from the Office of Arms and Munitions Control, U. S. Dept. of State for the export. 1-17-39, -BKF entered Mexico at El Paso with Gordon Barry at the controls. On 4-13-39, Barry sent the following letter to D.A.C. from Mazatlan: "After a flight on our airplane XA-BKF from Torreon to Mazatlan, we noted that our company was deceived by the seller of the airplane because the engine was sold as new and this engine was using too much oil and throwing white smoke in flight. We are therefore requesting a permit to install on the XA-BKF airplane an engine from our Sikorsky S-38 XA-BAX amphibian because we need this Vega for our Mexico City-Juarez route. The Vega engine, after repairing, will be put on the Sikorsky. When that is finished we want to re-commence our over water service between Mazatlan and La Paz, B. C., using the Sikorsky." In October 1943, a hurricane destroyed the LAMSA hangar at Mazatlan. XA-BKF

was severely damaged when the roof fell in. 10-7-44, license XA-BKF was cancelled. On 4-24-45, LAMSA requested the relicensing of no. 121 as it had been repaired in their shops at Torreon. 5-8-45, license certificate 910 (XA-FAF) was issued. 8-9-46, LAMSA's last three Vegas were sold to Cervantes, namely c/n 23, 60 and 121. 7-6-47, Cervantes sold 121 to Sr. Filatti. During August 1947, Servicio Aereo Panini rented -FAF from Filatti to be used on their service between Mexico City and Tlapa, Guerrero. This Vega may still be flying as there is. no further information on it.

122 NR-105W Vega 5-B Wasp F. C. Hall, Oklahoma City (Also listed are
5-C (3088) Winnie Mae Fain and Fain and Post Drill-
ing Co., Oklahoma City), (30-35)
Smithsonian Museum, Washington (35-57).

Converted to Vega 5-C, 8-12-32. Extensively modified including the installation of a 510 HP Wasp engine (10:1 rather than 7:1 supercharger) (Refer to chart showing changes, W. Post and H. Gatty, Around the World in Eight Days, op. cit., pp. 40-41). This was the second of three Vegas owned by Hall and all named after his daughter, Mrs. Winnie Mae Fain. Wiley Post was Hall's pilot. This most famous of all Vegas earned its place in the Smithsonian as a result of three pioneering flights made by Post* The first was a flight around the world, June 23 to July 1, 1931, in 8 days, 15 hrs. and 51 min. Post had with him one of the ablest aerial navigators of the time, Harold Gatty, a graduate of the Australian Naval Academy. The second flight around the world was made by Post alone, July 15 to 22, 1933, in 7 days, 18 hrs. 49 min. During 1934 and early '35, Post experimented with high altitude and stratosphere flights. He is credited with an unofficial altitude of 49,000 ft* His most notable flight in this period was from LA to Cleveland, 3-15-35, at 340 MPH, when he dropped the landing-gear after take-off and landed on a skid built into the fuselage. Post died 8-15-35 in a crash in Alaska while on a round-the-world flight with Will Rogers (Lockheed Orion c/n 195, NR-12283). The Winnie Mae was purchased by the Smithsonian at that time.

123 NC-106W Vega 5-B Wasp C Julian Oil (?)
(2898). Braniff Airlines, Oklahoma City (31-34)

Mfd. 4-30. Completely destroyed, 5:20 AM, 12-8-34, in crash near Columbia, Mo., while in service with Braniff (Air Commerce Bulletin, vol. 6, p. 270).

124 NC-107W Vega 5-C Wasp W. T. Ponder (?)
.. XA-BFR (3160) Bowen Airlines, Fort Worth, Texas (32-36)
William Barry, Los Angeles (37)
Lineas Aereas Mineras S.A. (37-38)

Mfd. 4-30. Converted to 5-C by Bowen, 4-22-35. Purchased by LAMSA 10-30-37. Had Wasp C 2909 on entering Mexico. Mexican license issued 1-20-38. Flew on LAMSA routes to U. S. border and on the Torreon-Durango-Mazatlan run until 5-5-38. On that date, one Miguel Angel Padilla took -BFR. from the LAMSA hangar at Mexico City without permission to make a local hop with some passengers. When taking off on old runway 10-28 (actually only a taxiway) at Mexico City Airport, the plane stalled, dug a wing in and was demolished. Padilla lost his life but the other 5 passengers were only injured.

125 NC-152W Vega 5 Wasp C Beardsley and Piper Co, Chicago (30-41)
XA-DAH (3161) Charles Babb and Co, Glendale, Calif (42)
Lineas Aereas Mineras S.A. (42-44)

Purchased by LAMSA from Babb Co., 11-24-42, for \$6,500. There was only 1,695 total hrs. on the Vega and it still had its original engine. This is one of the few Vegas that reached the '40's with only one owner. Mexican license 705 issued 1-23-43. On 5-11-44, when landing at San Luis Potosi Airport, a downdraft forced the aircraft down striking first the right wing, then the left, damaging the landing gear and breaking the fuselage at the trailing edge of the wing. The pilot, Alfonso Leos, and his passengers were unhurt. The plane was sent to the Torreon shops to be repaired but was instead dismantled for parts. License cancelled 7-22-49.

126 NC-160W Vega 5-B Wasp C Bowen Airlines, Fort Worth, Texas

Eventually crashed but details unknown.

127 NC-161W Vega 5-B Wasp C Bowen Airlines, Fort Worth, Texas (30-36)
XA-DAM 5-C (3167) The Chemical Process Co, Breckenridge,
Texas (37)
Charles Babb Co., Glendale, Calif. (42)
Lineas Aereas Mineras S. A. (43-49)

Mfd. 7-30. Converted to 5-C by Bowen, 4-22-35. Purchased from Babb, 12-9-42 for \$8,000. Mexican license no. 710 issued 1-23-43. Flew as a standard airliner for LAMSA from 1-43 until 6-49. 7-22-49, license cancelled as the aircraft had been dismantled.

128 NC-162W Vega 5-B Wasp C Shell Oil Co., San Francisco (30-33)
5-c (3200) H. C. Lippiatt, Bel Air, Los Angeles (34)
Charles Babb Co., Glendale, Calif. (34)
Hans Mirow Air Service, Nome, Alaska (35-41)
Alaska Airlines Inc., Anchorage (1946)

Converted to 5-C, 2-15-35. Was Shell Oil's no. 6 entitled "Official Press Plane," equipped with full cowl and large wheel pants. After a crash at an undetermined date Babb rebuilt this ship from a used Lockheed wing and tail group and bought a fuselage and landing gear from the factory. Painted yellow with black trim. Offered for sale Western Flying, 12-34, p. 48, for \$9,500. 12-30-35, Central Washington Air Service Model 5000-A skis installed. Eventual end unknown.

129 NC-176W Vega 5-B Wasp C Bowen Airlines, Fort Worth, Texas (32-34)
5-C Varney Air Transport, El Paso, Texas (35)

Mfd. 8-30. Converted to Vega 5-C, 4-22-35. Completely destroyed in a crash at Rattlesnake Butte, Colo., 9-28-36, while in service with Varney. This is the second Varney Vega crash at Rattlesnake Butte (see c/n 73). (Air Commerce Bull., v.8, p.149)

132 NC-904Y Executive Wasp McAller Mfg. Co., Detroit (31-33)
Vega 5-A (3195) New York and Western Airlines, Inc.

133 NC-905Y Vega 5-C Wasp C Kessler (?)
XA-DEB (3201) Ben H. Wofford (?)
J. B. Miller, Distributor for Detroit Aircraft, Lockheed Factory, Burbank.
F. C. Hall, Oklahoma City (31)
Hal Roach, Los Angeles (32)
Hanford Airlines, Rickenbacker Airport,
Sioux City, Ia., later Kansas City (33-37)

R. L. Brown. c/o Mid-Continent Airlines,
 Kansas City, Mo. (40-41)
 Charles Babb Co., Glendale, Calif.(42)
 Lineas Aereas Mineras S. A. (43-49)

Mfd. 9-30. The . third of three Vegas all owned by Hall and named "Winnie Mae." Purchased from Babb by LAMSA, 1-18-43. Mexican license 727 issued 5-13-43. 420 hp Wasp C exchanged by LAMSA for 450 hp Wasp SC-1. 4-1-43, landing gear strut broke at Durango Airport. It was disclosed when repairs were being made that the principal bulkhead was cracked prior to purchase. Back in service, 8-30-44. At some time while northbound to Juarez, the engine stopped and the Vega made a forced landing with Capt. Carlos Borja at the controls. It was badly damaged when it nosed over into a ditch, but was again repaired. It was given a new white and red paint job. It came to its final end at Tayoltita, Durango, in the mountains. Tayoltita is a landing strip about as long as an aircraft carrier, located on a mountain slope and surrounded by mountains. It is approached through a narrow canyon. The aircraft ground looped on landing there and was irreparable. The license was cancelled 7-22-49 when parts of -DEB and four other Vegas were sold to Carlos Cervantes (see c/n 60).

134 NR-926Y Vega 5-B Wasp Shell Oil Co., San Francisco (32)
 Special (2100) Macready (?)

Lieut. Felix Waitkus and the American-Lithuanian Trans-Atlantic Flight Association, Chicago (1935).

Shell Oil's no. 4. Named "Lithuanica II" by Waitkus and associates and to be used to make the first non-stop flight between New York and Kaunas, Lithuania. Waitkus was forced down by weather, 9-22-35, at Ballibroke, Ireland, and the aircraft was demolished. Waitkus survived. (Refer: Air News, 1-43, P. 45; C. A. Johnson, "The Wooden Lockheed Story," Classic Aviation, I, p. 5).

135 NC-497H Vega DL-1B Wasp Detroit Aircraft Co., Detroit (30)
 Transcontinental and Western Airlines, New York (31)

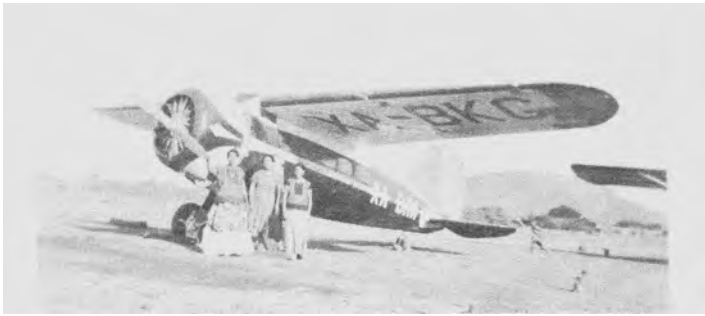
136 NC-483M Vega DL-1B Wasp Detroit Aircraft Co., Detroit (30)
 Peter R. Beasley and Detroit Trust Fund,
 Receivers for D.A.C., Detroit (31)
 Trans-Continental and Western A/L (32-33)
 Varney Air Transport, El Paso, Tex.(35-36)

Mfd. 2-30. .

137 NC-288W Vega DL-1B Wasp Detroit Aircraft Co, Detroit (30)
 Trans-Continental and Western A/L (32-33)
 Hanford Airlines, Sioux City, Iowa (34)
 Varney Air Transport, El Paso, Tex.(35-36)
 Continental Airlines, Inc., El Paso(40-41)
 New Mexico Board of Vocational Education,
 Santa Fe, N.M. (1946).

Mfd. 6-30. Eventual end unknown.

138 NC-934Y Vega 5-C Wasp Margery Durant, Old Westbury, Long Island,
 (3463) N. Y. (1930-1932).



c/n 58, 59

Villasenor



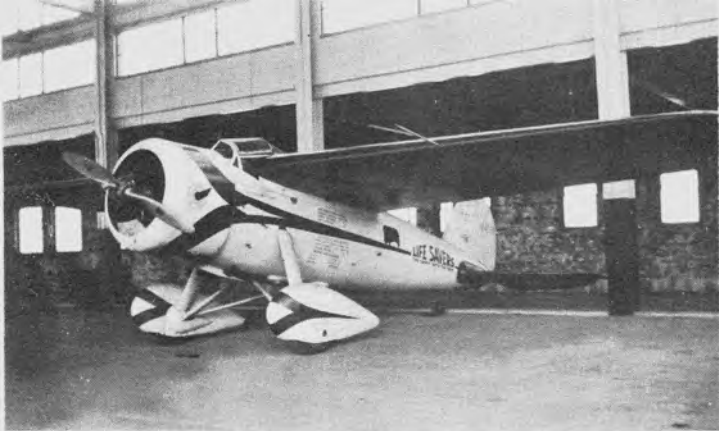
(X-ABHM)

Villasenor



c/n 194

C.A. Johnson

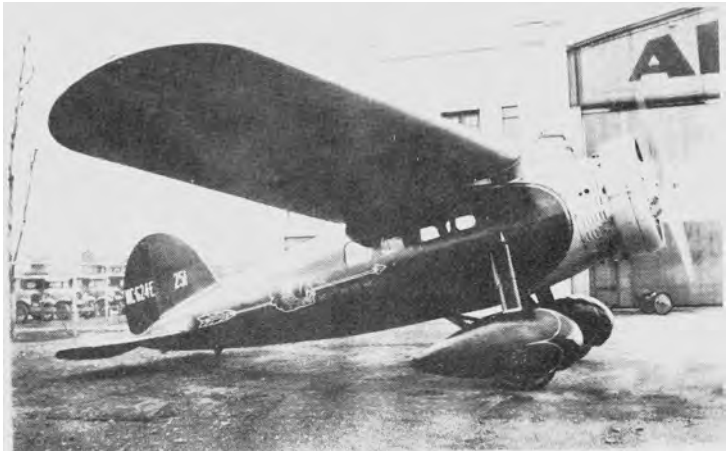


c/n 619 (Shoulder-Wing)

Art Kreiger



c/n 127 ("Chemical Process") Art Kreiger



c/n 53 (T.W.A.)

Emil Strasser



c/n 15

W.F. Yeager



c/n 210

Art Kreiger



c/n 14 (Diesel engine)

Emil Strasser

Named "Ariel." Mrs. Durant used this aircraft for a tour of the Mediterranean in 1931. (Photo at Hamble, near Southampton, England, 1931, Air Britain, and at Tunis, Flight, 1931, p. 726.)

139 NC-997N Vega 5-C Wasp Wedell-Williams Air Service, New Orleans,
 XA-BIT La., (31-34)
 Charles H. Babb Co., Glendale, Calif. (37)
 Francisco Sarabia and Transportes Aereos
 de Chiapas, Mexico City (37)
 Fritz Bieler, Mexico City (37)
 Government of Mexico, Communications Min-
 istry (42-43)
 Roberto Fierro, Mexico City (44)
 Aerotransportes de Sonora.

Mfd. 3-31. Converted to 5-C, 3-20-35. Purchased by Sarabia from Babb, 4-13-37 with Wasp SC-1 12109 installed. Mexican license no. 381 issued 6-2-37. 9-10-37, -BIT was hit by a speeding truck at Minatitlan, in southern Veracruz, and the fuselage severely damaged. Aircraft was repaired. 11-22-37, ownership transferred to Fritz Beiler, a German citizen. During April 1938, Beiler flew the Vega to Colombia, S.A., via Tapachula, Chiapas, and Guatemala. He had the permission of the Mexican govt. During Jan. 1942, CAFSSA (Sarabia airline) hired Beiler and his Vega to fly over their routes in southern Mexico, 7-4-42, the President of Mexico ordered the Communications Ministry to impound the aircraft of the following German citizens due to the state of war with Germany: Lockheed Vega XA-BIT of Fritz Beiler and Waco YKS-6 XB-ABR of Dr. Federico Ranking. 9-12-43, the Vega was overhauled for the Communications Ministry in the Cia Mexicana shops. The aircraft was being used by the Minister of Communications. 4-16-44, R. Fierro purchased the Vega from the Govt. for \$35,000 (Mex. Cy.). 4-6-49, Fierro sold no. 139 to Aerotransportes de Sonora. Mexican license certificate 381 was issued 6-1-45 to the new owner. 5-9-46, a Government inspector found that the Vega required a new fin and rudder, prop, engine overhaul, etc., to keep its license. It was never repaired.

154 NC-8497 Vega DL-LB Wasp Braniff Airlines, Oklahoma City

Crashed and burned at an unknown date.

155 NC-372E Vega DL-1A Wasp C-1 Lt. Comdr. Glen Kidston, England
 G-ABFE H. C. Miller, Australia.
 G-ABGK
 VH-UVK
 A42-1

Registered to Kidston on British C. of R. no. 2824, 9-30-30, license G-ABFE. This was immediately cancelled and re-registered G-ABGK, the "GK" being Kidston's initials, G-ABGK was the only registration it ever carried (Photo: Aeroplane, 10-31-34, p.515). It was on C. of R. no. 2907, 12-16-30. It was based at Croydon and Heston. March 31 to April 6, 1931, Kidston flew no. 199 from London to Capetown, South Africa, in 6 days, 10 hrs. Carrying race no. 36, H. C. Miller entered 155 in the 1934 MacRobertson Race to Australia. James Woods, English sportsman, and Donald Bennett were the pilots. This entry was the only Lockheed to start though there were several entered. Arrived Rome 1428, 10-20-34; arrived Athens 1810, 10-20-34; arrived Aleppo, Syria, 0805, 10-21-34, where the landing gear was damaged and it was withdrawn from the race. The aircraft was sold to Australia as VH-UVK in March 1936. Owners there and use are unknown. During World War II, it was impressed into the Royal Austra-

lian Air Force and given serial number A42-1. (Note that Bruce Robertson lists the RAAF "A42" code as assigned to Lockheed Lodestars [Aircraft Camouflage and Markings 190.7-1954, Harborough:1956, p. 203], but that the Aeroplane Spotter accurately assigns it to the RAAF's one Vega [Aeroplane Spotter, VI, 138 (6-14-45), p. 136] and has the Lodestar as A67. Robertson has both A42 and A67 as Lodestars !) Eventual destiny of no. 155 unknown.

156 NC-8495 Vega DL-1 Wasp Bowen Airlines, Ft. Worth, Texas (31)
 NC-239M Standard Oil Co. of New Jersey, NYC (32-33)
 Braniff Airlines, Oklahoma City (35-36)
 General Tire and Rubber Co, Akron, O. (38)
 Harry A. Hammill, Austin, Texas (1941)

Mfd. 11-30. Flew for General as NC-239M, named "Miss Streamline" (do not confuse with c/n 108). Hammill offered his Vega for sale for \$5,000, 2-41 (Popular Aviation, Feb. 41, p. 92). The relicensing from -8495 to -239M is not explainable. Fate not known.

157 NC-8496 Vega DL-1 Wasp Detroit Aircraft Co., Detroit (30)
 KA-DAY Bowen Airlines, Ft. Worth, Texas. (30-35)
 Glen Harroun, Ft. Worth, Texas (35)
 Edwin W. Ritchey, Ft. Worth, Tex. (36-41)
 Charles Babb Co., Glendale, Calif. (42)
 Lineas Aereas Mineras S. A. Mfd. 11-30. Purchase

The only metal Vega in Mexico. Was crash-landed at Parral, Chih., in '45 or '46 and the wreckage sent to the Torreon shops for repairs. It was, however, never rebuilt. License cancelled 7-22-49.

158 A.C. Y1C-12 Wasp U. S. Army Air Corps.

31-405 (DL-1) R-1340-C
 Standard Detroit-Vega: 4 place, all-wood cantilever wing, monocoque fuselage constructed of sheet aluminum alloy.
 159 A.C. Y1C-17 Wasp U. S. Army Air Corps.

31-408 (DL-1 SR-1340-E
 Special)
 Same as Y1C-12 except for structural fuselage change, accomodating low-drag

Vega") landing-gear and cabin gas tank. 3-10-31, Capt. Ira Eaker took-off from Long Beach on an attempt at the LA-NY record. He made a fast flight but his gas line broke over Kentucky, the engine quit and he made a forced landing alongside the Ohio River. The plane turned over in the soft mud sealing him in and he spent 20 min. chopping a hole in the fuselage with a hand axe to get out. (U.S. Air Services, Apr. 31, p. 15) Crashed and surveyed, 5-6-31.

160 NC-972Y Vega 5-C Wasp Parks Air College, E. St. Louis, Ill.

(3898) Phillips Petroleum Co, Bartlesville, Okla.
 (31-35)

Aero Transportation Co., Los Angeles (39)
 E. Duke Gartner, Palm Springs, Calif. (41)
 Phillips. Petroleum "Official Ship National Air Race

wreckage was dragged to the city dump minus engine, prop and wheels, and burned.

203 NC-13705 Vega 5-C Wasp SC-1 Shell Oil Co., San Francisco (34-41)
D. W. Mercer Air Service, Lockheed Air
Terminal, Burbank, Calif. (50-57).

Shell Oil no. 3. Mercer has changed the old Wasp for P&W R-985-AN-1, 450 HP, ex AAF 42-123003. This materially affects the appearance of the Vega.

210 NC-14236 Vega 5-C Wasp SC-1 W. P. "Frank" Fuller, Fuller Paints, San
A.C. 42-94148 UC-101 Francisco, Calif. (34-35)
NC-48610 Phillips Petroleum Co, Bartlesville, Ok.
(1937-)
Don M. Marshall, Dallas, Texas (41)
U. S. Army Air Forces.
Russel Boardman, San Marino, Calif. (1946)

Don Marshall was manager of the Lockheed-Vega Aircraft Corp. Modification Center in Texas and flew the Vega on many Company missions. In 1941, the aircraft was impressed into the U.S.A.A.F. and was based at March Field, Calif. In 1946, it was put up for sale by the War Assets Administration at Sherman Field, Concord, Calif. The purchaser was Russ Boardman. Eventual destiny unknown.

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1. Lockheed Aircraft Corporation Report E. S. 20739, dtd. 2-25-49.
2. Aeronautical Chamber of Commerce of America, Licensed and Identified Aircraft, (New York: 1930 through 1940).
3. "Los Primeros Lockheeds en Mexico," Vuelo, III, no. 17 (May-June 1953).
4. "Fueron Los Reyes del Espacio," Vuelo, I, no. 2 (April-May 1950).
5. "Wylam Plans: Lockheed Vega," Model Airplane News, February 1956, pp. 24-27.
6. "Fabulous Vega Helps Build Lockheed Legend," Lockheed Star, October 1, 1953.
7. R, Randall Irwin, "Lockheed's Gospel-Speed," Western Flying, February 1934.

Editors Note: Because of the value of this article as a unit we felt it was better not to split it into two issues. However, as a result of its length, we have had to omit certain other items. The Fleet production listing, mentioned in the last issue, has been postponed. It should also be pointed out that the listing of Naval aircraft model designations, and procurement, will be continued as soon as space permits. Please bear with us on this and be patient. We are not eliminating those articles which were listed as being continued. It is possible, if our membership increases slightly, that a fifth Journal can be issued this year. It would not contain any photos, our greatest expense, but would catch us up on much of the back-log of text on members backgrounds, articles, tabular material etc.