



Spartan Executive 7W N-17605 (c/n 10) owned by Don Dickenson taking off from Santa Paula, CA 10 Dec. 1972. (Photo by W.M. Jefferies)

THE SPARTAN EXECUTIVE

RESEARCH PROJECT 7233 by Peter Berry

The Spartan 7W *Executive* was one of the first single-engined, all-metal, low-wing, cabin monoplanes constructed for business use, with spacious accommodation for up to five seats and a maximum range of 900 miles at 200 mph. Features included an electrically operated tailwheel undercarriage, the main wheels nestling in open bays in the underside of the center section. Vacuum-operated split, trailing-edge and ventral flaps assisted landings. Power was provided by a 450-hp Pratt & Whitney R-985-SC *Wasp Junior* radial, turning a two-bladed, 8'6" Hamilton Standard constant-speed propeller. Design work, by Chief Engineer James B. Ford of Spartan Aircraft Co., Tulsa, Oklahoma, was begun in 1934, at a time when Beech and Waco biplanes and Stinson high-wings were all competing for the business executive market.

The prototype *Executive*, Model 7X c/n O, registered X13984, was first flown on March 19, 1935, powered by a 285-hp Jacobs L-5, the airplane featuring a long dorsal fin. After further flight tests the following day, the aircraft was returned to the workshop where a redesigned tail assembly was fitted.

The revised prototype was flown January 1, 1936, and remained with Spartan, being registered NC13984 on October 16, 1937. The registration was canceled November 15, 1939, when the Certificate of Airworthiness was not renewed.

The next prototype was a Model 7WP, c/n 1, a three-seat variant, powered by a 400-hp P&W *Wasp Junior*, first flown September 14, 1936. The registration is believed to be X13986,

as illustrated on the cover of *Aero Digest* for September 1936. An Approved Type Certificate No. 646 was awarded to this model on June 28, 1937, and the aircraft was sent to China under Export CofA E2740 dated July 16, 1937, where it was delivered to China Airmotive of Shanghai for the China government, marked "1309."

The first of 34 production Model 7W *Executives* was c/n 1, manufactured in December 1935, and registered X13992. This prototype was re-registered NC13992 on November 9, 1936, and exported to Mexico the following month.

An Approved Type Certificate No. 628 was awarded to the Model 7W on February 15, 1937. At a gross weight of 4,400 pounds, including 540 pounds payload, the *Executive* had a maximum cruise of 208 mph and a range of 900 miles at 200 mph at 9,600 feet on 75 percent power. Four persons with light luggage could be carried with a maximum fuel load of 112 US gallons. Basic price of the *Executive* was \$23,500 and a full list of extras was usually specified.

The Spartan *Executive* was among the top executive aircraft marketed from 1937 to 1940 and therefore most deliveries went to the more profitable business interests; thirteen to oil companies, nine to assorted business interests, six exported to Mexico and Iraq, five to private owners, one went to VTC Lines of Harlan, Kentucky, and one was kept by Spartan. Of the five aircraft exported to Mexico, three were intended for the Spanish Civil War, c/n 1, 3 and 4, being sold to General Roberto Fierro



An "NC" Executive at Spartan, Tulsa, Oklahoma, prewar.
(Spartan via Peter M. Bowers)



c/n 2, N13993, Stanley Aviation Corp., 1952-1959. (J.M. Gradidge)

between December 1936 and February 1937 for a proposed airline, Transportes Aereas de Jalisco, Guadalajara, Mexico.

All three aircraft were reported on the pier at Vera Cruz in April 1937 awaiting shipment to Spain. The Spanish S.S. IBAI is known to have departed December 26, 1937, with "20 planes" and one is known to have been flown in Spain by the Republican Air Force¹ and later with the national airline LAPE. This Spartan was registered EC-AGM and is reported to have collided with a fuel tanker and burned on a night takeoff at Barcelona on February 5, 1939. The pilot and Director of LAPE, Commandante Juan Quintara y Ladron de Guevara and his mechanic, F. Santos Roda, were killed and another mechanic was severely burned.

U.S. State Department records show that c/n 5 was sold to Mexico on March 29, 1937, for the use of General Saturnino Cedillo, Governor of the State of San Luis Potosi. General Cedillo was the last of Mexico's military state governors resisting federal jurisdiction with a private army and air force. His stronghold was overrun in July 1938 and the Spartan is assumed to have been confiscated together with two new Howard DGAs. Cedillo was killed by government troops in January 1939, and the Spartan was later reported sold in 1940 to Señor (Major) Cardena in Mexicali.

Several Mexican registrations have been assigned to Spartan Executives, but to date have not been identified: XB-AAJ, XB-ABX, XB-BEF and perhaps XB-ABU. The Mexican registrations of c/n 5 and c/n 8 are not known. AAHS members are asked to write to the editor with news of these and any other Executives which will help complete this story.

The second production Executive, NC13993, was sold to Arthur D. Olson in Tulsa, Oklahoma, on February 2, 1937, and was re-registered to the Olson Drilling Co., on July 15, 1937. Returned to Spartan just prior to WWII, this aircraft had several later owners and was still active in July 1978.

Identity of the Executive 7W flown to sixth place in the 1938 Bendix Air Race by John Hinchey at 177 mph is uncertain. It may have been c/n 10, N17605. The same plane placed fifth at Cleveland in the 1939 race at 196 mph, continuing to fourth place at New York at 175 mph flown by Arlene Davis.

Most luxurious of the Spartans was Executive c/n 19, ordered by HM King Ghazi of Iraq and delivered to the Regent of

Bagdad, named EAGLE OF IRAQ. The interior was finished in antique velour and a special radio set was installed, a Simon radioguide and a Waller communicator.

Painted red and gold with "Crown" markings, the aircraft was registered YI-SOF and an Export CofA No. E5016 was issued May 8, 1939. This aircraft was impressed into the Royal Air Force as AX666 on August 1, 1940. It was flown to No. 1 Photographic Reconnaissance Unit at Heston and later based at PRU Benson, until the undercarriage collapsed after a heavy landing on frozen ground at Montrose, Scotland, January 15, 1941. The aircraft was Struck Off Charge a month later and was sent to No. 2 School of Technical Training at Cosford, England, on February 20, for use as an instructional airframe.

At least three Spartans were used for training Royal Air Force pilots in California in 1940, later being marked KD100-2, and based in Montreal, Canada.

Sixteen Spartans were purchased from their civilian owners for military service with the USAAF in World War II. Designated UC-71-SP transports, acceptances were from February to August 1942, and all but two returned to civil markings after the war.

The Executive suffered numerous undercarriage incidents, ground loops and leg failures, and there were a few write-offs. In addition to the Spanish accident, c/n 7, NC17602, belly-landed and was stranded on a sand bar in the River Tetlin, Alaska, 50 miles south of the town, on June 2, 1944. Spartan c/n 8 was listed as demolished (in Mexico?) in August 1939. Executive c/n 20 was wrecked at Moorsville, S.C., and burned November 17, 1942, while serving as a UC-71. The other UC-71 to be lost was c/n 33, ground-looped and written off at Hamilton Field, Calif., October 1, 1942.

Executive NC17663, c/n 29, crashed into a mountain near Harrisburg, Penn., March 21, 1942, while flying in bad weather. Executive c/n 23, NC58300, crashed and was destroyed by fire, October 20, 1946. Another Executive destroyed by fire was c/n 32, NC17666, sometime after 1946, and NC17665, c/n 24 crashed at Casper, Wyo., April 11, 1952. Executive c/n 31 nosed over landing at Pampas, Texas, September 26, 1971, and although canceled from the register in 1974, has since been restored. After an engine failure after takeoff at Hawthorne, Calif., on July 8, 1974, c/n 22, N17659, was damaged by fire and is now being rebuilt.



c/n 6, N17601, at Torrance, California, in March 1974. (K. Abbott)



c/n 7, NC17602, *New Hope—Fight Infantile Paralysis*, at New York City, circa 1940. (William T. Larkins)

AAHS member Tom Emmert has recalled the handling qualities of the Spartan *Executive*, which was, he says, "A superb airplane from the pilot's point of view. You could drive it around with your little finger. Very crisp, light controls. Real fighter response."

The last Spartan *Executive* was completed at the factory on September 9, 1940, and of the 34 production models, a surprising number remain. As many as 19 are listed in the July 1978 U.S. Civil Aircraft Register.

A military version of the *Executive* was built in November 1938, the Model 7W-F, which was armed with three .300 guns and 1600 rounds of ammunition. Two guns were mounted in the nose, and a dorsal canopy and machine-gun ring were fitted at the rear-seat position. Two under-wing type A-3 bomb racks could carry ten 25-pound bombs. The aircraft, c/n 10, NC17605, was later converted to the 7W configuration.

A two-seat fighter version of the *Executive* was also built, the Model 8W Zeus, using major components of the *Executive* around a new fuselage center section, and powered by a 550-hp P&W *Wasp*. A proposed Model 9W was to be powered by a 450-hp *Wasp Junior*.

One postwar improvement to the Model 7W *Executive* was built, the Model 12. First flight of the prototype, c/n 1, registered NX21962, was on May 26, 1946, piloted by Capt. Maxwell Balfour of Spartan, and Earl Ortman. This model was similar to the prewar *Executive* but featured a P-39 Airacobra nose-wheel gear and a flush-riveted skin. Postwar construction promised a lighter empty weight and increased gross weight, to offer a 1,265-mile range on 150 US gallons with four persons and 43 pounds of baggage. Mr. Ford Carpenter was in charge of the project, assisted by Spartan engineers Fred Stewart and Lloyd Pierce. In 1951, the prototype reappeared with 60 US gallon tip tanks, increasing the range to 1,500 miles. It was still registered in July 1978.

REFERENCES

Aviation, Nov. 1937, Nov. 1938, Feb.-Oct.-Nov. 1939.
Aero Digest, Jan. and Dec. 1938, Jan. 1940.
A A News, Apr. 1963 and 1966.
U.S. Civil Aircraft, Vol. 7, J. Juptner.
Spartan News, June-Jul. 1946.
Mito and Verdades, Lacalle, Mexico City, 1975.
Air Progress, Mar. 1967, Apr. 1965 and 1966, Jun./Jul. 1963.
FAA Civil Aircraft Registers.

Letters from the late Dr. Lloyd M. Southwick. Also John M. Davis, Tom Emmert, Bill Larkins, Peter Bowers, and Harry B. Adams.
Jane's, 1939 and 1940. *Flying*, June 1938.
U.S. Military Aircraft, Putnam, Swanborough/Bowers.

FOOTNOTE

The markings assigned to the Spartan *Executive* were "TP," followed by the serial number "-001," if these were applied.

SPECIFICATIONS

Model	7W	7W-F	8W	12
Seats	4-5	2	2	4-5
Power	400 hp	400 hp	550 hp	450 hp
Fuel	112-148US	as 7W	as 7W	130-150US
Span	39ft	as 7W	as 7W	as 7W
Length	26ft 10in	as 7W	27ft	27ft 5in
Height	8ft	as 7W	8ft 4in	8ft
Wing Area	250ft ²	as 7W	as 7W	as 7W
Gross	4400 lbs	4600 lbs	4500 lbs	4700 lbs
Empty	2987 lbs	3067 lbs	3050 lbs	2846 lbs
Initial Climb	1430ft/min	1250ft/min	1650ft/min	1330ft/min
Range	900 miles	900 miles	680 miles	1265 miles
Cruise	200 mph	200 mph	210 mph	203 mph

c/n	Date	Registration	Owner/Operator
7X-0	3.5.35	X13984	Mfg. Engine # 1022.
	3.7.35		Reg. Spartan.
	3.19.35		ff.
	1.1.36	NC13984	ff. New tail assembly.
	10.16.37		Reg. Spartan.
	11.15.39		Canc. Cof A not renewed.
7W-P-1	9.14.36	X13986?	ff.
	6.28.37	1309	ATC. 646 issued Model 7W-P.
	7.16.37		Exported to China. See text.
7W-1	12.35	X13992	Mfg.
	11.9.36	NC13992	Reg. Spartan.
	12.29.36	XA-BES	Col. Roberto Fierro, Mexico.
	1.18.37		US reg. canceled.
	2.15.37		ATC. 628 issued Model 7W.



c/n 10, NC17605, in prewar markings.

(Peter M. Bowers)

c/n	Date	Registration	Owner/Operator	c/n	Date	Registration	Owner/Operator
7W-2	11.30.36	NC13993	Mfg. Engine #541.	7W-7	5.10.73	N2LL	Col. H.E. Flook, Ind., Charles McClure, Cal.,
	12.2.36		Reg. Spartan.		10.17.76	N17601	C. Branch, Cal., P.L. Pluckard, Ariz.,
	2.2.37		A.D. Olson, Okla., Olson Drilling, Okla.,		7.78		L.J. Levitz, Del.
	6.17.43	N13993	Spartan.		5.30.37	NC17602	L.J. Levitz, Del., Lafayette Leasing, N.C.
	3.20.44		Defence Plant Corp.		6.5.37		Lafayette Leasing, N.C.
	6.2.51		Spartan, F.E. Austin, Tex.		12.10.38		Lindsey Aerosport. US reg.
			R.M. Kleberg, Tex., Riley A/C, Stanley Avn.,		6.2.44		Mfg. Engine #666.
			NY, Vest A/C and Finance, Col., Central		.46		Reg. Spartan.
			States Tool and Die, Neb., Jack Adams,	7W-8	8.7.37	NC17603	Claude Drilling, Okla., Spartan, Felix du
	2.21.62		Miss.		8.16.37		Pont, Del., A/C Exporting, NY, Morrison-
			G.D. Jenny, Ill. Stored in garage until		10.18.37		Knudson, Idaho.
	4.14.72		mid-1970.		9.28.38	XB-BAX	Belly-landed and stranded on sandbar, Tetlin,
			M. Dewey Avn., Cal., M.J. Connolly Tenn.		8.39		Alaska.
7W-3			Two Jacks Inc., Miss., Business Avn.	7W-9	7.24.37	NC17604	US reg. Morrison-Knudson.
	8.23.78		Service Corp., Minn.		8.9.37		Mfg. Engine #727.
			J.R. Turgyan, Texas. US reg.		1.18.38		Reg. Spartan.
					12.6.39		Reg. United Sugar, Sonora, Mexico.
					1.31.40		Reg. canc. due no papers filed.
7W-4	12.37	NC13994	Mfg.		4.22.40		"Demolished."
	1.19.37	XA-BEW	Roberto Fierro, Mexico, CoFA. 553	7W-10	12.31.42	NC17605	Mfg. Engine #694.
	4.27.37		US reg. canc.		4.43		Reg. Spartan.
	6.26.44		Reg. canc. at owner's request.		9.29.45		Lucy Products, Okla., Aerial Vagabonds, Cal.
					3.52		Canc. due Canadian ownership.
7W-5	3.37	NC13997	Mfg.		4.2.53		Restored after corporate changes.
	1.19.37	XA-BEX	Roberto Fierro, Mexico, CoFA. 552.		11.1.37		L.D. Baker, Ariz., C.H. Babb, Cal., C.C.
	4.27.37		US reg. canc.		11.5.37		Moseley, Cal.
					12.15.38		Polaris Flt. Academy, Cal., based at
							Lancaster, Cal., for RAF.
7W-6	4.30.37	NC17601	Mfg. Engine #651.				UK Govt., c/o RAF Ferry Command.
	5.5.37		Reg. Spartan.				Based at Montreal. War Assets Corp.,
	12.20.38		Lee Drilling, Okla., Spartan.				Montreal.
	6.17.43		Defence Plant Corp.				D.A. Fowlie, D.C., Michigan Processed
	3.20.44	N17601	Spartan, Davenport Products, Iowa, Spartan,				Foods, Mich., T.R. Metzger, Mich., Spartan.
			Holland Constr. Okla., T.R. Jones, Tex.				Broken up for parts.
	1.6.50		Perrault Bros., Okla., South-Western Aero,				Reg. canc.
			Okla., United Liquor, Ariz., Kemper Marley,				
			Ariz., Sun Valley Air Svc., Ariz., Jack				
			Adams, Tenn., R. Swenson, Tex., Jack				
			Adams, Tex., Dewey Shepard Boiler, Ind.,				



c/n 11, N20200, at Ottumwa, Iowa, in 1965.

(Dusty Carter)



c/n 12, N17613, at Ottumwa, Iowa, in 1965.

(Dusty Carter)



c/n 13, N13PH, at Oshkosh in August 1975.

(P. Trask)



c/n 14, N111PB, at Reading, Pennsylvania, in June 1973.

(C. Trask)

c/n	Date	Registration	Owner/Operator
	6.29.42		Defense Supply Corp., D.C. (DSC).
	7.9.42	42-68361	USAAF UC-71, Wayne Co. Oklahoma AB, Ogden, Biggs Fld, Alliance.
	10.30.44		Reconstruction Finance Corp. (RFC).
	11.25.44	NC17605	Arlene Davis, Ohio, Twin Coach, Ohio, J.H. Knox, NY, R.D. Heffernan, Wash., J. Mueller, Tex., K.J. Brenner, Tex., F.J. Abel, Tex., H.L. Rowley, La., Magee A/C, La., J. Adams, Tenn., A.W. Hutchings, Tex., J. Adams, Tenn., A.E. Allgier, Ark., Guardian Discount, Ark., J. Adams, Tenn., J.C. Whitmore, Cal.
	4.10.58		Crashed nr. Fresno, Cal.
	12.1.58		L.E. Attwood, Cal., D.E. Dickenson, Cal. New wing panels, flush rivets.
	8.77		At Arlington, Wash.
	7.78	N17605	US reg. D.E. Dickenson, Cal.
7W-11	9.7.37		Mfg. Engine #801
	9.16.37	NC20200	Reg. Spartan.
	10.25.37		Halliburton Oil, Okla., J.D. Reed, Tex., D.P. Stevenson, Tex., R. Wilson, Col.
	1.27.42		DSC
	5.9.42	42-43846	USAAF UC-71, Hensley Fld. Bolling, Middleton AD, Olmstead, Windsor Locks, Patterson, Newark.
	11.10.44		RFC
	11.29.44	NC20200	R. Wilson, Okla.
	1.2.46		The Texas Co., NY. "T-47".
	7.17.58	N20200	Boelman A/C, La., C.G. Justice, La., Boelman, Dixie Air, Ala., D.F. Neuman, Minn., J.A. Rolfe, Minn.
	3.15.75		W.E. Goldman, Ariz.
	7.78		US reg. W.E. Goldman, Ariz.
7W-12	11.15.37		Mfg. Engine #779.
	11.15.37	NC17613	Reg. Spartan.
	7.26.38		American Mfg., Tex., Reed Pigman, Tex.
	3.16.42	42-38264	USAAF UC-71, Hensley. San Antonio AD, Love, New Castle, Washington, Wilmington, Lunken, Bolling, Romulus, Ft. Worth.
	7.44		Condemned.

c/n	Date	Registration	Owner/Operator
	7.3.44	NC17613	R. Pigman, Tex., E.P. Lunken, Ohio, South Bend Tool & Die, Ind.
	4.10.54	N17613	J.C. McKinney, Penn., Industrial Colloids, Penn., J.D. Oxley, Mich., B.L. Plackard, Ind., E. Miller Drilling, Tex., J. Adams, Miss., J.W. Phillips, N.J., J.L. Boyce, N.J. US reg. J.L. Boyce, S.C.
	7.78		
7W-13	11.37		Mfg. Engine #825.
	11.14.37	NC17614	Reg. Spartan.
	10.8.38		Standard Oil, Ohio, Spartan, G. Arents III, NY, J.H. Hancock, Ala.
	4.12.42		DSC
	4.13.42	42-38269	USAAF UC-71, Berry Fld., Bolling, Wilmington, Patterson, Fairfield AD, Willston.
	10.18.44	NC17614	Packard Motor Car, Mich., Rita Dignam, D.C., Rita A. Buchanan, P.B. Brice, Va., T.B. Hartres.
	6.50	N17614	T.B. Hartres, S.C.
	3.2.71		U.S. reg. T.P. Hartness, S.C.
	2.19.73	N13PH	
	7.78		
7W-14	2.15.38		Mfg. Engine #826.
	11.5.37	NC17615	Reg. Spartan.
	1.18.40		A.J. Olsen, Ill., Parnell S. Billings, Ill., Belmont Radio, Ill.
	2.28.42		DSC
	4.11.42	42-38368	USAAF UC-71, Fairfield AD. Wayne County, Felts, Geiger, Colorado Springs, Boise, Hill, Stouts, Oakland, Rapid City, Gove, Field, Spokane.
	9.5.44		RFC
	10.17.44	NC49075	Airpath Instrument, Miss., W.C. Lemon, Va., Barron Kidd, Tex.
	7.6.51	N49075	Trans-Texas Aws, Tex., E.W. Scripps, Ohio, Red Wing A/C, Ill., W. Besler, Cal., J. Adams, Tenn., R.F. Swenson, Tex., W.C. Clontz, Va., R.S. Millberg MD, Ohio, A.C. Clewis, Fla., Cambell Machine, Fla., Sherman A/C, Fla., D.D. Coffin, Fla., W.W. Best, Fla., P.B. Brice, Va.
	8.30.70	N111PB	P.B. Brice, Va. United Virginia Leasing, J.T. Patterson, Ky.

c/n	Date	Registration	Owner/Operator	c/n	Date	Registration	Owner/Operator
	3.18.74	N22PJ	J.T. Patterson, Ky.	7W-19	5.8.39	YI-SOF	Export CoFA E5016 issued. HM King Ghazi of Iraq. "Eagle of Iraq."
	1.9.75	N17615	J.T. Patterson, Ky., t/a P & C Co.		8.1.40	AX666	No. 1 PRU, RAF Heston. Then based at RAF Benson.
	7.78		J.T. Patterson, Ky. U.S. reg.		1.15.41		u/c collapsed after heavy landing at Montrose, Scotland.
7W-15	3.30.38		Mfg. Engine #838.		20.2.41		No. 2 School of Tech. Tng., Cosford, England, as instructional airframe.
	5.15.38	NC17616	Reg. Spartan.				
	1.25.40		Hickok Man, NY, Condor Petroleum, Tex.				
	6.9.42		DSC, to Hensley Field.				
	6.15.42	42-57515	USAAF UC-71, Drew Field, Tampa.	7W-20	4.21.39	NC17632	Mfg. Engine #1142. Reg. Spartan.
	1.1.43		Howard Hughes, Nashville, Houston, Kelly.		9.19.39		Wynn-Crosby Drilling, Tex.
	8.21.43		Released to CAA for delivery to Alamo Field.		6.12.42		DSC
	3.21.44	NC236	CAA, Washington, D.C.		6.22.42	42-57514	USAAF UC-71, Savannah, Atlanta, Winston-Salem.
		NC836	CAA		11.17.42		Wrecked and burned, Mooresville, S.C.
	8.19.46		War Assets Admin., D.C.				
	4.11.47		A.W. Bracy, Miss., Owen Flight Way, Iowa.				
			R.E. Maytag, Iowa.				
	11.20.50	N836	American Airmotive, Fla., M. Potter, Fla., G.H. Whitley, Penn.	7W-21	7.29.39		Mfg. Engine #1176.
			N.L. Kleman, Ill.		8.5.39	NC17633	Reg. Rock Glycerin, Tex.
	3.9.68		at Oshkosh.		8.13.41		Spartan.
	8.75		U.S. reg. N.L. Kleman, Ill.		2.21.42		DSC
	7.78				3.15.42	42-38367	USAAF UC-71, Wilmington, San Antonio AD, Love, Brookley, Keester.
7W-16	4.30.38	NC17617	Mfg. Engine #865. Reg. Spartan.		1.31.45		RFC
	3.6.39		Seismograph Service, Okla., C.H. Babb, Cal., C.C. Moseley, Cal.		2.19.45	NC17633	Spartan. Noble Drilling, Okla.
	12.31.40		Polaris Flight Academy, based at Lancaster, Cal., for RAF.		11.1.50	N17633	Independent Eastern Torpedo, Tex., Chemical Process, Tex., M.L. Jacobs, Miss., L. Adams, Ill., Layer and Timm, Miss., A. Nelson, Va., Atlantic A/C Distr., Mid., Associated Transport, NY, J.B. Wright, Fla., Florida Airmotive, Colgate W. Darden III, S.C.
	12.31.42		UK Govt., c/o RAF Ferry Command.				Colgate W. Darden III, S.C.
	12.42	KD101	Based at Montreal.				US Reg. C.W. Darden, S.C.
			War Assets Corp., Montreal.				
			Siple A/C, Quebec, H.C. Moody, Ill.				
	9.29.45	NC17617	D.A. Fowlie, D.C., Aero Enterprises, Col., L.W. Mack, Col.		1.4.64		
			Spartan.		7.78		
	5.6.50	N17617	The Texas Co., NY "T-68".	7W-22	2.23.40		Mfg. Engine #1442.
	10.3.50		Mid-States Avn., Ill., G. Monea, Ill., E.P. Brane, Ind., G.D. Shipper, Iowa, Nelson & Gordon, N.J. Graubart Avn, Ind., B.L. Plackard, Ind., Corbi & Monea, Ohio, Alliance Aero, Ohio, Avn Sales, Tex., W.L. Rye, Ohio.		2.19.40	NC17659	Reg. Standard Oil, Ohio.
	12.16.73		L.J. Levitz, Del.		3.19.46		Harrington Air Service, Ohio. Globe A/C, Tex., Miller Avn., Ohio, H. Canning, Ohio, J. Krandall, Mich., Ohio Collins, R.T. Collins, Ka.
	7.78		U.S. reg. L.J. Levitz, Del.		11.24.50	N17659	Fish Meal, N.C., E. Graubart, Ill, W.W. Scott, Tenn., A.R. Chandler, Tenn., J. Adams A/C Sales, Tenn., Southern Amusement, Tenn., G.E. Humphrey, S.D., R. Ryan, Minn., Gilliland & Young, Cal.
7W-17	2.22.39		Mfg. Engine #874.				Engine failure on t/o at Hawthorne, Cal., damaged by fire.
	2.27.39	NC17630	Reg. Claude Drilling, Okla.		7.8.74		Canceled Being rebuilt (1979)
	12.2.40		G.H. Babb, Cal., C.C. Moseley, Cal.		8.13.74		
	12.31.40		Polaris Flight Academy, based at Lancaster, Cal., for RAF.				
	12.31.42		UK Govt., c/o RAF Ferry Command.	7W-23	2.7.40		Mfg. Engine #1475.
	12.42	KD102	Based at Montreal.		2.16.40	NC17661	Reg. Spartan.
			War Assets Corp., Montreal.		2.19.40		J.I. Roberts Drilling, La.
	10.45		Siple A/C, Quebec, H.C. Moody, Ill.		8.31.40		Rose Truck Lines, Tex.
	10.1.45	NC17630	D.A. Fowlie, D.C., O.M. Vehle, Tex.		10.15.41		Texas Pipeline "T-40".
	2.28.46		The Texas Co., NY "T-52".		8.30.42		DSC
	11.3.50	N17630	Spartan.		1.13.43		War Dept.
	11.21.52		The Texas Co., NY "T-74".		10.12.43	42-78037	USAAF UC-71, Felts, Geiger, Maxwell, Kelly.
	7.2.57		Capitol Avn, Ill. Malcolm Jacobs, Miss.		5.11.45		RFC
	2.14.72	N1MJ	Malcolm Jacobs Avn, Miss.		5.15.45	NC58300	Lynchburg Air Transport and Sales, Va.
	7.78		Malcolm Jacobs Avn, Mo. US reg.		10.20.46		Crashed and destroyed by fire.
7W-18	3.22.39		Mfg. Engine #1140.		1.17.47		Reg. canceled.
	3.31.39	NC17631	Reg. E.K. Warren, Ind., B.W. Baruch, NY.				
	3.5.42		DSC	7W-24	8.24.39		Mfg. Engine #1216.
	3.14.42	42-38267	USAAF UC-71, Bolling, Greensboro, Roosevelt, Mitchell, Newcastle, Fairfield, Mobile, Warner Robins, Patterson.		8.26.39	NC17655	Reg. Spartan.
					10.7.39		Thomson Management, NY.
					2.14.40		J.F. Breuil/Frontier Fuel Oil, NY.
	12.44	RFC			5.6.42		DSC
	12.12.44	NC4444	Belmont Radio, Ill., C.P. Ossorghin, Nev., C.F. Johnson, Nev.		5.9.42	42-38268	USAAF UC-71, Buffalo.
							Fort Dix, Orlando, Leesburg, Greenville.
	6.2.50	N4444	Instrument Flt. Academy, Nev., Midstate Construction, Cal., Borrmann & Muegge, Cal., D.W. Leeds, Cal., E.E. Delaplane, Nev.		5.27.43		Class 26 (instructional airframe).
					5.24.44	NC17655	Frontier Fuel and Oil, NY.
	1.10.72		B.L. Morris, Nev., L.J. Levitz.		4.21.47		Kingswood Oil, Miss., Indian Drilling Mud, Okla., Vest A/C and Finance, Col., C.S. Meece, Wyo.
	6.28.73	N3LL	L.J. Levitz, Del.				Crashed, Casper, Wyo.
	4.12.75	N4444	L.J. Levitz, Del.		4.11.52		Reg. canceled.
	7.78		US reg. G.B. Guerley, Col.		9.16.52		



c/n 16, N17617, The Texas Company's *Texaco-68* based at Chicago, Illinois, 1950-1957.

(Peter M. Bowers)

c/n	Date	Registration	Owner/Operator
7W-25	10.31.39	NC17656	Mfg. Engine #1185. Reg. Spartan.
	11.3.39		Luzier's, Miss., R.R.M. Carpenter, Del.
	2.6.42		DSC
	3.14.42	42-38288	USAAF UC-71 Bolling, Hamilton, Sacramento, Long Beach, West Coast Wing ATC, Pacific Wing ATC.
	1.24.45		Returned to U.S. RFC
	7.12.45	NC17656	R.R.M. Carpenter, Del.
	7.12.45		Paul Mantz, Cal.
	3.16.50	N17656	K.R. Dorman, Cal., Willett Flying Service, Cal.
	12.28.54	N47W	Willett Flying Service, Cal. (At some time fitted with a Hartzell 3-bladed prop and flush-riveted wings.)
	11.1.72		B.L. Morris, Cal., L.J. Levitz, Del.
	7.78		US reg. L.J. Levitz, Del.
7W-26	11.2.39		Mfg. Engine #1215.
	11.28.39	NC17657	Register and Tribune, Iowa, "Good News VII."
	1.17.42		DSC
	3.16.42	42-38266	USAAF UC-71, Wayne County. Bolling, Syracuse, Miller, Memphis, Charleston, Brookley, Fairmont, Peterson, Dalhart.
	1.31.45		RFC
	2.19.45	NC17657	Register and Tribune, Iowa. W.C. Lemon, Va., Trailmobile, Ohio, E.D. Petry, D.C., B.A. Hawkins, Va.
	7.18.50	N46481	Hollywood Studios, Ga., A.C. Clewis, Fla., B.R. Hall, M.T. Gordy, La.
	5.15.64		Reg. canceled.
	6.29.64	YV-T-VTC	M.T. Gordy, Mexico.
	1.28.69		Rec. canceled, exported USA.
	4.69	N5053	M.T. Gordy, La., C.J. Keefe, NY, L. Meadows, Puerto Rico.
	7.78		L. Meadows, Tex., US reg.
7W-27	12.14.39		Mfg. Engine #1423.
	1.2.40	NC17658	Reg. Spartan.
	2.19.40		Thompson Equipment, NY, D.S. Ingalls, Ohio, AiResearch Mfg., Cal., L.E. Dixon, Ga., Garrett Oil Tools, Tex., Black Bros. Furniture, Tex., Sales Eng., Tex., Wright Rental Tools, Tex., Mountain States Avn., Col., Vest A/C and Finance, Col., J. Adams, Tenn., Lauco Tool and Die, Ohio, W. Bales



c/n 14 (?), NC49075 (?), believed was owned by Airpath Instrument Co., St. Louis, Missouri, circa 1944.

(Peter M. Bowers)



c/n 15, N836, at Oshkosh in 1975.

(P. Trask)



c/n 17, N17630, The Texas Company's *Texaco-74* based at Chicago, Illinois, 1952-1957.

(Peter M. Bowers)



c/n 23, NC17661, at the Lockheed Air Terminal in December 1941.

(Peter M. Bowers)



c/n 12-1, NX21962.

(Peter M. Bowers)



c/n 21, 42-38367, UC-71 TS-5 in 1942-1944.

(Peter M. Bowers)



c/n 18, N4444, at Montgomery Field, San Diego, California, in January 1967.

(Dusty Carter)

c/n	Date	Registration	Owner/Operator
			Machine Works, Cal., Duncan Floyd, Cal. (Last flew 8.61, stored Burbank from 8.70) US reg. Duncan Floyd, Tenn.
	7.78		
7W-28	3.7.40	NC17662 N17662	Mfg. Engine #1474.
	3.16.40		Reg. Spartan.
	4.10.68		Spartan.
	7.30.76		W.H. Wright Jnr., Okla.
	4.18.77		Skyline Terrace Inn, Okla.
	7.78		US reg. Skyline Terrace Inn, Okla.
7W-29	3.26.40	NC17663	Mfg. Engine #1484.
	3.29.40		Reg. Spartan.
	3.29.40		M.O. Searle, Cal., C.H. Babb, Cal., Corning Glass Works, NY.
	3.21.42		Crashed near Harrisburg, Pa.
	3.21.42		Reg. canceled.
7W-30	4.24.40	NC17664	Mfg. Engine #1485.
	5.16.40		Spartan.
	7.10.40		Westchester Airplane Sales, NY. M.R. Wilson, Mich.
	3.16.42		DSC
	3.31.42		USAAF UC-71, Wayne County, Middleton AD, Baltimore, New Castle.
	9.14.44		RFC
	10.7.44	NC17664	M.R. Wilson, Mich., H.C. Mattes & O.A. Helsing, Ill.
	2.9.46		The Texas Co., NY. "T-51".
	7.10.57	N17664	Poleman A/C, La., J.C. Renfro & Sons, Fla., Ren-Lin Avn., Fla., R.H. Fee, Tex., National Airmotive, Tex., Delaware Tool & Die, Penn., J. Doering, Mich., United Virginia Leasing, Va.
	11.11.75		Two Jacks Inc., Miss.
	9.13.76	N97DC	D. Cassidy, Ind.
	7.78		D. Cassidy, Ind. US reg.
7W-31	5.17.40	NC17665	Mfg. Engine #1757.
	5.17.40		Spartan.
	5.24.40		B.K. Douglas, NY.
	2.11.41		DSC
	3.14.42		USAAF UC-71, Savannah. Middleton AD, Mitchell, Stout.
	12.31.44		RFC
	1.13.45	NC46426	Woodrum Flying Service, Va., Evans Products, Mich., W.C. Lemon, Va., Condor Petroleum, Tex.
	3.9.50	N46426	C.J. Collier, Tex., Todd Machine, N.M., Vest A/C & Finance, Col., J. Adams, Tenn., R.B. Franklin, Ark., Kansas City A/C, Ka., Exchange National Bank of Chicago, Collins Construction, Ka., W. Bales, Cal., J.H. Beckner, Miss., W.L. Etheredge, Jr., Fla.
	12.24.74	N17665	W.L. Etheredge, Jr., Fla.
	7.78		W.L. Etheredge, Jr., Fla. US reg.
7W-32	.40	NC17666	Mfg.
	.46		V.T.C. Lines of Harlan, Ky.
	4.49		Pump Eng. Service Corp., Ohio. Destroyed by fire.
7W-33	.40	NC17667 42-38286	Mfg. Engine #1968.
	3.14.42		Standard Oil of Ohio, Bell Aircraft Co.
	10.1.42		USAAF UC-71, Bolling, Hamilton. Ground looped at Hamilton and written off

c/n	Date	Registration	Owner/Operator
7W-34	9.9.40	NC17668	Mfg. Engine #672.
	9.12.40		Spartan.
	9.25.40		The Texas Co., NY. "T-37".
	.46		The Texas Co.
	1.2.53		Spartan.
	12.17.58	N668MD	Southwick Airplane Sales, Tex.
	12.18.66	N1667D	H.A. Hawkins, Ill., Chatham Avn., N.J.
	12.15.69	N34SE	Chatham Avn., N.J.
	5.15.72		The Messen Co., N.J., G.S. Mennen, N.J.
	7.78		G.S. Mennen, N.J. US reg.
BW-1	8.14.37	NC17612	Mfg. Engine #6303.
	8.10.37		Spartan.
	5.1.41		Reg. cc. CoFA expired.
	.46		Spartan. US reg.
12-1	4.46		Mfg.
	5.2.46		ff
	5.17.46	NX21962	Spartan.
	9.24.63	N21962	G.E. Goodhead Jnr., Okla.
	10.7.66		Wegner & Goodhead, Wis.
	4.11.72		M.E. Holliday, Minn.
	7.78		M.E. Holliday, Minn. US reg.

SPARTAN EXECUTIVE - INDEX OF MARKS

Registration	c/n	Registration	c/n	Registration	c/n
X/NC13984	0	X/NC17663	29	KD101	16
X/NC13986	1	X/NC17664	30	KD102	17
X/NC13992	1	X/NC17665	31	42-38367	21
X/NC13993	2	X/NC17666	32	42-38368	14
X/NC13994	3	X/NC17667	33	42-38369	30
X/NC13997	4	X/NC17668	34	42-38265	12
X/NC13998	5			42-38266	26
X/NC17601	6	N1MJ	17	42-38267	18
X/NC17602	7	N2LL	6	42-38268	24
X/NC17603	8	N3LL	18	42-38269	13
X/NC17604	9	N13PH	13	42-38286	33
X/NC17605	10	N22PJ	14	42-38287	31
X/NC17612	8W-1	N34SE	34	42-38288	25
X/NC17613	12	N47W	25	42-43846	11
X/NC17614	13	N97DC	30	42-57514	20
X/NC17615	14	N111PB	14	42-57515	15
X/NC17616	15			42-68361	10
X/NC17617	16	NC236	15	42-78037	23
X/NC17630	17	N668MD	34	EC-AGM	?
X/NC17631	18	N836	15		
X/NC17632	20	N1667D	34	XA-BES	1
X/NC17633	21	N4444	18	XA-BEW	3
X/NC17655	24	N5053	26	XA-BEX	4
X/NC17656	25	N20200	11		
X/NC17657	26	N21962	12-1	XB-AAJ	?
X/NC17658	27	N46426	31	XB-ABX	?
X/NC17659	22	N46481	26	XB-ABU	?
X/NC17661	23	N49075	14	XB-BEF	?
X/NC17662	28	NC58300	23	YI-SOF	19
		AX666	19	YV-T-VTC	26
		KD100	9		

ABOUT THE AUTHOR

PETER BERRY was an early member of AAHS and has contributed two research projects, the Beech Stag-gerwing G-ADLE (Winter 1968) and the Excalibur (Winter 1975).

A professional air traffic control officer, presently assigned to the Shanwick Oceanic Control Centre at Prestwick, Scotland, Peter is in daily contact with all levels of aviation, from general aviation to the super-sonic Concorde. He holds a current private pilot's license with night and instrument ratings, and is Secretary of the Prestwick Flying Group and Prestwick Branch of the Royal Aeronautical Society.



c/n 28, N17662.

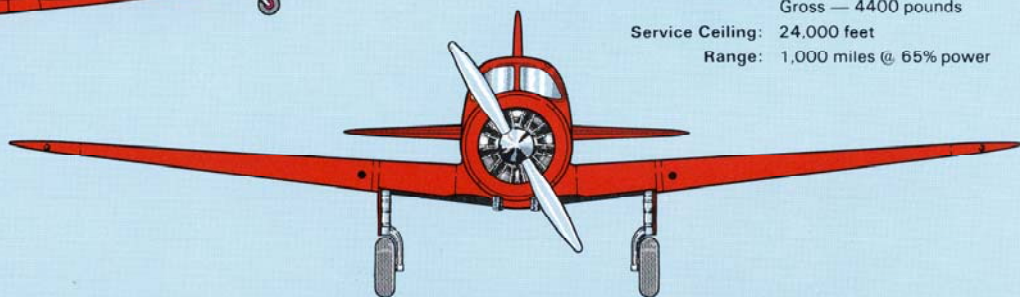
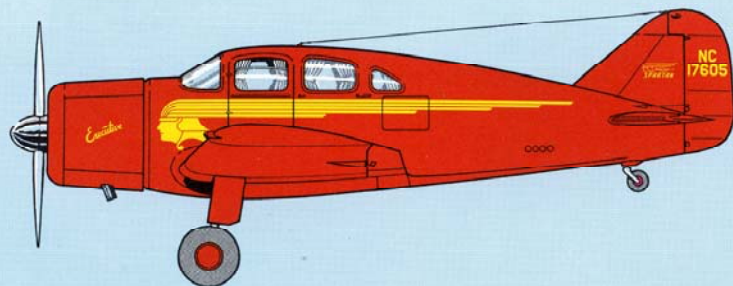
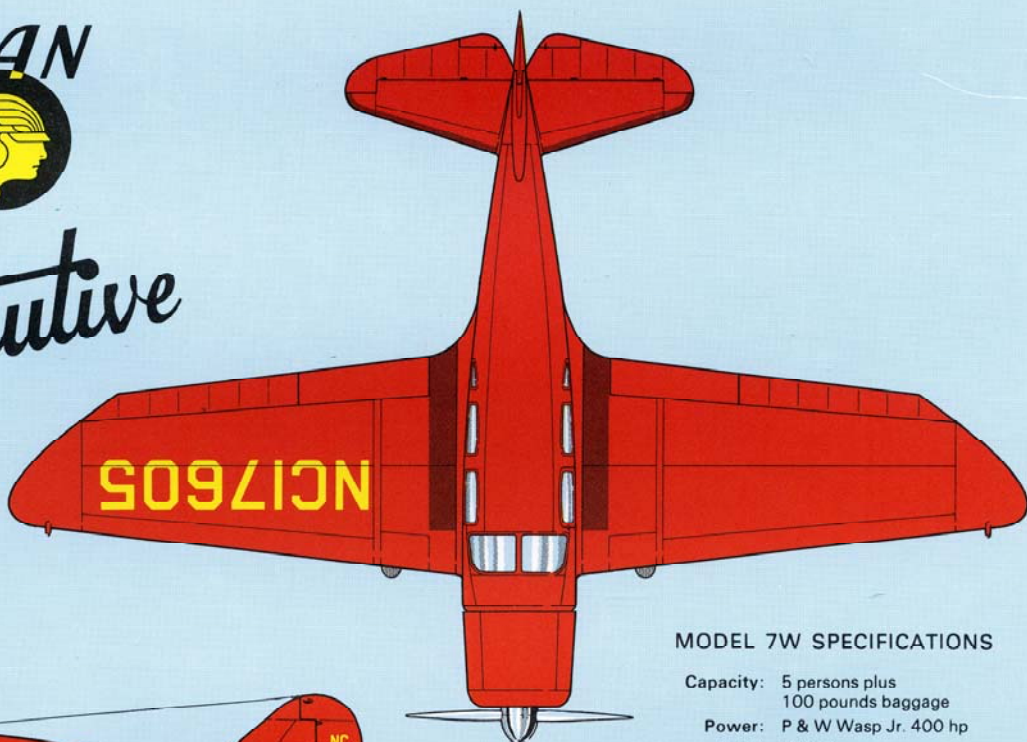
(Ernest L. True)



SPARTAN



Executive



MODEL 7W SPECIFICATIONS

- Capacity: 5 persons plus
100 pounds baggage
- Power: P & W Wasp Jr. 400 hp
- Span: 39 feet
- Length: 26 feet 10 inches
- Height: 8 feet (taildown)
- Wing Area: 250 square feet
- Weights: Empty — 2987 pounds
Gross — 4400 pounds
- Service Ceiling: 24,000 feet
- Range: 1,000 miles @ 65% power