

BELLANCA PRODUCTION LIST

by

William T. Larkins

Very few families of aircraft have had as distinctive a personality as the pre-war Bellancas. Their significant characteristic was, of course, the broad "Lifting Strut" developed earlier by Giuseppe Mario Bellanca to improve the performance of DH-4 mail planes operated by the U. S. Post Office Department. These struts remained an integral part of the Bellanca design until the introduction of the first low-wing 28-70 monoplane in 1937.

Many custom made designs incorporating the Bellanca long, high-lift wing were built for long distance flights in the late 1920's, and when Capt. Mollison landed his "Flash" in London in 1936 he completed eleven trans-atlantic flights by Bellanca aircraft. The names "Columbia", "Pathfinder", "Liberty", "Miss Veedol", "Cape Cod", "Lithuanica", "White Falcon" and "Miss Dorothy" are only a part of the list of well known and history making Bellancas.

In July 1931 Boardman and Pollando flew the "Cape Cod" (NR-761W) from New York to Istanbul, Turkey, a non-stop record of 5,014 miles. Perhaps a more spectacular flight was that made by Pangborn and Herndon in the "Miss Veedol" (NR-796W) in October 1931 when they flew 4,500 miles (in 41 hours and 13 minutes) from Samishiro Beach, Japan, to Wenatchee, Washington, to establish the first non-stop flight across the Pacific Ocean. Although the plane was landed without wheels there was no damage and it later became "The American Nurse" and was lost at sea September 15, 1932 on an attempted non-stop flight from New York to Rome. From distance and endurance the emphasis changed to speed, and this was climaxed in the specially designed 28-70 racer built for Capt. James A. Mollison (described by the company as "Worlds fastest commercial type airplane", Aero Digest, March 1937, p.59). On October 30, 1936 he flew from St. Johns, Newfoundland to London in 13 hours 17 minutes to break all speed records for the eastern flight. (Collectors note: The plane, "Miss Dorothy", was named for actress Dorothy Ward, Mollison was at the time in the process of being divorced from his wife).

A very original design, the "Tandem" (X-855E) with two P&W engines in the nose back-to-back driving a 3-blade pusher prop on a shaft and a two blade tractor prop in the nose, is fully described in an illustrated article in Aviation for Sept. 28, 1929 pp 659-662. See also Aviation, June 11, 1928, pp 1674-1675, 1704-1709 for article on the "Roma" (NX-4864).

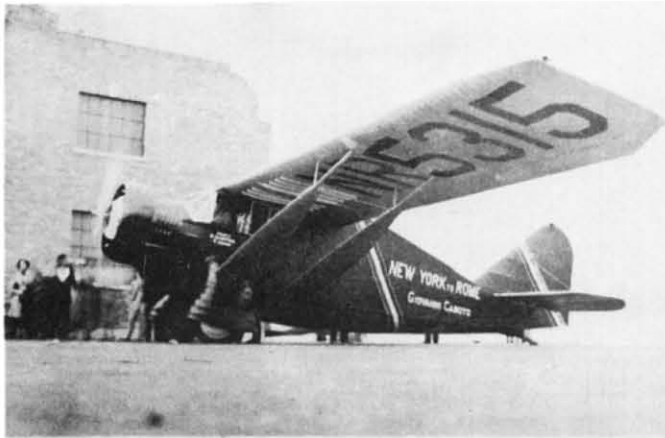
The following pages give some idea of the broad scope of Bellanca production but are not complete. Even though much information is listed for the first time, a great deal remains to be uncovered. The exact c/n's of most of the military and export planes are unknown. 14 Army Bellancas were bought (YLC-27 32-399/402, C-27A 33-18/27) four Navy (XRE-1 8938, XRE-2 9207, JE-1 0795, XSE-1/2 9186), and one Marine Corps (XRE-3 9341). Exact details for the Royal Canadian Air Force Pacemakers are unknown. Later export models, such as the Cuban Army "Airbus", Columbian Army 77-320 twin-float twin-engine bomber, and the mysterious model 28's are vague and uncertain. Air France publically ordered 20 model 28-90's for "fast mail service". After many denials it was learned they were intended for the Spanish Civil War, were stopped by the Neutrality Law, and were shipped to China in August 1937.

Table No. 1 - Bellanca Model Designations (U. S. Civil)

<u>MODEL</u>	<u>ATC NO.</u>	<u>PASNGR</u>	<u>ENGINE</u>	<u>GROSS WT</u>	<u>C/N</u>
CH	47	5	Wr Whirlwind J-5 (200)	4050	1 to 129
CH-200 Pacemaker	2-238	3	Packard Diesel DR980 (225)	4120	195
CH-300 Pacemaker	129	5	Wright R-975 (330)	4075	
CH-300 Pacemaker	2-52	4	Wright R-975 (330)	4050	129
CH-300 Pace.Special	2-297	5	Wright R-975 (330)	4300	186
CH-300 Pace.Special	2-319	5	Wright R-975 (330)	4300	180
CH-300 Pace.Special	2-185	5	Wright R-975 (330)	4300	182
300W Pacemaker	328	5	P&W Wasp Jr (300)	-	301
CH-400 Skyrocket	319	5	P&W Wasp C1 or SC1 (420/450)	-	602 and up
CH-400 Skyrocket	2-293	5	P&W Wasp C1 (420)	4600	609
CH-400 Skyrocket	2-205	4	P&W Wasp SC1 (450)	4600	601
CH-400 Skyrocket	2-213	5	P&W Wasp SC1 (450)	4600	606
CH-400 Skyrocket	2-226	4	P&W Wasp C1 (420)	4530	605
CH-400W Skyrocket	2-392	4	-	4277	305, 307
PM-300 Pacemaker	245	3	Wright R-975 (330)	4600	159, 162
P-100 Airbus	360	11	Curtiss Conqueror geared(600)	9500	701 and up
P-200 Airbus	391	11	Wright Cyclone R-1820E (575)	9590	701 and up
P-300 Airbus	391	14	Wright Cyclone R-1820E (575)	9500	702 and up
D Skyrocket	480	5	P&W Wasp SC1 (450)	4900	633, 634, 635
E Pacemaker	476	5	Wright WW R-975-E2 (420)	4657	202 and up
F Skyrocket	2-475	4	P&W Wasp SLD1 (550)	5600	804, 805, 806
F-1 Skyrocket	2-459	5	P&W Wasp C1 (420)	5600	802
F-2 Skyrocket	2-462	5	P&W Wasp SC1 (450)	5600	802, 803
31-42 Pacemaker	578	-	Wright R-975-E2 (420)	5600	251 and up
31-42 Pacemaker	2-509	-	Wright R-975-E2 (420)	-	251
31-50 Skyrocket	565	5	P&W Wasp S3H-1 (550)	5600	807 and up
66-70	563	1	Wright Cyclone SCR-1820F-32	11400	719
66-70	2-508	-	Wright Cyc SGR-1820F-32 (660)	11700	719
66-67 Airbus	2-519	11	Wright Cyc SR-1820F-32 (675)	9590	704, 720

Table No. 2 - Notes on Individual Aircraft by C/N

105	Tail wheel installed (normally skid)	303	Wien Alaska A/W WAA-1 skis
108	With Cabot Aerial Pickup	626	Special instruments and equipment
122	Changes in LG for air wheels	703	P-200 DeLuxe, special equipment etc
195	Edo Q floats	702	Larger freight door
134	Different tripod landing gear	635	Additional brace strut from stabilizer to fuselage, special seat.
188-193 inc	For export, gross 4300 (RCAF?)		
112	Plywood covered rudder, long exhaust	802	Additional stabilizer brace struts
131, 138, 144, 178	Seaplanes	252	Skyrocket F ailerons, benches replaced by seats, fuselage same as 31-50 except engine mount.
140	Star Air Service model 4500 Skis		
147, 149, 156, 157, 159, 188 and up	with shock absorbing tail wheel necessitating change in bottom of rudder for clearance.	807-808	Heat treated landing gear and wing attachment structure.
150	Kammer 4500 skis	809 and up,	will not have above.
158, 165, 170, 174, 634	with mail compartment in rear of cabin.	719	Edo 42-12700 floats
166	McGee Airways "S" skis	702	P-300 same as 66-70 except float installation and added auxiliary fins.
172	Smith BS-14400 or Edo K floats		



Model J (NR-5315)

(J.C.Mitchell)



CH-300

(Larkins)



CH-300 Pacemaker (CAA, NS-1Y)

G.S.Williams



Pacemaker, R.C.A.F.

John F. McNulty



XRE-1 (8938)

(Larkins)



XRE-2 (9207)

(Larkins)



XRE-3 (9341) USMC

Harry Thorell



CH-400 Skyrocket (NC-780W)

Howard Eckert

Table No. 3 - C/N Listing, 100 Series

<u>C/N</u>	<u>REG</u>	<u>MODEL</u>			
			151	NC-37M	CH-300
			152		
101	NX-3789	J	153	NC-250M	CH-300
102	NX-4050	CH	154	NC-251M	CH-300
103	NX-4483	J-300	155	NC-252M	CH-300
104			156	NC-253M	CH-300 (to NS-38)
105	NC-4799	CH	157	NS-1Y	CH-300
106	NX-5315	J ("Monoplane J")	158	NC-256M	CH-300
107	NX-4864	K (P&W Hornet eng)	159	NC-257M	PM-300 (to NS-2Y, NS-5)
108	NC-7084				
109	NX-7085	J	160	NC-258M	CH-300
110	NX-6503	CH	161	NC-259M	CH-300
111	NC-7681	CH	162		PM-300
112	NC-10017	CH-300	163		
113	NC-27E	CH	164		
114			165	NC-873M	CH-300
115	NC-28E	CH	166	NC-874M	CH-300
116	NC-29E	CH	167		
117	NC-30E	CH	168	NC-33N	CH-300
118	NR-855E	Tandem TES (Conq.)	169	CF-AKI	Pacemaker
119	NC-222E	CH-300	170	NC-35N	CH-300
120	NC-223E	CH	171		
121	NC-224E	CH	172	NC-165N	CH-300
122	NC-274E	CH	173		
123	NC-275E	CH	174	NC-167N	CH-300
124	NC-341E(?)	CH (also given as 403E)	175	NX-168N	CH-300
125	NC-403E(?)	CH (also given as 341E)	176		
126	NC-342E	CH	177		
127	NC-404E	CH	178		
128	NR-542	CH-300	179	NC-194N	CH-300
129		CH-300 (Memo 2-52)	180	NC-195N	CH-300 Special
130			181	NC-196N	CH-300
131	NC-3005	CH-300	182	NC-859N	CH-300 Special
132			183	NC-860N	CH-300
133	NC-26E	CH-300	184	NC-861N	CH-300
134	NC-685E	CH-300	185		
135	NC-686E	CH	186	NC-863N	CH-300 Special
136	NC-687E	CH-300	187	NC-10365	CH-300
137	NR-688E	CH-300 (Lithuanica I)	188		(for export)
138			189		(for export)
139			190		(for export)
140	NC-690E	CH-300	191		(for export)
141	CF-AIA	CH-300	192		(for export)
142	CF-AJQ	CH-300	193		(for export)
143	CF-AJR	CH-300	194	NC-770W	CH-300
144	NC-694E	CH-300 (to CF-AOL)	195	NR-771W	CH-200 (Diesel)
145	NC-746K	CH-300		NC-771W	CH-300
146					
147	NC-33M	CH-300 (to NS-8)			
148	NC-34M	CH-300			
149	NC-35M	CH-300 (to NS-32)			
150	NC-36M	CH-300			

Table No. 4 - C/N Listing, 200 Series

200	NS-6Y	E Pacemaker	251	CF-ANX	31-42 Pacemaker
201			252	NC-20Y	31-42 Pacemaker
202	NC-10762	E Pacemaker		NC-11642	31-42 Pacemaker
203	NC-10763	E Pacemaker	253		31-42
204			254	NC-16707	31-42
205	NS-5Y	E Pacemaker			
206-250	-	Unknown			

Table No. 5 - C/N Listing, 300 Series

301	NX-76W	300-W Pacemaker	305	NC-11694	300-W Pacemaker (also CH-400-W)
302					
303	NC-354W	300-W Pacemaker	306		
304	NC-355W	300-W Pacemaker	307	NC-12653	CH-400-W (to SE-AFG)

Table No. 6 - C/N Listing, 600 Series

601	NC-179N	CH-400 Special	620	NC-10793	CH-400
602		CH-400	621	NR-10794	CH-400 (to NPC-24)
603	CF-AOA	CH-400	622	NC-10795	CH-400
604	NC-546V	CH-400	623	NC-26	CH-400
605		CH-400	624		
606	NC-548V	CH-400 Special	625	NC-11661	CH-400
607	NC-10E	CH-400	626	NC-12635	CH-400
608	NC-11E	CH-400	627	NC-12636	CH-400
609		CH-400	628		
610			629		
611	NC-10294	CH-400	630		
612	NC-751W	CH-400	631		
613	NC-752W	CH-400	632		
614	NC-754W	CH-400	633	NC-12656	D Skyrocket
615			634	NC-12657	D Skyrocket
616	NC-778W	CH-400	635	NC-12658	D Skyrocket
617	NC-779W	CH-400	636		
618	NC-780W	CH-400	637		
619	NC-781W	CH-400	638	NS-3	D Skyrocket

Table No. 7 - C/N Listing, 700 Series

701		Airbus P-100	707-708	(32-401/402)	Believed to be Army
702	NC-785W	Airbus P-200A, 300			Y10-27, also 705/6.
703	NC-786W	Airbus P-200 DeLuxe	709-718	(33-18/27)	Army C-27A
704	NC-10796	Airbus 66-67	719		66-70, Edo floats.
705	-10797	Airbus	720		66-67, Memo 2-519.
706	-10798	Airbus	721	CF-BTW	66-75 (ex NPC-41)
			722	CF-BBJ	66-76
			723	CF-BLT	66-76 Aircruiser

Table No. 8 - C/N Listing, 800 Series

801		Unknown	803		F-2 Skyrocket
802	NC-2608	F-1 Skyrocket, mod to	804		F Skyrocket
	NC-26	F-2 Skyrocket			



31-42 (NC-116 1/2)

James Tenety



31-50

J.C. Mitchell



C-27A (33-27)

Harry Thorell



66-75

Logan Coombs



F-2 Skyrocket (NC-26)

Howard Eckert



28-70 (NR-190M)

J.C. Mitchell



28-70

(Larkins)



28-92

Howard Levy

Table No. 8 Continued

805	NC-14342	F Skyrocket (TVA)	809	NC-15015	31-50
806	NC-14700	31-55	810	NC-15016	31-50
807	NC-14701	31-50	811	NC-15300	31-50 De Luxe
808	NC-14761	"Senior Skyrocket De Luxe 31-50"	812	-15953	31-50

Table No. 9 - C/N Listing, 900 Series

901			906		
902	NR-190M	28-70 (EI-AAZ)	907		
903	NX-2433	28-02 (3-eng racer) (also called 28-92)	908	28-90	28-90 ("Air France")
904			---		
905			981		28-90B (c/n on tail)

Table No. 10 - Special Numbers

1101	-782W	J-2 (to CS-AAK)
3001		
3002	NR-766W	Special, "Tradewind", lost at sea.
3003	NR-797W	J-300 Special, Hillig, Adamowicz. City of Warsaw.
3004	NR-796W	CH-400 Special, "The American Nurse", lost at sea.
3005		
3006	NR-13137	J-300, "Leonardo da Vinci".
3007	-13199	Unknown, "Santa Lucia", De Pinodo, crashed & burned on takeoff.

OPERATION GRASSHOPPER (Book Review)

by Dario Politella, with foreword by Gen. Mark Clark USA Ret.; The Robert R. Longo Company Inc., Wichita, Kansas, 1958, 216 pages, \$4.95.

This book is an unofficial account of the Korean Conflict from the dark days of 1950 to the signing of the armistice and prisoner-of-war exchange in the Summer of 1953 from the viewpoint of Army Aviation. Dario Politella has drawn largely on his own experience as an Army Aviator who served in Korea during this period, and from first-hand accounts of other Army Aviators.

Operation Grasshopper tells of the early days in Korea when too few pilots operating outmoded L-4's and L-5's, lacking sufficient spares, flew mission after mission in support of ground operations as the police action raged up and down the Korean Peninsula. It also tells of better days when the ships left over from WWII were replaced by L-19's, L-20's and the plush L-23 and operations were conducted from well prepared airstrips. An honest account of the air operations, the men, and the planes of UN ground forces in Korea. In addition, there are a list of Army Aviation firsts, a very good chronology, a vocabulary that is a must for all who have not visited the land of kimchi and the honey bucket, a very good index, and three excellent 3-page detail drawings of the L-19A by John J. Zawiski. The book is good reading and well illustrated with many photos never before published.

Dario Politella is well qualified as the author of such a book, having served in Korea and in WWII as an Army Aviator. Between wars he has mixed aviation with journalism and is currently on the staff of Flying magazine.

C. N. Trask