

FOREIGN AIRCRAFT ON THE U. S. CIVIL REGISTER

An unpublished study crying for recognition is a listing of foreign aircraft that have been given a civil registration in the United States. The photo page on the right illustrates this interesting subject, and perhaps it and the following notes will encourage some member to undertake a thorough study of the topic.

It is easy to pin down the obviously foreign-built aircraft in U.S. civil markings such as Capital Airlines "Viscounts", but two fringe areas present a much more difficult problem. They are 1) Aircraft of foreign design manufactured or assembled in the United States such as the Italian Savoia-Marchetti S-56 built in the U.S. in the 1930's as the "American-Savoia S-56" (see photo), and the Piaggio P-136L now being assembled in Milwaukee, Wisconsin, and sold as the "Royal Gull"; and 2) Aircraft of U.S. design manufactured in a foreign country, but registered in the U.S. Perhaps this latter seems so impossible that the reader will think we are joking, but just such a case exists with N-571M. This plane is one of 27 Grumman G-44 "Widgeon" designs built in France by S.C.A.N. and shipped to Lee Mansdorf in Los Angeles less engines. They are classified as "Grumman G-44A's" by the C.A.A. Another example is the Canadian-Vickers "Canco", this being a Canadian-built PBV-5A. The question remains - should they be classified as "foreign" aircraft or not?

Foreign aircraft started showing up on the American scene right after World War I, along with our "problem" types such as the Canadian-built JN-4 "Canuck". Two rare items uncovered in a search for these aircraft turned up in a Congressional listing of airplane accidents - unfortunately no registrations are listed: 5 September 1927, McCool, Indiana, forced landing due to engine failure, BRISTOL FIGHTER, M.M. Rubner (pilot) and Irving Metcalf (passenger); and 25 September 1927, Wilkes-Barre, Penn., MARTAINSYDE G-4 (Rolls Royce), S.W. Brown (pilot).

Perhaps even rarer is N-18N, BREGUET DAY BOMBER, c/n YAC15, registered to G. Lum, 250 West 22nd Place, Chicago, in 1929. At the same time N-3938 was a Sopwith Fl registered in Washington, D.C., and N-6949 was a Sopwith "Snipe" 7-F-1 belonging to L. Langevin, Binghamton, New York. One old timer, N-1532, Fokker C-2 biplane, c/n 214, stayed on the civil register for years.

Prior to World War II we had several one-only planes flying in the U.S. Examples are: NC-770N DeHavilland "Puss Moth" 80-A (still registered); NC-191M Miles "Sparrow Hawk" M-5, c/n 264, ex G-ADWW (see photo); NX-20651 Jan Herse Series III RWD-13, c/n 158, from Poland. Other types known to have been licensed here, but for which no specific information is available at this time, are: Avro "Avian" (and its counterpart the U.S. built Whittlesey "Avian"); DeHavilland "Moth" 60-X (Memo 2-150) and its U.S. built counterpart the model "60-GM" and "60-GMW" (ATC-197); DeHavilland "Fox Moth" 83; Schreck 17-HT-4 (4 place flying boat built in Argentille, France) operating under Memo 2-113; Liore 180 (2PCFbM) Memo 2-118; Savoia Marchetti S-55P.

Post-war types, in addition to the DH Mosquito, DH Dove, DH Heron, DHC Beaver, DHC Otter, are Avro "Anson" (NX-4650, N-9923F, N-9951F); Canadian Car & Foundry "Loadmaster" (N-17N); Canadian Vickers "Stranraer" (NX-45325, N-45326, N-45327); Caudron "Simoun" C-635 (N-85E); Fleet Aircraft of Canada 16-B (at least 32 have been registered); Noordyn "Norsoman"; Mc-108 (NX-108M, NX-54208); Paulista CAP-4 (Brazil); Percival "Proctor" V (N-75289, ex G-AHGN); and Vickers-Armstrong "Spitfire".

WTL



DeHavilland DH-60GM

(Larkins)



Bucker "Jungmeister"

Logan Coombs



Savoia-Marchetti S-55

G.S.Williams



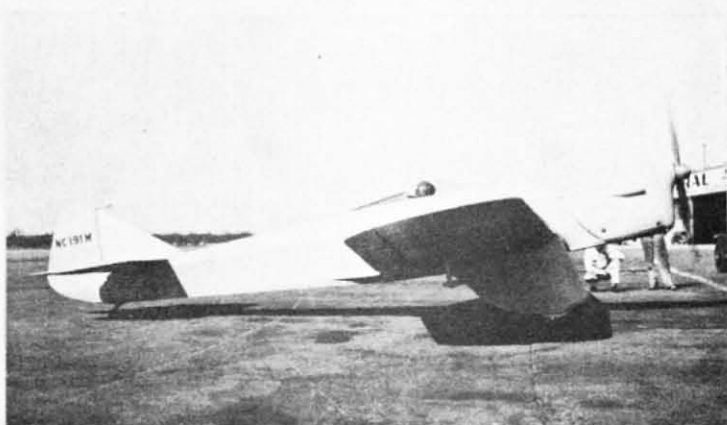
Canadian Vickers "Stranraer"

Warren Bodie



Avro "Avian"

(Larkins)



Miles "Sparrow Hawk"

John C. Mitchell



American-Savoia S-56

G.S.Williams



Can Car "Loadmaster"

H.G.Martin