

TRANSPORT NOTES



by ROBERT L. ARMSTRONG

Editor's Note: Last year, while motoring to the West Coast before taking off for an Air Force assignment in Japan, Member Robert L. Armstrong stopped by Bill Larkins' place. Knowing of his interest in transport types, Bill suggested that a page of Notes be prepared for each Journal to cover this sadly neglected field, commercial aviation. Upon taking over as Editor, we found the enclosed data in the file and proceeded to ask Bob if he could continue. He answers with an enthusiastic "Yes" and invites all other commercial airplane buffs to join him in submitting similar information. His current address is: SSgt. R.L. Armstrong, 1956th AACG Group, Box 472, APO 925, San Francisco, Calif.

The American Airmotive Corp. of Miami converted seven ex-National Airlines CV340's to the specifications of Allegheny Airlines recently. The other four ships of the 11 purchased by Allegheny were to have been turned over to Napier Engines, Ltd. in exchange for four CV-540's powered by Napier "Eland" turbo-props. The first CV-540 for Allegheny recently made its first flight after conversion by AiResearch Service Division of Los Angeles. It was N73115, one of the nine ex-United ships purchased by Napier Engines, Ltd. some time ago. A total of 11 conversions of this type have been announced thus far, including ships for the Allison Div. of G.M.C., the A.C. Spark Plug Div. of G.M.C., the Ford Motor Co., Union Oil Co., and Humble Oil Co. Union Oil's N7601 has been converted and is flying. The #8 conversion is registered N5121 and another ship is N5100.

The AiResearch Service organization also recently converted a number of ex-American Airlines DC-6A's to passenger/cargo ships for World Airways of Oakland, California. One of these ships is believed to have crashed on Guam on September 19, 1960 while on a MATS charter.

Riddle Airlines are negotiating with the General Aircraft & Leasing Co. (GALCO), a General Dynamics subsidiary, for the purchase of from three to seven of the DC-7C's presently operated by Scandinavian Airlines System for conversion to freighters. It would seem that SAS will be trading in the DC-7C's in part payment to Convair for the CV-600 jets they have on order. The conversion of recently "elite" long-range piston airliners to freighters has become big business of late.

American and United started it off with orders (to Douglas) for the conversion of a number of their DC-7 domestic ships to freighters. The orders were for 10 and 6 ships, respectively. PANAM then ordered 6 DC-7C conversions by Lockheed Air Service, Ontario, Calif. The German airline, Lufthansa, has had two of their L-1649A Starliners (D-ALAN and D-ALUB) converted to the L-1649F version. Eastern Air Lines have converted five of their L-1049C's to domestic freighters. Recently, other carriers have announced plans for still more freighter conversions: Air France are planning to convert two of their L-1049G's; Alitalia, two DC-7C's; KLM, six DC-7C's; SAS, "a number" of DC-7C's; SABENA, two DC-7C's; TWA, six L-1649A's; and Japan Air Lines, two DC-7C's.

The International Telephone & Telegraph Co. (ITT) have a T-29B (51-7912) on bailment from the Air Force. It is fitted with wingtip ferret receiving antennas for electro-magnetic reconnaissance. Eastern Air Lines have sold their 15 remaining L-749A's to Transit Equipment Co. of New York. These ships have been mothballed since last April at Louisville, Ky. A Boeing 247D has finally found its way to Canada. Now registered CF-JRQ, B-247D c/n 1699 is owned by Mr. W. B. Patrick of Calgary and is the first of its type ever to be registered in Canada. The FAA are now operating an L-49 Connie N119, that is an ex-USN WV-1 BuAer #124437, c/n 2612. The executive Viscount 786 registered N200Q, owned by Mrs. May of Washington, D.C. and Pittsburgh, is c/n 334 and was originally built as HK-941-X for Lloyd Aereo Colombiano. Lloyds were unable to finance the aircraft, however, and 334 and one other ship were sold before delivery to LANICA of Nicaragua as AN-AKQ. Later, its sister ship was lost in a crash and c/n 334 became N200Q, named "Merriweather". Another U.S.-owned executive Viscount is N500T, c/n 320, owned by the Tennessee Gas Transmission Co. It was originally the last of four V-835's ordered by CUBANA and would have been CU-T624, but was sold before delivery and converted to an executive ship on the production line. The Lockheed Lodestar prototype, c/n 1954, has come back onto the U.S. register as N5527A. From 1947 to August, 1951, it was owned by Silver City Airways as G-AJAW. At this time it was sold to Aero-Nord of Sweden as SE-BTL, but was never delivered and apparently never took up the Swedish registration. Instead,

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FAMILY TREE

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tern Air Express, Robertson Air Lines, National Air Transport and the Post Office Department until replaced by the Boeing "95", Curtiss "Carrier Pidgeon II" and "Falcon Mailplane".

ABOUT THE AUTHOR

Jupthner saw his first airplane, an OX-5 Standard, in 1925 at the age of twelve, soon picked up the trick of listening intently to pilots' wild stories and washing down oil-soaked airplanes in exchange for rides. He graduated to "throttle watcher", A & E mechanic, amateur airplane designer and builder, pilot, crew-chief in Air Force Fighter Group. He later became a partner in a flying school operation, hobby-shop operator, wind tunnel model builder, and experimental machinist. Always interested in aviation history, he acquired a valuable collection that was scattered and destroyed during absence overseas. Married the girl from across the street in 1948, has two boys who both love airplanes and wonder why they ever quit making "two wingers". Present avia-

tion hobby consists of compiling collection of historical data, books, and photos on "commercial aircraft"; and bumming airplane rides. His study of airplane history pointed to the fact that a factual record was needed of the numerical order of "certificated types". Years of research were spent in compiling data, photos, and interesting bits of information for this project; the first volume is now completed and it is presumed will be printed later this year.

PHOTO CREDITS

- Page 121. Verville "Airster" - from Alfred Verville
Boeing 40A - Boeing Airplane Company
- Page 122. Johnson "Twin Sixty" - National Air Museum,
Neg. No. 46899J
Douglas O-2D - Douglas Aircraft Company,
submitted through Stephen Hudek
Douglas M-2 - Douglas Aircraft Company,
No. A469
Douglas M-4 - Douglas Aircraft Company,
No. 614, 7-27-26.

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it lay derelict at Rome's Ciampino Airport until some time in 1959 when it was put into flying condition and moved as far as Orly Field, Paris. Its present owner is Capt. Jack Knight of Miami.

OWNERS OF NEW EXECUTIVE TRANSPORTS:

Convairs:

240 - Laboratory for Electronics, Inc., Boston, Mass., N94272, ex-American;

F-27's:

N27C, Murray Corp. of Detroit; N1000L and N1100L, Westinghouse Corp.; and General Tire and Rubber Co.

"Gulfstream":

Eastman-Kodak Co., N620K, c/n 34; FAA, "NAFEC-12" N702G. National Distillers & Chemical Corp., N100P.

M-40's:

Houston Lumber Co., named "Lady Lumber III".

DC-4's:

Javelin Co., N100J.

ADDENDUM

On a recent trip East this Editor observed seven of the Boeing "Stratoliners" at Oakland Airport in various conditions. Member Henri D'Estout ran down the following information concerning these.

"The Boeings at Oakland have been sold to a man named Steiner. I have seen them offered at \$75,000 each but the majority are pretty well out of the running. They have been cannibalized and probably not more than six could be made airworthy. Several were badly mauled when they blew into each other in a windstorm. Some are still under British registry. Three more, two of which have yet to come through here, were recently used by PAA and are going to Venezuela for airline use."

Following is a list of the Boeings 377's at Oakland as of 3 May 1961:

Airline markings presently displayed	Manufacturer Serial No.	National markings presently displayed	Previous national markings assigned	U.S. Registration No. assigned but not displayed.
TAL	15927	N401Q	G-ANUM	
BOAC	15944	G-ALSB		N408Q
TAL	15945	N406Q	G-ALSC	
TAL	15946	N403Q	G-ALSD	
BOAC	15965	G-ANTX		N412Q
BOAC	15966	G-ANTY		N413Q
none	15967	none	G-ANTZ	N411Q
BOAC	15968	G-ANUA		N414Q
TAL	15974	N402Q	G-AKCH	
TAL	15975	N405Q	G-AKGI	
BOAC	15976	G-AKGJ		N407Q
TAL	15977	N409Q	G-AKCK	
TAL	15978	N404Q	G-AKGL	
TAL	15979	N410Q	G-AKGM	
*none	15938	N1038V		
*none	15940	HC-AGA		

*Former Pan American aircraft

Note 1. Pending export, probably to Ecuador.

Note 2. Ex-N104OV, exported to Ecuador on 9 Dec, 1960 for use on Linea Internationale Aereos.

HISTORICAL VIGNETTE - from Willis Nye

"The first Army-built aeroplane in this country today made two successful flights at the drill grounds at Ft. Sam Houston. Captain Paul W. Peck, under whose supervision the flyer was constructed, made both flights, the first lasting two minutes, and the second seven seconds." San Francisco EXAMINER, June 3, 1911.

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HISTORICAL VIGNETTE - from Willis Nye

"Miss Harriet Quimby and Miss Blanche Scott made flights in a monoplane today. They are the first women aviators to fly a monoplane. They rose to 50 feet, circled the field twice and landed." San Francisco EXAMINER, July 28, 1911.