SM-1 Serial and Registration Numbers

(approx 105 – 125 total production) Production began in June 1927.

The six-seat SM-1 "Detroiter" monoplane became a powerhouse for Stinson in early 1927. It arrived on scene at probably the most exciting period in early American aviation. Endurance flights were being made in all directions, budding mail and passenger airlines popping up all over the continent, and affluent business men were realizing the advantage of owning their own airplane.

The SM-1 carried with it all of the advancements seen in the SB-1 (enclosed cabin, wheel brakes, and an inertia-type engine starter) in addition to developing additional comforts for the passengers and crew. Seventy-five of the Wright J-5-powered versions were built, followed by 30 Wright J-6-powered aircraft.

SM-1 Detroiter Series

SM-1 6PCLM Type Cert number 16, issued 1 Nov 27. Wright J-5 220hp. Empty weight: 1970 lbs, useful load: 1515 lbs, Gross weight: 3485.

SM-1 Special was issued approval number 2-174 (6PCLM) on 16 Jan 30 and 9 May 30. Serial Numbers effected: M-219, M-249, M-250, M-251, and M-255[1].

SM-1B 5PCLM (License approval 2-224) This model's weight increase was approved for license but without a Type Certificate on 13 May 1930. (J-5 220 hp), Gross: 3597 serial number M-212 [2]

SM-1B Special 5PCLM was issued Group 2 approval license 2-224 without a Type Cert approval on 13 Jun 30 and 5 Sep 30. Gross Weight of 3597 lbs, serial number M-212[3]

SM-1B 6PCLM was issued Group 2 approval license 2-24 without a type cert approval on 24 Oct 28 and 29 Aug 30 (Wright J-5 220 hp) Gross Weight of 3485 lbs for all serial numbers.

SM-1D, Type Cert 60 SM-1D with a Wright J-5 participated in the 1928 National Air Tour June 30 to July 28 (6300 miles). Entered by Stinson Aircraft and was flown by Eddie Stinson who placed 5th with 21243.0 points. Detroiter Junior SM-2 piloted by Randolph Page with a Warner engine placed 3rd with 22186.5 points. Another SM-2 piloted by Bruce Braun with a Warner engine finished 6th with 19871.3 points, both planes entered by Stinson Aircraft.[4]

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[1] Air Commerce Bulletin, Vol 2 pg 186
[2] Air Commerce Bulletin, Vol 2 pg 52
[3] Air Commerce Bulletin, Vol 2 pg 186
[4] 1929 Aircraft Yearbook, pg 446

SM-1DA, 6PCLM Type Cert number 74, issued 16 Oct 1928 with a Wright 200hp Empty Weight: 2432 lbs, Useful Load: 2068 lbs, Gross Weight: 4500 lbs. Two SM-1DA's were modified by the installation of a Packard Diesel, becoming SM-1DX via a CAA Group 2 approval number 2-228.

SM-1D300 a SM-1DA, NC9600 which was modified by the Thompson Aeronautical Corp by the installation of a Wright J6 300 hp 9 cylinder engine. It was given the designation SM-1D300 by a CAA Group 2 Approval, number 2-60. This modification fostered the development of the SM-1F, a 300hp powered version.

SM-1DB, 6PCLM, ATC 76 initially issued 29 Oct 1928 with a Wright J-4 200hp. Revisions to the original TCDS on 29 Oct 28 with Wright J-5 220 hp, and on 12 Nov 29 and 19 Jun 30 possibly pertaining to interior refinements, Empty Weight: 2522 lbs, Useful Load: 1978 lbs, Gross Weight: 4500

SM-1DC, 2PCLM Type Cert 77 issued 29 Oct 1928 with a Wright J-4 200hp. Empty Weight: 2514 lbs, Useful Load 1928 lbs, Gross Weight 4500 lbs[5]. Cargo version of SM-1DA, Useful Load was1968 lbs

SM-1DD, 2PCLM Type Cert 78 issued 29 Oct 1928. with Packard Diesel 200hp. Empty: 2280 lbs, Useful: 2220 lbs, Gross: 4500 lbs. SM-1DA with greater load for bush ops, load 2220 lbs

SM-1DX, equipped with a Packard Diesel under Group 2 Approval 2-228, June 1930.

SM-1F, 6PCLM Type Cert 136 issued April 1929 with a Wright J6, 9 cylinder 300 hp engine. Empty: 2280 lbs, load: 2220 lbs, gross: 4500 lbs.

SM-1FS, 6PCSM Type Cert 212 Float plane version

[5] 1929 Aircraft Year Book pg 385

Airlines that used the SM-1 Detroiter:

ALASKA-WASHINGTON AIRWAYS: (1929-1932), and Inter City Airlines (which was purchased in April 1930)

SM-1F s/n M513 NC8468.

Alaska-Washington Airways (AWA) was established in Seattle, Washington, by furniture maker and flight school operator Joseph L. Carman Jr. during the spring of 1929 to offer services over four widely separated routes. Seattle-based Inter City Air Express, which had been formed in January to offer scheduled passenger flights to Yakima, is purchased in April 1930. The company, which represents the first significant effort to operate a real airline in Alaska, ceases operations on January 1, 1932.

Braniff Air Lines. Oklahoma City, OK

SM-1 s/n M211 NC1929.

Paul Braniff formed "Paul R. Braniff, Inc.", on May 29, 1927, which was formed to operate a scheduled airline that operated its first flight on June 20, 1928, using a single engine Stinson Detroiter 5-passenger aircraft on the 116 mile route from Oklahoma City to Tulsa. Paul Braniff was the pilot of the first flight that would lead to the formation of Braniff Airways, Inc. In 1930 Paul sold Paul R. Braniff Inc., to Universal Airlines in April 1929, which was purchasing and combining various aviation entities to form a long-haul coast-to-coast air and rail network. Paul R. Braniff, Inc., then became Braniff Airlines, Inc., and was known as the Braniff Division of Universal Airlines.

Bernard Airlines, Youngstown, OH

SM-1F s/n M506 NC8424.

Bernard Air Lines of Youngstown airplanes are to begin connecting at the Cleveland airport with the Thompson Aeronautical Corp (TAC), Detroit - Cleveland Line with daily passenger service between Cleveland and Youngstown, OH. Planes will connect at Cleveland Airport with the morning and evening planes of the Cleveland-Detroit line of the Thompson Aeronautical Corp. Stinson-Detroiter cabin monoplanes carrying five passengers are to be used on the line. Fifty minute service will be maintained.

Faucett, Peru

SM-1B s/n M256 NC7023

SM-1B s/n M257 NC7024

On June 6, 1928, the Campania de Aviacion Faucett S. A., usually known simply as Faucett Peru or just Faucett, was granted permission to maintain regular air mail, passenger, and goods services along the Peruvian coast. With an initial investment of $25,000 the company was formed on 15 September 1928, and started operations on 27 September that year. It was headquartered on the grounds of Jorge Chávez International Airport in Lima.

Elmer Faucett, an American, had been sent to Peru as a representative of the Curtiss Export Company arriving in the country from the United States in 1920, operated an aerial taxi service and has landed with surgeons, patients, business travelers, and Government officials at every important town in Peru.

His flying has averaged 35,000 miles a year with 300 passengers annually. Following the formation of the corporation with Peruvian and American capital 2 Stinson-Detroiter 6-passenger monoplanes equipped with "Whirlwind" motors were purchased, and regular flights were started in September.

In 1937, the airline absorbed Cia de Aviacion Peruanas SA from Panagra. At April 1938, the route network was flown with seven planes manufactured by the Stinson Aircraft Company, and included Chiclayo, Ica, Lima, Sabados and Talara.

Gray Goose Airlines, Chicago, IL.

SM-1 s/n M208 NC1631

Gray Goose Airlines was a luxury air carrier based at the Chicago Municipal Airport. They had a Ford Trimotor, Stinson SM-1 (for charter work) and a Laird (for flight instruction). They served a number of Midwest cities including North Shore Airport in Glencoe, and Sky Harbor (near Palwaukee). They also flew as far south as the Gulf Coast. The 7-hour flight was operated in conjunction with Chicago's Edgewater Beach Hotel and was much more stylish than the 25-hour overnight train "Panama Limited" operated by the Illinois Central. One advertisement read *"Direct to the Gulf Coast by Airplane / A special service for Edgewater Beach Hotel Guests. Rise from the Municipal Airport, Chicago, and after seven delightful hours, find yourself on the Gulf coast…"*

Don't be confused with "Grey Goose Airlines" (with an *"e")* which was a fraudulent investor-bilking scheme based in New Jersey during the 1930's. They sold stock for an outlandish aircraft design that looked like a goose riding a motorcycle with flapping wings.

Chicago Municipal Airport - Gray Goose and Universal Airlines – Fire (05 Jun 1930)

Two hangars and 27 airplanes (12 tri-motors), were destroyed in an early morning fire. The lost was estimated at $2,000,000.00. Hangars destroyed were those of Universal Airlines and Gray Goose Air Lines, the latter was under lease to Stout Air Lines. The fire followed an explosion of undetermined cause in the Universal Hangar.

One of the ground men said he saw sparks leap across the darkness at the rear of the Universal Hangar and that an explosion followed. Almost at once the building was in flames.

Several men, including pilots and mechanics were in the building but managed to escape before the fire was able to reach the front of the hangar. They were only able to wheel out five planes to safety. Flaming fragments spanned the 50ft. separating the Universal and Gray Goose hangars and both were destroyed before firemen could put out the blaze.

Every light at the airport, including the boundary lights so vital to night flyers seeking to land, were extinguished when the fire burned away the power lines. Temporary lights were hurriedly put up to prevent disaster to arriving mail planes.

Official announcements were made at the offices of Universal Airlines that all schedules, both passenger and mail planes, would be flown without interruption. To do this, planes were started for Chicago at dawn from Cleveland, Kansas City, St. Louis and Tulsa. Upon arrival, were serviced and sent into the air on regular service.

McGee Airways, AK

SM-1F s/n M517 NC448H
SM-1F s/n M520 NC404M

McGee Airways was founded in Anchorage, Alaska in 1932 by Linus "Mac" McGee. He started with a single three seat Stinson (perhaps the SB-1), and as the company grew, the fleet of aircraft expanded to seven Stinson's.

Three airlines were all started in Anchorage during 1932 when it was just a small frontier town of about 2,200 residents. They were McGee Airways, Woodley Airways and Star Air Service. These companies helped make Anchorage a major city in Alaska, overtaking Fairbanks in the competition for business, government contracts and international attention. Originally these Anchorage air services were entirely unscheduled "bush" operations. They flew trappers, hunters, tourists, salesmen, sport fishermen, commercial fisherman and game hunters to destinations throughout the Territory. They flew from place to place delivering and picking up passengers and cargo, until getting a charter back to Anchorage. The pilots were often gone for weeks at a time before returning to home base.

With a surplus of airplanes and not enough business to support them all, a 1934 merger occurred between McGee Airways with Star Air Service. Star became the largest carrier in Alaska. A lack of financial resources and poor management continued to haunt the company. One of the founders lost his pilot's license and another died in a plane crash in 1936. With a change in management, the company was sold to a new group of investors in 1937, and renamed Star Air Lines.

Michigan Air Express No information available.

SM-1B s/n M239 NC5485

Modern Airway Transport No Information is available.

SM-1 Special s/n M219, NC3647

Northern Air Lines

SM-1B s/n M260 NC7168

Scenic Airlines, Grand Canyon, AZ.

SM-1 s/n M209 NC1517

The airline was started in 1927 as Scenic Airways by J. Parker Van Zandt at Grand Canyon, Arizona with a Stinson SM-1 Detroiter and Ford Trimotor aircraft. Scenic Airways changed its name to Grand Canyon Airlines in 1930, and Grand Canyon Airlines is believed to be the world's oldest air tour company in continuous operations.

Starratt Airways & Transportation. Canada 1932 (Hudson Bay Transport, 1928 Red Lake Transport, 1929)

SM-1D-300 s/n D302 NC676

Robert W. Starratt was one of leaders in the aviation business of Northwestern Ontario, but never held a pilot's license. He was born and raised near Moncton, New Brunswick. In 1926 the Hudson's Bay Company recruited him to manage a transportation network in Northwestern Ontario. Starratt purchased Hudson Bay Transport in 1928, Red Lake Transport in 1929 and moved to Hudson, near Sioux Lookout, Ontario where he started the Northern Transportation Company with tugs, barges and sleighs.

Originally the business was to transport goods to the mining development in the gold country near Red Lake and Uchi Lake. Starratt arranged for the purchase of an aircraft to scout the trails and aid in equipment repairs. Soon Northern Transportation operated a de Havilland DH60M Moth, a Travel Air B-6000 and two Fokker Super Universals and subsequently Starratt Airways & Transportation was formed in 1932, steadily acquiring more aircraft.

In one year it moved 12,604 passengers and 6,583,804 lbs of freight, making it at that time, the world's largest airline. His interest in technological changes convinced Starratt to acquire the most modern aircraft available at the time, and when in 1937 Starratt purchased the first Beech 18 ever sold commercially in Canada, he promptly fitted it with both skis and floats becoming, the first person to do so.

Pilots for Starratt's airline were required to check on prospectors to verify they were safe, flying out of their way to do so. They also flew missionaries of all faiths to remote settlements, many times carrying Christmas gifts for the residents, these acquired at Starratt's own expense. His airline was also the first to fly hockey clubs to exhibition games collecting only a small portion of what the flight cost in return.

On February 4, 1938 R.W. Starratt incorporated this company to consolidate his business and private flying interests. However, by August 1, 1941, control of Starratt Airways & Transportation had been taken over by the new Canadian Pacific Airlines (CPAL). Up to that time the company had operated nineteen aircraft.

Tanner Motor Livery, Los Angeles, CA

SM-2	s/n 1027	NC7783
SM-1D	s/n M304-1DA	NC9601
SM-1F	s/n M500	NC9691
SM-1F	s/nM504	NC8420
SM-1F	s/n M505	NC8421

The Tanner Motor Livery operated 20 deluxe parlor cars over eight regular scenic routes, and 200 limousines with chauffeurs who drove those customers who seek a more exclusive mode of sightseeing. Two of the parlor car routes included Clover Field, Santa Monica, in their itinerary. The Air Livery therefore was established at Clover Field with two Stinson cabin planes as initial equipment and a combination bus and cabin plane tour was advertised. They are also noted as being a Stinson Aircraft Distributor.

Thompson Aeronautical Corp (TAC), later Transamerica Airways.

Started with SM-1's, SM-2AC, SM-6.

SM-1B	s/n M220	NC3696	
SM-1B	s/n M221	NC5305	
SM-1B	s/n M230	NC6868	
SM-1B	s/n M241	NC5676	
SM-1B	s/n M252	NC6827	
SM-1B	s/n M253	NC6764	
SM-1B	s/n M254	NC6828	
SM-1D	s/n M303-1DA	NC9600	
SM-1D	s/n M308-1DD	NC486H	300 hp

Thompson Aeronautical Corp. was founded in early 1928 and became the successful bidder for the mail route (Commercial Air Mail) CAM-27 on 5 May 1928 which operated from Bay City MI to Chicago IL, later extended to Detroit and Cleveland. By August 1929 they had 21 airplanes, 14 pilots flying on both regularly scheduled mail and passenger routes. They had flown 396,536 miles both day and night, in all types of weather without injuring a single passenger/pilot or loss of cargo.

Providence Fall River Air Transport, Inc. Seekonk, MA

SM-1 s/n M214 NC3260

Not much information is available about the air carrier. According to the Air Transportation Journal Vol 8, No. 3 dated June 15, 1929 they bought the plane in late May or early June 1929.[6] In July 1929 they changed their name to Providence Air Transport, inc.

[6] Air Transportation Vol 8, No.1 pg49

Foreign Service and Endurance Flights

Four SM-1F's were believed to be shipped to China in May 1929 after the Chinese Ministry of Communications contracted with Stinson to operate a Shanghai – Nanking mail route. The first trip was flown on 8 July 1928 and service continued sporadically for the next few months. Some of these airplanes were believed to have been sold to the China National Aviation Corporation (CNAC) and operated on a twice weekly 9 hour route from Shanghai – Haichow – Tsingtao – Tientsin – Peking. All were reported as unserviceable by 1933. It is thought that they were serial numbers 509, 510, 511, 512.

One airplane crashed in Nov 1931.
From the North-China Herald, *24 November 1931, p.272*

THREE KILLED WHEN PLANE CRASHES
Peking, November 20
Messages from Tsinanfu state that all the mail was destroyed when the China National Aviation Corporation plane on its way from Nanking to Peking crashed yesterday afternoon.
The crash occurred during a fog, the plane striking one of the peaks of the Chingshan mountain range, ten miles south of Tsinan.
The plane burst into flames and both the pilots, Liang Pi-ang and Liang Kuan-yi, were burned to death. The only passenger - a friend of the director of the China Aviation Corporation - was also killed.
NOTE: The only passenger was the greatest poet in Chinese history, Hsu Chi-mo. The aircraft was a Stinson.
Reuter.

The SM-1 was also operated by the Peruvian Air Force and by Faucett Peru, the first commercial airline in Peru and one of the first in Latin America. Three of the airplanes were also operated by the Honduran Air Force in 1933.

The SM-1 also hit the world headlines with heroic endurance and cross country flights:

26 August 1927 Paul Redfern departed in **"Port of Brunswick"** (SM-1, s/n M-200, NX773) from Brunswick, Georgia for Rio de Janeiro, Brazil never to be heard from again.

Also on the 26th of Aug was the departure of SM-1 (serial number M-202) **"Sir John Carling"** for a London Ontario to London England in the Carling Brewing Competition. After several false starts and delays due to weather they finally departed the Canadian coast, never to be heard of again. At the same time **"Sir John Carling"** was lost, Fokker F.VIIa **"Old Glory"** was lost over the North Atlantic on a US to Rome flight. Another SM-1 flying the Carling Brewing flight was SM-1 s/n M-203, NC1100 the **"Royal Windsor"** and while the competition was cancelled they participated in the search & rescue efforts for the two lost planes.

27 Aug 1927 Ed Schlee and William Brock departed Detroit in SM-1 (s/n M-201 NC857) **"Pride of Detroit"** for an around-the-world flight that ended in Tokyo due to bad weather across the Pacific.

11 Oct 1927 was the flight by American film actress Ruth Elder and in SM-1 (s/n M-207 NX1384), the **"American Girl"**. Ruth Elder and George Halderman took off from Roosevelt Field bound for Paris. Severe icing and an oil leak caused them to ditch 300 miles west of the Azores. They survived by being picked up by a passing tanker and taken to Lisbon.

On 13 Mar 1928 another ill-fated flight was made by Lady Elsie Mackay's and W.G.R. Hinchliffe's in a flight from the UK to Long Island,NY. At about 8:45 a.m. a black-and-gold painted Stinson Detroiter named **"Endeavour"** took off from the airfield at the Royal Air Force College, Cranwell in England, bound for Long Island. The plane never arrived in the USA, and the search for the aircraft and it crew was called off on March 19. In December 1928 an identifiable object from the plane, a part of the undercarriage, was found washed up on the shore in County Donegal, Ireland.

On 16 Aug 1928, Bert R. J. "Fish" Hassel and copilot Parker Cramer departed Rockford, IL in SM-1B (s/n 235, NC5408) the **"Greater Rockford"** bound for Stockholm Sweden via an Arctic route. They were attempting to prove the viability of Great Circle Arctic routes, however they ran out of fuel over Greenland and spent the next 12 days walking to safety. The **"Greater Rockford"** was lifted off the icecap by a Greenlandair Sikorsky helicopter on September 11, 1968.

Other endurance flights were a bit more successful.

28 June to 6 July 1929, the **"City of Cleveland"** SM-1 s/n M-239, NC5485 flew for 174 hours and 59 seconds, breaking the record set by Texas fliers James Kelly and Reginald Robbins months before. Their flight was battered by sever Midwestern thunderstorms. The first attempt was cut short by heavy rain when their altimeter and turn & bank failed as well as the airspeed indicator filling with water. Their first refueling SM-1 was damaged in an off airport landing due to weather, and their airplane was battered so badly they thought it might break up on landing.

June – July 1930, The Hunter Brothers, John and Kenneth, flew SM-1B (s/n M-233, NC5189) the **"City of Chicago"** between June 11-July 4, 1930 at Chicago for 553h:41m:30s. They covered about 40,000 miles. It is interesting that they modified the airplane with "walkways" so they could service the engine while airborne. The refueling plane was flown by their brothers, Albert and Walter "Big Ben" (s/n M-236, NR5326).

Also in 1930 a SM-1FS (float version), **"Pilot Radio"** (s/n 519, NC487H), with a crew of three reached Bermuda from New York City, the first flight ever to the islands. Getting there the aircraft had to land twice, once because of darkness and later after running out of fuel. With a wing strut damaged, it was sent back to New York aboard ship.

SM-1, Serial Numbers

M200 NX773, Built August 1927 specifically for the Paul Redfern's Georgia – Rio de Janeiro flight **"Port of Brunswick".** The "Application for Airplane License" dated 19 Aug 1927 indicated that the planes *"Gross Weight was 5300 lbs. On Brazil flight will have 550 gallons gas besides various other equipment"* . The airplane was shown as a SM-2, however the serial number, gross weight, etc indicate it was a SM-1. The Application goes on to say It was equipped with a 200 hp Wright J5-CA engine, serial number 1674. The gasoline system was described as "*From main tanks to wing tanks by motor pump and by gravity from wing tanks to carburetor. Auxiliary wobble pump also."* Other installed equipment was a tach, oil temp, oil pressure, compass, clock, Earth Inductor Compass, inclinometer, altimeter, bank & turn indicator, rubber life boat, pyrene, first aid kit, Very pistol.

Item number 16, History of operations: *"Delivered at Detroit Aug 5th, 1927 and flown to Brunswick, GA. Approximate time in the air 10 hours. Since arrival at Brunswick has had approximately three (3) hour's additional time. Ship will be used in attempted non-stop flight from Brunswick, Georgia to either Pernambuco or Rio de Janeiro, Brazil."*
Last known FAA owner was Redfern Aviation Co. Brunswick, GA. Registration cancelled 7 April 1937 due to export to Brazil.

Pilot Paul Rinaldo Redfern (25), sole person on board, former barnstormer and US Customs Service pilot departed Brunswick GA on 26 Aug 1927 and was attempting a 4,600 mile flight to Rio de Janeiro in Brazil. At 3:00 pm, the only confirmed sighting of the aircraft was reported by MS Christian Krohg, a Norwegian steamship near Trinidad and about 165 miles from the coast of Venezuela. Approaching the ship from the north Paul Redfern began to circle the ship from a low altitude. He wrote a note on a piece of paper asking the captain to point the ship toward land, and to wave a flag or handkerchief once for each 100 miles. He signed the note. His father later verified his handwriting and signature. He put the note in a carton and dropped it toward the ship. Unfortunately it landed in the ocean where a crewman had to dive into the water to be retrieved. After the captain read the note he had the ship turned to point toward Venezuela and blew the ship's whistle two times. Redfern lined his plane up with the direction of the ship, wagged the wings of the airplane in appreciation and began flying away toward Venezuela. A few hours later, the aircraft Port of Brunswick' disappeared without trace. Search and rescue attempts were suspended after a few days as no trace of the aircraft or the pilot were ever found. An American expedition team found the debris of the aircraft in the jungle of Guyana some ten years later.

M201	NC857,	Built June 1927 at Northville, MI as a 6 PCLM (**P**assenger, **C**abin, **L**and **M**onoplane)equipped with a 200 hp Wright J-5 engine, serial number 7667. In a 21 June 1927 "Application for Airplane License" it lists an Empty Weight 1810 lbs and a Gross Weight 3287 lbs. Sold to Wayco Air Service, Detroit, Mi for "air taxi service" on 21 June 1927. The Wayco Air Service was owned by Detroit millionaire Ed Schlee. Flew as **"Miss Wayco"** in the 1927 Ford Reliability Air Tour. On 27 June 1927 Eddie Stinson departed on the third Ford Air Tour Arriving 16 days and 4000 miles later to win the Tour. It was than renamed **"Pride of Detroit"** when Ed Schlee and pilot William Brock departed Detroit on 27 August 1927 for an around the world flight. After crossing the Atlantic and landing in London on the 28 Aug, arriving in Constantinople on 31 August and Baghdad on 2 Sep they finally reached Tokyo, Japan after flying 145:30 hours and covering 12,995 miles. They ended up abandoning their flight in Tokyo due to bad weather across the Pacific. They returned to the United States by ship, to a hero's welcome in Detroit. In January 1929 the Wayco Air Service was absorbed into the Scheele Brock Aircraft Company. The airplane was retired in Dec 1929 and placed in the Henry Ford Museum, where it is to this day.
M202		**"Sir John Carling"**
M203	NC1100, NC4473	**"Royal Windsor"** There is an interesting letter from L.V. Kerber of the Aeronautics Branch, Engineering Section on 26 Sep 1928. He is writing the Yellow Cab Company, Toledo, OH in reference to obtaining to engineering data for "their" airplane operating under temporary license number 4473. A serial number is not included in that letter, however www.airhistory.org.uk shows the NC4483 is M-203
M205	NC1370,	Wise Birds Club Dec 1927.
M205A	NC1019,	Built in August 1927 at Northville, MI it was equipped with a 200 hp Wright J-5 CA engine, serial number 7663. Initially purchased by A.W. Shaw Company (publishing company) of Chicago, IL. on 3 Aug 1927. It's stated that the plane was for *"advertising and sales work."* The company pilot at the time was Richard C. Allen. Sold to Air Activities, Inc., Chicago, IL on 19 Jan 1929 where a *"new style landing gear was installed".* Sold to Walter W. Williams, Bloomington, IL on 7 October 1929.

On an "Application for Restricted License" form date 4 May 1931 the airplanes stated purpose was *"broadcasting of music and voice by means of an amplifying system."* The weight of the equipment was listed at 410 lbs and was installed in place of the two center seats. The license was restricted to only the pilot and equipment operator onboard. In Sep 1931 the equipment was removed and the airplane reverted back to its original NC designation.
Sold to H.C. Lippiatt of Bel Air CA on 11 April 1932. It appears as though Lippiatt was only a broker since the airplane was sold off on the same day to F. A. Carnahon of Bloomington, IL. In May 1932 the CAA announced that *"all aircraft of this model are overweight and one seat should be removed. To be done by June 6, 1932. Gross Weight not to exceed 3600 lbs as 5PCLM".* Apparently Carnahon did not have this modification complied with and the airplanes license was disapproved upon inspection on 15 Jun 32 in Van Nuys, CA.
Sold on 19 Aug 1932 to W.W. Chisholm of Van Nuys, CA who again immediately sold the airplane to Aero Brokerage Service Co, Inglewood, CA.
Sold eventually to Duck Air Services of Oakland, CA on 20 Aug 1932. It was recovered, repainted and overhauled which included the installation of a tail wheel. At the time it had 696:55 hours on the airframe. Also in the FAA records for M-236, NC5326 there is a note stating that the axle was removed from that ship and installed in NC1019 around Feb or March 1939.

M206 NC1449, A.H. Kudner, Chicago Feb 1928

M207 NX1384, **"American Girl"** 11 Oct 1927.
Ruth Elder's airplane was paid for by investors from Wheeling, West Virginia who saw great financial opportunity in the prospects for cashing in on the fame of a female Lindbergh. The American film actress Ruth Elder was determined to emulate Charles Lindbergh by making a non-stop trans-Atlantic flight from New York to Paris.
Accompanied by, George Halderman she took off from Roosevelt Field on the 11th of October 1927 in her Stinson Detroiter named 'American Girl'. Elder and Haldeman's flight was plagued by severe icing that required the jettisoning of fuel and, ultimately, an oil leak that lead to the ditching of the "American Girl" 300 miles from the Azores. The pair were rescued by the SS Barendrecht, a passing oil tanker and taken to Lisbon where they were given a hero's welcome.

M208 NC1631, Gray Goose Airlines, Chicago Jan 1928

M209 NC1517, Scenic Airlines, 1927. This "N" number is currently on SM-1B serial number M-267, but that airplane is not not an original Scenic Airlines airplane.
Built August 1927 by Stinson Aircraft Corporation, Northville, MI. It was sold the same month to Scenic Airways, Inc. of Detroit, and licensed on 9 Sep 1927. Initially equipped with a 200 HP Wright Whirlwind J5-CA, S/N 7745. The engine was changed to a 220 HP model (S/N 7741) on 16 Sep 1927. The airplane weighed 3,310 pounds.
Bureau of Commerce Application for License states its purpose as *"To be entered in New York-Spokane Air Race and then based at Grand Canyon, Arizona."* The Aircraft Yearbook for 1928 does not list any Stinson in any of the competitive events of the 1927 National Air Derby. The Davis-Monthan transient Register lists 14 visits of NC1517 between January 25, 1928 and January 18, 1929. J. Parker Van Zandt, who was the President and General Manager of Scenic Airways, Inc, piloted the first 8 flights. Based at Grand Canyon, the destinations for these visits were listed as Nogales, AZ and Phoenix. Four visits to Davis-Monthan were overnight (1/25/28-1/26/28; 1/31/28-2/1/28; 3/6/28-3/7/28; 3/14/28-3/15/28). Norman W. Patten, while Scenic Airways still owned the plane, piloted a 9th flight.
On 4 May1928, with 94 hours total time, the airplane was sold to Harry H. Culver, Culver Building, Culver City, CA. It was then based at Rogers Airport, Los Angeles. Its final five visits at Tucson were piloted by Culver's personal pilot J.B. Dickson. On 2 Jul 1928 the airplane landed at Davis-Monthan on a trip from El Paso, TX to Culver City. Its final visit was an hour visit during a flight from Douglas, AZ to Santa Monica, CA. On 30 Jan 1929 it was sold to California Aerial Transport, 9800 West Pico Blvd., Los Angeles, CA. This company was the airplanes final owner. On 11 Jul 1932, upon renewing its license, it was listed as having 851:15 hours total time. California Aerial Transport reported its final disposition on 15 Feb 1933 as, "no longer in service, torn down and disposed of." With approximately 5.5 years of service and flying roughly 900 hours, it averaged about 160 flight hours per year. Its license was cancelled 10 Mar 1933. (courtesy Davis-Monthan Aviation Field Registry)

M210 NC1524, X1524 Flew in the New York to Spokane Derby in Sep 1927. Departed Roosevelt Field with Eddie Stinson and co-pilot Fred Kohler. They were forced down in Missoula with engine problems. Set a new endurance record when flown by Eddie Stinson and George Haldeman as X1524. Their record was set at Jacksonville, Fl between 28 and the 30th of March 1928 by staying airborne for 53 hrs and 36 minutes.

M211 NC1929, Built in Oct 1927 at Northville, MI. It was equipped with a 200 hp Wright J5 CA engine, serial number 8144. It was sold to Oklahoma Aero Club, Oklahoma City, Ok on 7 Oct 1927 (one of the Club Directors was Paul R. Braniff). Its stated purpose was "*Primarily for recreation, but with the possibility of carrying for hire at times*".
Sold to Paul Braniff, Oklahoma City on 1 June 1928. In a 16 Nov 1928 relicensing letter from the Director of Aeronautics, question #6 states that "*entirely rebuilt in Dec 1928 by Stinson Aircraft Co. New type controls & landing gear and complete inspection and recovering by factory*". The "Operation Inspection Report for Relicensing" dated 28 Dec 1928 states "*two sets rudder pedals – one wheel Pilots….Lift strut fittings at spar ends replaced with heavier types…old type spilt landing gear replaced by oleo type*" Renewal application for 29 Jan 1929 indicates that the airplane is operating under Braniff Air Lines serving Oklahoma City, Tulsa, Wichita Falls, Ft. Worth. Braniff ship #1.
Sold to Universal Aviation Corp, St. Louis, MO on 6 Dec 1929. Sold to St. Louis Flying School, Inc. on 26 Jan 1931. Repossessed by American Airways (possibly a division of Universal Aviation Corp), Robertson, MO on 28 May 1931, and almost immediately sold it to Pat A. Eklund, of Robertson, MO on 6 June 1931.
It appears that the airplane was in an accident on 12 July 1931 at St. Louis, but no information is available as to specifics. In an "Operation Inspection Report" dated 24 Sep 1932 it states the airplane had 1739:05 total hours. The airplane was repossessed by American Airways on 15 May 1933 and then sold to Parks Air College, East St Louis on 15 June 1933. On 19 June 1933 it was involved in another accident at St. Louis, MO. "*…tail section of fuselage twisted and tubing broken from 3rd section back*" No other specifics available as to cause. In a 26 Jun 1933 letter from Parks Air College to Bureau of Aeronautics they state *"The "cracked-up" Stinson, model SM-1B, serial No. M-211, identification mark 1929, which we recently purchased from American Airways, Inc., Chicago, Illinois, has been junked and, therefore, no license is desired."* Registration cancelled 14 Jul 1933.

M212 Special	NC3348,	Originally purchased by Arnold Kirkeby (of the Dusenberg Model X speedster fame) sometime around late 1927 to early 1928. The plane was being delivered to him from Northville, MI to Miami where he had a winter residence. After paying about 1/3rd down on the plane Kirkeby suffered a down turn in finances so could no longer afford the airplane. Visiting Kirkeby at the time of the machines delivery was E.L. Cord who liked the airplane and the Stinson pilot delivery pilot Jack Kelly. A deal was struck with Stinson Aircraft to purchase the remaining balance of the plane with the condition that Jack Kelly went with the deal. (excerpt from Errett Lobban Cord by Griffith Borgeson). Manning & Co (not sure of the planes association with this Company),is mentioned in "General Dynamics Aircraft and their Predecessors" book as being a possible owner at some point
M213	NC3347,	D.A. McIntyre, Tulsa, OK
M214	NC3260,	Lewis C. Saloman, NY Nov 1927. (Wright J5) Providence Fall River Air Transport, Inc. Seekonk, MA, bought the plane in May – June 1929.[7] In July 1929 they changed their name to Providence Air Transport, Inc. There is a photo of this airplane as **"The Adelaide",** tail number NX3260 (photo courtesy "General Dynamics Aircraft and their Predecessors", by John Wegg). No information about the name or location of the photo.
M215	NC3349,	Stinson Aircraft Corp, Feb 1928, Tropical Airways, Clearwater, FL
M216	NC3350,	Bror Dahlberg, Delta Air Service, Chicago
M217	NC3694,	Stinson Corp, Furniture Capital Air Services, Grand Rapids, MI. In the FAA records for NC5485, sn M-239 there is a 28 Oct 1930 telegram from G.W. Loss, Airline Inspector, Cheyenne, WY stating that this airplane is owned by Furniture Capital Air Service on 19 Dec 1929, which expires 15 Dec 1930 under ATC number 16.
M218	NC3695, NC5741	Stinson Aircraft Corp. There are conflicting "NC" numbers for this serial number.
M219	NC3647,	Modern Airway Transport, IL Feb 1928 (listed as "special" due to Special Group 2 Approval number 2-174 (1930) – which was for increased load). In the record for SB-1 NC1621, s/n 115 the FAA records indicate that H.H. Linn of Morris New York had owned a "custom-ordered" Stinson M-219 monoplane.
M220	NC3696,	Thompson Aeronautical Corp, Cleveland, OH. Feb 1928

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M221 NC5305, Built April 1928 at Northville, MI. The airplane was first licensed as a SM-1 under ATC number 16. Originally equipped with a 200 hp Wright J5-AB engine, serial number 8381.
Sold to The Thompson Aeronautical Corp., Cleveland, OH. on 2 May 1928 for $12,500. In June of 1929, Thompson Aeronautical Corp requested approval to add the international designation "N" to original registration C5305. Sometime around 1929 the airplane was changed to a SM-1B, but no supporting information as to what was actually changed.
Second refueling plane or the **"City of Cleveland"** endurance flight. Registration cancelled 1 Aug 1930.

SM-1B

M222 NC4185, Beardsley & Piper, Chicago

M223 NC4183, **"Endeavor"** Lady Elsie Mackay, UK
At about 8:45 a.m. on the 13th of March, 1928, a black-and-gold painted Stinson Detroiter named "Endeavour" took off from the airfield at the Royal Air Force College, Cranwell in England, bound for Long Island, NY.
On board were two persons, both of them remarkable individuals. The pilot was Captain W.G.R. Hinchliffe, a decorated flying ace of the Great War. Blinded in the left eye by a wartime crash, Raymond Hinchliffe was flying the Stinson from the co-pilot's as it gave him a better view from the cockpit.
His co-pilot, and owner of the Stinson, was the third of the four daughters of James MacKay, 1st Lord of Inchcape of Strathnaver, chairman of the P&O shipping empire and a banking magnate. Her name was Lady Elsie Mackay. Vivacious and attractive, Elsie Mackay was an actress of the stage and silent movie screen, a skilled horsewoman and a daring pilot. She was reputed to be one of the first women in England (and certainly the first Scottish women) to earn her pilots license.
The purpose of the flight was twofold; to make the first air crossing of the Atlantic from east to west, and to establish Elsie Mackay as the first woman to fly the Atlantic. The attempted flight was surrounded by secrecy as Lord Inchcape was firmly opposed to his daughter's adventure. Elsie told her father that she was not going on the flight and then took the place of the supposed co-pilot at the last minute .
Why the pair were contemplating the flight at the end of winter will never be known. In the year before there had been four attempts, two of which ended in disaster. To carry the extra fuel required they had installed a large tank in the cabin and carried extra cans as well. The plans were to pour the cans in the large tank when

needed and then pump the fuel into the wing tanks. Not an easy task in the cramped Stinson cabin.
On the morning of departure there was snow on the ground at Cranwell, and the winds aloft were blowing about 17 knots, however the overall weather reported looked good.
Three hours after departure they were spotted at Kilmeaden in County Waterford by Irish Civil Guards. They reported heavy snow falling and low visibilities in the area as the plane pasted. The Stinson was again sighted at about 1:30 p.m. from the lighthouse at Mizen Head on the SW coast of County Cork, flying over the village of Crookhaven and on the great circle course to Newfoundland.
A French steamer later reported seeing them still on course, however the plane never arrived in the US. A search for the aircraft and its crew was called off on March 19th. On 14 August 1928 the SS Seapool reported wreck of an airplane but was unable to recover any of it due to nightfall. In December 1928 an identifiable object from the plane, a part of the undercarriage, was found washed up on the shore in County Donegal, Ireland.

M224 NC4827, General Aviation, Syracuse, NY

M225 NC4606, In a 28 Jun 1930 letter from the Aeronautics Branch letter it indicates the successful drop tests for a tail wheel installation. *"Drop test was conducted from 25 inches with live load of 1097 pounds, 96 gallons of gasoline, and 4 gallons of oil. After drop there was no indication of any member wither giving way or interfering with proper action of the tail wheel."*
It lists the owner as Dallas Aviation School. W.I. Edwards, Houston, TX unknown ownership dates.

M226 NC4679, Packard Electric, Warren, OH
M227 NC4583, North American Airways, Appleton, WI
M228 NC4728, Texas Air transport

M229 NC5325, Built April 1928 at Northville, MI and equipped with a 200 hp Wright J5-CA engine, serial number 8407. Purchased by the Wayne Flying Service, Fort Wane, IN, on 9 May 1928 for $12,500.
Sold to Mary Fleeta Ashley of Fort Wayne, IN on 6 May 1933. In an "Operation Inspection Report" dated 7 May 33 it is stated that the airplane has 500 hrs total time. It was reported in an 11 May 33 letter from the CAA that the airplane was *"damaged as outlined in accident report of last fall now being fully repaired…"* The is no record of the actual accident report available except for *"…damage in accident at Defiance, Ohio on September 4, 1932, shown as: damaged motor mount, 3 ribs broken in wing, also prop broken"*.
Sold to Everett Bell, Gainesville, GA on 10 Oct 1933.

Sold to J. W. Williams of Spartanburg, SC on 17 Oct 1934.
Sold to Robert T Turner of Spartanburg, SC on 30 May 1935.
There was an accident reported on15 May 1937 at the Spartanburg Airport. The pilot was Cyrus R. Moss and he was violated for carelessness, and operating an aircraft for hire for which he was not rated and had an expired license. Reported damage was *"Landing gear badly damaged, fitting pulled, fuselage twisted, motor mount washed out, oil tank washed out."* In a Bureau of Air Commerce letter dated 9 March 1938 it is stated that the airplane will not be rebuilt and is being dismantled and sold to parts. Registration cancelled 1 May 1937.

M230 NC6868, Thompson Aero Corp

M231 NC4876, Pilot Laboratories, Brooklyn, NY. This airplane and serial number M-519 were both owned by Pilot Laboratories. It appears that SM-1FS, s/n M519 was the plane that took part in the April 1930 flight from New York to Bermuda. M-519 had a 300 hp Wright installed as well as Edo Floats

M232 NC5139, In a 6 Nov 1930 Aeronautics Branch, Engineering Section letter to Stinson Aircraft it is noted *"There is enclosed, herewith, for your information a copy of revision to Engineering Memorandum No. 16 covering the subject model airplane. This revision provides for the addition of serial number M-232 to those eligible with a fuel capacity of 90 gals."* The letter also shows the airplane as a 6 PCLM equipped with a 220 hp Wright J5. Harry E. Bovay, Memphis, TN unknown dates of ownership.

M233 NC5189, Built April 1928 and initially purchased by N. L. Hurd of Chicago, IL. Hunter Brothers **"City of Chicago"** 1930 endurance flight with mechanics external running board

M234 NC5361, Built April 1928 at Northville, MI and designated as a 6 PCLM equipped with a 200 hp Wright engine, serial number 8418. It was purchased by Victor A. Rickard, (General Electric Co) Schenectady, NY on 5 May 1928 for *"photography and testing of instruments"*. It had a stated Gross Weight of 3485 lbs, and an Empty Weight of 1970 lbs. Other equipment installed were a tach, oil temp, oil pressure, altimeter, standard steel propeller, and an earth inductor compass. He paid $12,500 for the airplane. On an Aug 1930 Commercial Airplane License the plane is designated as a SM-1 Special under Group 2-174 approval. It doesn't give any indication as to what the "Special" was for.
Sold to Joseph Natale, Saratoga Springs, NY on 3 Mar 1931, registration cancelled 10 Aug 1931.

M235 NC5408, **"Greater Rockford"**
On 16 Aug 1928, Bert R. J. "Fish" Hassel and copilot Parker Cramer departed Rockford, IL bound for Stockholm Sweden via an Arctic route. They were attempting to prove the viability of Great Circle Arctic routes, however they ran out of fuel over Greenland and spent the next 12 days walking to safety.

M236 NC5326, Built April 1928 at Northville, MI with a factory empty weight of 1970 lbs and a gross weight of 3485 lbs. It was equipped with a 200 hp Wright J5-AB engine, serial number 8413. It was initially purchased by N. L. Hurd, of Chicago, IL on 11 May 1928 for $12,500. It seems as though N.L. Hurd was either an agent of or doing business as "Central Airways Corporation", Chicago. There are several letters from the Department of Commerce regarding this issue. They state that *"no such sale or transfer has been recorded"* and they request clarification as to ownership. This all seemed to become an issue when this plane, recorded as being owned by Central Chicago Airways, was involved in an accident 7 July 1928 at Madison, WI. The pilot was J. L. Huber (License number 320) with 5 passengers, all unhurt. The damage to the airplane was reported as *"front spar right wing broken, motor broken from motor mount, landing gear wiped off, lower right longeron slightly bent, prop bent, left aileron bent, right door torn off, right elevator bent"* . The plane was completely rebuilt and relicensed by the Stinson factory.
Sold to Eli B. Herren of Chicago, IL on 27 July 1929. On 12 Aug 1929 a Restricted airplane license was granted for *"…plane will be used for the purpose of Refueling Endurance Stinson Plane No. M-233 with license No. NC5189".* There is also a 17 Aug 1929 letter from Supervising Inspector E.A. Cutrell granted a waiver of Air Commerce Regulations *"regarding the 300 ft proximity regulation for the purpose of refueling the Chicago "We Will" in an endurance flight"*
Sold to Chicago-We Will Corporation, Chicago, IL. on 25 Sep 1929. Sold to Ben Benjamin of Big Ben Air Services, Inc., Chicago, IL on 8 Nov 1929. The actual flight took plane 11 June to 4 July 1930 departing the Sky Harbor Airport near Glencoe, IL. On 7 June 1930 an "Operation Inspection Report" indicates that the rear seats were removed and an *"extra 90 gal tank installed for releasing gas to endurance ship, not connected with installed lines".* It is also noted that the airplanes wind driven generator will be removed and that a *"loud speaker was installed in baggage compartment – 100 lbs."*
Sold to John Hunter (one of the Endurance Flight brothers) on 14 Jul 1930. In a 21 Aug 1930 "Application for Commercial License" the refueling gas tanks were removed and the seats reinstalled.
Sold to Kenneth Hunter (another brother) on 10 March 1931. In March 1932 Ken Hunter had the wings and ailerons recovered,

installed nav lights, installed a set of aileron controls, repaired right wing and ribs, recovered doors, and repaired the right axle. Later that same month Hunter sent an affidavit to the Dept of Commerce stating that the airplane logbooks were stolen from his automobile and "*that to the best of my knowledge and belief, the ship had approximately 510 hours and the motor 530 hours".*
Sold to Francis J. Lahey of Madison, IL on 14 Aug 1933.
Sold to Lydia Peik of New Holstein, WI on 27 June 1934. An "Operation Inspection Report" for May of that year indicates an aircraft total time of 789 hrs. There is a change of address for Peik in March 1937 to North San Diego, CA.
Sold to Roy A. Cheverton, Santa Ana, CA on 30 July 1937.
Sold to W.L. Moore, Bakersfield, CA on 9 Nov 1937. The only information available after Moore bought the plane is that the axle was installed in s/n M-205A, NC1019 around Feb or March 1939. The airplane was possibly used for parts during that year.
Registration cancelled 1 Jun 1938.

M237 NC5403, Built in May 1928 and purchased by N. L. Hurd, Chicago, IL, that same month.

M238 NC5471, Built May 1928 at Northville, MI with a factory empty weight of 1970 and a gross weight of 3485 lbs. It was equipped with a 200 hp Wright J5 AB engine, serial number 8438. It was purchased by Bernard MacFadden Publications of New York City on 15 May 1928 for $12,500. By 11 June of 1928 it was transferred to Air Associates, also of New York City. There is an interesting note on the "Purchaser Renewal Application" dated 19 Oct 1928. *"One trip Northville Michigan to Buffalo N.Y. by McFadden Publications. Returned to factory and completely rebuilt. Flown by Air Associates, Inc. from Northville, Michigan to Mineola, N.Y. 8 hours and 1 minute."* Another page indicates *"...plane rebuilt at Stinson Factory after crack up."*
Another accident was recorded on 12 Jan 1929 at Curtis Field, Long Island, NY. The pilot, James B. Taylor and 3 passengers were unhurt. The damage to the airplane included: *"left wheel, left half landing gear, propeller, carburetor, manifold, right wing tip".*
Sold to the Gates Aircraft Corporation, New York, NY on 21 Mar 1929 for $7000.
Seems to be a name change from Gates Aircraft Corp to Gates Flying Service, Inc. on 14 June 1930.
On 3 Feb 1931 there was another reported accident at Albany, NY. It seems as though Gates Flying Service may have sold the damaged airplane to Anthony Hanzlik who never submitted any paperwork for recertification. The Registration was cancelled 21 Sep 1931.

M239 NC5485, Built May 1928 at Northville, MI. Originally equipped with a 200 hp Wright J5-AB engine, serial number 8432. Sold to The Stewart Aircraft Corporation, Cleveland, OH on 15 May 1928 for $12,500. At the time of purchase the airplane and engine had 30 hours total time. On 4 Dec 1928 the airplane was involved in an accident at Valparaiso, IN. The pilot E. E. Dryer was uninjured. Stated damage was *"bent prop – buckled fuselage, damaged rudder"* Stated intentions were to rebuild the airplane. Modified to be the **"City of Cleveland"** in the endurance flight during June 1929. Almost no information exists as to any modifications made for the endurance flight with the exception of some fuselage longeron's being altered and repaired.

Sold to Skyways, Inc of Cleveland OH on 19 March 1930. In the "Application for Commercial…Airplane License" it indicates that The Stewart Aircraft Co had filed bankruptcy.

Sold to Furniture Capital Air Service, Grand Rapids, MI on 14 April 1930. This company was an airplane sales firm for Curtiss, Robertson, Moth, Keystone Loening, and Travel Air as well as an authorized parts and service for Wright engines, Pioneer instruments & Standard Oil Products.

There is a telegram, dated 28 Oct 1930 from G.W. Loss, Airline Inspector, Cheyenne, WY stating that this :

"license NC5485 issued Skyways, Inc Cleveland Airport, Cleveland Ohio April 17, 1930 expired September 15, 1930 aircraft approved under group II number 2-24 Stop This latter plane reported sold to Furniture Capital Air Service but transfer not completed Stop No record these aircraft (referring to NC6657 sn M-250, NC3694 sn M-217, and NC5485 M-239) *being licensed name of Michigan Air Express Stop If such is case record transfer and reassignment forms AB-16 which were issued with above licenses should be properly executed by seller and purchaser and forwarded this office Stop"*

On 20 August 1931 there is an "Airplane Manufacturers Affidavit" stating that this serial number was *"sold by Thompson Aero Corp in August 1929 to Michigan Air Express who removed rear seat making this a 4 place airplane eligible for license as an SM-1B Special under memorandum 2-224."*

A later letter to the Department of Commerce on 18 Dec 1931 by Furniture Capital Air Service states that this airplane is their property and "*Michigan Air Express is painted on the side of the ship as it was rented to them, the Inspector issued the license in that name."*

Sold to Beebe Aircraft Service, Muskegon MI on 5 Dec 1931.

Sold to James F. Miller of Rexton, MI on 13 August 1932. This plane was involved in an accident on 1 Oct 1932, no specifics as to cause and damage. The airplane was repaired, however, some

issues existed as to the expiration of the planes license while repairs were being made. Sometime during this period the airplane may have been used in forest fire patrols on the Hiawatha National Forest in Alger County, MI. Although exact confirmation of its use is not available. During this repair period it seems as though the airplane was sold to Hammond Flying Service, St. Ignace, MI. sometime around late spring 1934.
Sold to Ralph W. Kenyon of Newtonvile, MA on 11 April 1935.
Sold shortly thereafter to John W. Adams, West Hartford, CT. on 9 July 1935.
Sold to A.C. Wilson of West Palm Beach, FL on 1 Nov 1935. The airplane has been altered for crop dusting by *"removed J-5 motor and installed Wright R975. Removed seat, upholstery, baggage compartment, doors in cabin and installed dusting hopper, capacity about 1000 lbs."*
A Notice of Violation was sent to A.C. Wilson on 18 May 1936 for operations occurring between February and March 1936 around Belle Glades, FL. The letter goes on to say that he operated an aircraft without a airman's certificate and operated an aircraft at a height less than the minimum altitude prescribed in Air commerce Regulations. On 22 May 1936 the 330 hp Wright was replaced by a 420 hp Wasp engine. No other information exists as to the airplane disposition. Registration cancelled 7 Jul 1937.

M240 NC5639, Built May 1928 at Northville, MI. Initially equipped with a 200 hp Wright J5-ABC engine, serial number 8452. There is no record of any sales of the airplane, but on a 5 Aug 1928 accident report the owner was listed as James A. Thomas, no address given. The accident occurred at Marquette, MI flown by Ernest R. Berg. It's interesting that the report indicates that he may not have had a formal pilots license, but just a letter of Authorization. Only minor injuries were reported for the 6 occupants. The airplane was a *"complete washout, Rebuild – No"*. Registration cancelled 12 Oct 1928.

M241 NC5676, Thompson Aeronautical Corp, Cleveland, OH. to Transamerica Airlines, OH. This airplane was mentioned in a 13 Feb 1931 letter from Mr. H.B. Pentiand, Supervising Aeronautical Inspector, Detroit, MI to George Gardner, Acting Chief Inspector, both of the Aeronautics Branch to reinspect several aircraft licensed under Approval 2-24 to ascertain the weight of baggage, empty weight, fuel capacity, and seating capacity.

M242 NC5679, SKF Service, Lansing, MI.

M243	NC5675,	In a 6 Nov 1936 letter from Adirondack Airways they are requesting approval for ski installation. They cite the successful use on SB-1 NC3795, s/n 2-B. F. H. Taylor, Watertown, NY ownership dates unknown.
M244	NC5683,	Hunter Moody, Decatur IL dates unknown. This airplane was mentioned in a 13 Feb 1931 letter from Mr. H.B. Pentiand, Supervising Aeronautical Inspector, Detroit, MI to George Gardner, Acting Chief Inspector, both of the Aeronautics Branch to reinspect several aircraft licensed under Approval 2-24 to ascertain the weight of baggage, empty weight, fuel capacity, and seating capacity. At the time the letter was written the recorded owner of the airplane was Henry Barnett, 2704 Bullerton Ave, Detroit, MI.
M245	NC5684,	Cedar Rapids Airways, Cedar Rapids, IA
M246	NC5829, XB- ACE	(SM-1). T. Gonzalez, Pachero Mexico 9 May 1931. Some records indicate that XB-ACE may have been assigned to serial number M247
M247	NC5886,	Becker Roofing, Milwaukee, WI. Also appears that XB-ACE might have been registration to this serial number versus M246
M248 -1DB	NC5887,	Geo. Haldeman
M249 Special	NC5993,	Tex Lagrune, Kansas City
M250	NC6657,	In the FAA records for NC5485, sn M-239 there is a 28 Oct 1930 telegram from G.W. Loss, Airline Inspector, Cheyenne, WY stating that this airplane is owned by Becker and Forner Flying Service, Jackson MI on 22 Oct 1931, which expires 15 July 1931 under Group II Number 2-174. Sparks-Withington, Jackson. Not sure of this reference.
M251 Special	NC6763,	Universal Aviation
M252	NC6827,	Built July 1928 at Northville, MI, under the Group 2 Approval. It was initially equipped with a 220 hp Wright J-5 engine, serial number B8545. Was sold to Thompson Aeronautical Corp, Cleveland, OH on 14 Jul7 1928 for $12,500. In the 28 July 1928 "Purchaser's Renewal Application" the airplane was stated to be at Kalamazoo and Chicago for the purpose of "*Bay City to Chicago mail route*".

On 4 Mar 1929 the airplane was involved in an accident at Lansing, MI. The pilot, C.P. Olson was not injured. Damage to the airplane included a *"Broken spar in right wing, demolished landing gear and damaged motor mount."* Thompson Aeronautical stated they would rebuild the airplane. The last record for the airplane is a 1 Aug 1930 note stating the airplane was *"washed out"* – no specifics given. The registration was cancelled 1 Aug 1930.

M253 NC6764, Thompson Aeronautical Corp, Cleveland, OH

M254 NC6828, Built July 1928 at Northville, MI. under Group 2 Approval with a Gross Weight of 3485 lbs. Initially equipped with a 200 hp Wright J5 engine, serial number B8567. Sold to Thompson Aeronautical Corp, Cleveland, OH on 14 July 1928 for $12,500 for the *"Bay City to Chicago mail route"*.
The airplane was involved in an accident on 5 Dec 1929 at Battle Creek, MI. The pilot, J. O. Beard received no injuries. The *"prop bent, right landing gear bent"*. By 18 Dec 1929 it was repaired and had received a new engine, serial number 8545. On 19 May 1930 Thompson Aeronautical Corp, Aero Repair Depot,
Pontiac, MI wrote the Aeronautics Branch, Engineering Department requesting approval for *"enlarging the Mail Pit in our Stinson Model SM-1B, #M-254 – Group 2. You will note that we will reduce the seating capacity from five (5) to two (2) exclusive of pilot."* The Aeronautics Branch reply on 4 Aug 1930 was to approve the change and that it did not need an engineering flight test.
Sold to Transamerica Airlines Corp, Cleveland OH on 26 Jan 1931. This airplane was mentioned in a 13 Feb 1931 letter from Mr. H.B. Pentiand, Supervising Aeronautical Inspector, Detroit, MI to George Gardner, Acting Chief Inspector, both of the Aeronautics Branch to inspect several aircraft licensed under Approval 2-24 to ascertain the weight of baggage, empty weight, fuel capacity, and seating capacity. A 23 Feb 1931 "Operations Inspection Report" mentions that the airplane had the following installed equipment *"direct hand starter, two flares, landing lites, liting battery, radio receiving set, motor shielding, baggage compartment, starting crank, motor cover, hand fire extinguisher, first aid kit, three chairs, electric wind shield wiper, cabin heater, mud deflectors on landing gear"*. A 27 Feb 1932 "Operations Inspection Report" indicates the airplane has 2045 hrs total time.
Sold to American Airways, Inc. Chicago, IL on 1 April 1933. American sold the airplane later that year, 29 Sep 1933 to Jack Hoover, Hollywood, CA. It appears that this airplane was involved in an accident on 14 Oct 1933 at Great Barrington, MA. *"The airplane was not completely washed out, but it did incur major damage, the owner states that he does not intend to rebuild it."*

There is no information mentioning the pilot or if Jack Hoover was still the owner of the airplane. Jack Hoover was the registered owner of the airplane at this time, but his address of record was in California. Registration cancelled 1 Mar 34.

M255 NC6869, Woods Brothers, Lincoln, NE Special
M256 NC7023, Faucett, Peru
M257 NC7024, Faucett, Peru

M259 NC7218, NR7218 International Air Transport, Brownsville, TX (Wright engine) March 1929. Fliers Joe Glass and Glenn L. Loomis, of Houston, set an endurance record during 1929 in NR7218 named **"Billion Dollar City".** They had flown 233 hours and their engine quite shortly after the 26th refueling. However their record did not stand long, three days later Dale Jackson and Forest O'Brine flew for 420 hours in a Curtiss Robin named "St. Louis Robin"

M260 NC7168, Northern Air Lines

M261 NC7576, NR7576 Bellstrom & Thomas, Negaunee, MI (dates unknown).
In an attempt to fly non-stop from North America to Norway, Clyde Lee of Oshkosh, WI acquired a secondhand Stinson and began modifying it at Oshkosh, WI. After local financial support fell through, he took his airplane to the east coast and won "partial" support from a group of Vermont businessmen. Known as the **"Green Mountain Boys"** it was painted red and outfitted with a special fuselage fuel tank.

The Green Mountain Boys, headed by Ethan Allen, was a militia organization first established in the late 1760s in the territory between the British provinces of New York and New Hampshire, known as the New Hampshire Grants and later in 1775 as the Vermont Republic (which later became the state of Vermont).

Clyde Lee and John Bochton left Harbor Grace on 24 August 1932 bound for Oslo, almost a month later than planned due to delays at the airfield in Newfoundland. They now faced less favorable winds, and changing North Atlantic weather in a "secondhand" airplane & engine with no radio's or navigation equipment. As the hours became days and with no sight of the fliers it was apparent that they were mostly likely lost at sea.

M262 -1DX NX7654, NC7654 first Diesel powered airplane to fly. Designed by L.M. Woolson, it had three seats and was equipped with a 225 hp Packard R-960 Diesel engine. It was first flown by Woolson and Walter Lees on 19 Sep 1928.

M263 NC7313, XB-AAG, Carlos Buch de Parada, Mexico

M264 NC7314, XB-AGC, Mexican Government
M265 NC7397, sold to Mexico only shows delivered, no registration number
M266 NC7422, manufactured Aug 1928. Sold to LeRoy Nafziger.

M267 NC7468, N7468B **NC1517** Built August 1928 as a SM-1B at Northville, MI under Group 2-24 approval. Initially equipped with a 220 hp Wright J-5 engine, serial number 9014.

Sold to T. Walter Fred of Chattanooga, TN on 28 August 1928. In a 15 Jan 1930 letter to Fred from the Department of Commerce they advise that the license for the airplane will expire on 15 Mar 1930. The letter goes on to state that T. Walter Fred's address is the Walter Fred Hoisery Mills, Inc, Nashville, TN. and that *"airplane motor completely overhauled by Wright people. Plane overhauled by Stinson and new wires and bolts put in."* As well as a statement that *"The airplane has been in the hangar and has not been flown at all for the past six months"*.

Sold to Andrew A Zangara, Chicago IL on 29 Dec 1930.

Sold to Mildred Musard, Chicago, IL on 14 Feb 1931. In an inter-department Air Commerce letter it was stated regarding this airplane *"Aircraft of this model have been found to be considerably over-weight and the Engineering Section has requested that the empty weight of each aircraft be stated on the Inspection report in order that correct weight, including baggage allowance and maximum fuel with full pay load, may be stated on the weight placard accompanying the license."* In a 28 July 1931 letter from George Vest, Supervising Aeronautical Inspector to J.S. Marriott Assistant Chief, Inspection Service G. Vest states that *"the fuselage was in bad condition and the motor was not functioning properly....and the aircraft grounded until such time as proper repairs have been made."* In August 1931 the tail assembly was welded and recovered as well as the rear end of the fuselage. There were ongoing airworthiness concerns over the general condition of the airplane and engine.

Sold to Richard Oglesby, manager of Dixie Flying Service, Madison, IN on 21 Jan 1932 for $550. In a 28 Mar 1932 letter from Joe Vail of The Dixie Flying Service to the Department of Commerce stating that *"...Mr. Oglesby, our manager, died the latter part of Jan. This organization has undertaken to administer the Late Mr. Oglesby's estate and we have found no ship bearing that number. We have also written Miss Mildred Musard of Chicago in order that we may get a clear title to the Stinson purchased from her by Mr. Oglesby."*

Sold to Orin Welch of Anderson, IN on 20 May 1932.

Sold to Lenna Welch, Portland IN on 17 Aug 1933. I seems as though the airplane remained in her possession for a considerable amount of time. There is a FAA Affidavit of Heir-at-Law dated 29

Sep 1981 indicating that *"I, Durina Welch Abel, the undersigned, herby state that I am the heir-at-law of Lenna Welch, deceased owner of Stinson SM-1B, N7468B* (no information as to when the "N" number was changed) *serial number M-267; ...and that I am the person entitled to, and having the right to dispose, the aircraft..."*
Sold to Donald F. Fyock, Johnstown, PA on 12 June 1981.
Sold to John R. Siebold, North Las Vegas, NV on 27 May 1998.
Sold to Bristol, LTD North Las Vegas, NV on 15 Jun 2003. Redline Cleveland brake kit # 11-943 installed 13 Feb 2007. Recovered the entire airplane with Poly Fiber on 13 Feb 2007. Installation of Lycoming R680-13 with a Hamilton Standard 2B20 prop. Structural analysis data is provided for the use and alteration of a V-77 engine mount on 12 Feb 2007.
"N" number change to N1517 on 3 Feb 2010, this "N" number and the current paint scheme is representative of Scenic Airlines SM-1.
Currently on the 2018 FAA Registry, Las Vegas, NV.

M268 NC7469, XB-AGD — Built Aug 1928 as a SM-1B at Northville, MI under Group 2 Approval. It was initially equipped with a 220 hp Wright engine, serial number 9015. The US registration was cancelled and the airplane exported to Mexico in August 1928. Became XB-AGD, assigned to the Mexican Govt.

M269 NC7470, — Built August 1928 at Northville, MI as a 5 PCLM with an Empty Weight of 1970 lbs, a Useful Load of 1515 lbs, and a Gross Weight of 3485 lbs. SM-1B equipped with a 220 Wright engine, serial number 9031. It was also equipped with a tachometer, altimeter, compass, fuel gauge, oil pressure gauge, plus one first aid kit and a fire extinguisher. Last owner was Stinson Aircraft Corporation, Northville, MI. The airplane was exported to Mexico on August 1928 under Approved Type Certificate Group 2. The US Registration was formally cancelled 28 Jun 1929, no Mexican registration number known.

M270 NC7472, — Built August 1928 as a SM-1B at Northville, MI. Initially equipped with a 220 hp Wright J5 engine, serial number B-9036. The airplanes Gross Weight was listed as 3485 lbs, equal to other SM-1 models, however by 1 Feb 1929 the "Purchasers Renewal Application" lists the Gross Weight as 4500 lbs – no supporting information as to the change. Originally purchased by H.E. Stewart (President), International Air Transport, Brownsville, TX on 27 Oct 1928 for $12,500. To be flown on an intended route of *"Brownsville, TX to Soto La Marina River, Mexico, and return".* The 12 Oct 1928 "Operation Inspection Report" states *"Carrying fish from Mexico to United States. Base of Operations Brownsville,*

TX. Owner requests "NC" License….Passenger compartment made into ice box use to transport fish" .
In March 1929 there is a handwritten note on the "Operation Inspection Report for Relicensing" that says "*after crash".* There are no documents or other information as to an accident, however the report does indicate many "new" parts from Stinson.
In June 1929 the "Application for Aircraft License" shows the refrigerator for fish as being removed and the airplane being converted back to a passenger cabin. It's new "purpose" is described as *"General taxi, commercial photography, advanced training".*
It appears that the airplane was destroyed in a windstorm and the registration cancelled on 21 Aug 1930.

M271 NC7473, XB-AAH — Built August 1928 at Northville, MI under Group 2 Approval. Initially equipped with a 220 hp Wright engine, serial number B-9030. Last known FAA owner was Stinson Aircraft Corp, Northville, MI. US registration cancelled in August 1928 due to export to Mexico. Became XB-AAH, Carlos Buch de Parada, Mexico.

M272 NC7474, Built August 1928 at Northville, MI under Group 2 Approval 2-24, Empty weight of 2327 lbs, Gross Weight 3600 lbs. Initially equipped with a 220 hp Wright J5 engine, serial number B-9062, 90 gals fuel. Originally purchased by Sidels Airways Corp, Lincoln, NE on 22 Oct 1928 for *"demonstrating and selling"* for $12,500.
Tail wheel installation approval was granted 28 Dec 1931.
Appears the airplane was involved in an accident 18 Sep 1932 at Gothenburg KS, pilot was Melford A Bell. No details of the accident area available, however is appears the airplane was a total loss since the registration was cancelled on 4 October 1932.

M273 NC7475, Port Angeles Air Transport, Washington

SM-1D Series

M300 -1DA NC5900, Built Jun 1928, Participated in the 1928 Ford Air Tour placing 5th flown by Eddie Stinson with 4 passengers, entry number 20.
Owner, unknown dates, J.E. Mabee, Tulsa, OK

M301 -1DB NC6580, Participated in the 1928 Ford Air Tour and flown by George C. Lowers. The plane had entry number 22
Owner of unknown dates Milo R. Hilton, Des Moines, IA

M302 -1D-300	NC6762, CF-AUH	(Wright J-6, 300hp) Alabama Dept of Agriculture, than to Service Airways and on to Starratt Airways in Canada as CF-AUH 8 Jun 33. Destroyed by fire Hudson Ontario. 2 Mar 1937.
M303 -1DX	NC9600,	Equipped with a 300 hp Wright R-975-A, and a gross weight of 4300 lbs under Approval 2-60 on 13 April 1929. Thompson Aeronautical Corp 1928, Transamerica Airways. Later equipped with a Packard Diesel engine under Approval 2-228.
M304 -1DA	NC9601,	Tanner Motor Livery, Los Angeles
M305 -1DA	NC8478,	Binghamton Flying Service, NY dates of ownership unknown. This airplane is reference in a 21 June 1934 letter from Donald Hood, Northampton, MA to Aeronautics Branch stating the he owns this airplane and has *"a chance to buy a very reasonably Stinson NC6868, model SM-1B, serial number M-254, which was cracked up. If a number of parts are interchangeable, I should like to buy this other Stinson to use for spar parts…"* The Aeronautics branch response was for him to contact the Stinson company for that information.
M306 -1DA	NC9617, NX9617	Built in January 1929 at Northville, MI as a 6 PCLM. It was equipped with a 300 hp Wright J-6 engine, serial number 10162. It had a Gross Weight of 4300 licensed under Group 2 Approval Number 2-60. The "NX" registration was initially issued because it was the "first ship with the new 300 hp engine", it was later converted to a "NC" registration on 8 August 1929. Initially purchased by Harry Culver, Culver City CA, on 13 Feb 1929 for $12,500. H. Culver was a realtor and he purchased the airplane for the purpose private use. As of June 1929 the airplane had accumulated 156 hours and had landed at 200 cities across the US. Sold to E.C. Genereaux of Los Angeles on 24 Feb 1930. The airplane was overhauled and recovered on 3 May 1932 at which time it had approximately 739 hours. Sold to George Moore, Long Beach, CA on 4 April 1933. The next month, 7 May, it was involved in an accident at Glendale, Ca. Sold again, this time to Randall M. Scott, Long Beach, CA., on 1 July 1933 who had the airplane repaired and relicensed. It was recorded that the landing gear, tail wheel, and lower left longeron's were repaired, at this time the airplane had 850 hours. On 18 June 1935 it was reported as *"in dead storage in Mexicali, Mexico for the last six months".* No other information exists.

M307 -1DC NC9618, International Air Transport, Brownsville, TX used to haul fish. It had a Wright J-4B engine and was in a cargo configuration.

M308 -1DD-300 NC486H, Thompson Aero Club/Transamerica Airlines 300 hp under Approval 2-142

SM-1F Serial Numbers: 500 to 525

M500 NC9691, Built Feb 1929 at Wayne, MI under type certificate number 136 at a Gross Weight of 4300 lbs. Initially equipped with a 300 hp Wright J6-975 engine, serial number 10189. Purchased on 4 March 1929 by Tanner Motor Livery, Los Angeles, CA. for $12,500.

On Tuesday, 12 Mar 1929 the Register at Clover Field, Santa Monica, CA. was signed by pilot Charles Townes, Chief Pilot of Tanner Motor Livery. He had three passengers, one of which were identified as George Perry, Mr. & Mrs. Groves, they departed at 9:15 am that day bound for New York, NY. On the first day of their travels the airplane is reported as stopping at Phoenix and then on to Davis-Monthan, Tucson AZ arriving at 4:45 pm. The group remained overnight, departing the next morning at 7:00 am.

The interesting Tucson entry is on the return flight. That visit was on Tuesday 9 April 1929, arriving at 6:00 pm. The pilot signing the Register was George Perry, with one unknown passenger. It is interesting to note the connection between these April dates at Davis-Monthan, the two Tanner pilots Perry and Townes and the airplanes NC8420 and NC9621. One could easily make the assumption Tanner Motor Livery had a charter to take Mr. and Mrs. Groves to New York, NY.

When NC9621 departed Santa Monica it carried two Tanner pilots, Chief Pilot Charles Townes and George Perry. The four flew eastbound eventually stopping at Detroit to drop off Townes who was accepting delivery of NC8420 purchased on 28 Mar 1929. George Perry continued his journey to New York in NC9621 and then headed back to Santa Monica passing through Tucson on 9 Apr 1929 at 6:00 pm, he remained on the ground only 5 minutes, departing for Los Angeles at 6:05 pm.

Charles Townes landed at Tucson on 7 April where the Register was signed as arriving from Detroit, also headed for Los Angeles. Supporting the idea that this was NC8420 delivery flight.

The airplane was lost in a mid-air collision with another Stinson SM-1F, NC8420 serial number M504 on 2 Jan 1930 while taking part in a movie filming. Refer to NC8420 sn M504 for a more detailed account of the accident. Registration cancelled 14 Feb 1930.

M501 NC9693, Built March 1929 at Wayne, MI with a gross weight of 4300 lbs under Type Certificate number 136. Initially equipped with a 300 hp Wright J6 engine, serial number 10191. Purchased by Col Harry C. Fry, JR Pittsburgh, PA on 3 mar 1929 for $12,500. An "operation Inspection Report" dated 13 Jul 1934 indicate an airframe total of 388:10 hours.
Sold to Becker-Forner Flying Service, Inc, Jackson, MI on 16 Jul 1934.
Sold to Zannie Burch, Detroit, MI on 27 Aug 1935.
Sold back to Becker-Forner Flying Service on 19 July 1937.
Sold to Clarence E. Smith, Allegan, MI early spring 1938.
Sold to Victor Watkins, Muncie, IN on 26 Aug 1938 who seemed to immediately sell the airplane to the Stinson Aircraft Corp at which time the airplane had 564:10 total hours.
Sold to Tri-State Aviation Corporation, Morgantown, VA on 26 Sep1938.
Sold to Arthur C. Hyde, Rockville, MD on 28 Nov 1941. A. Hyde did not respond to an CAA correspondence, nor submit the airplane for any airworthiness inspections. Registration cancelled 21 Feb 1950.

M502 NC9692, Built March 1929 at Wayne, MI under Type Certificate no 136. Initially equipped with a 300 hp Wright J-6 engine, serial number 10213. Originally purchased by T.T. Pendleton, President of Texhoma Aeronautical Service Fort Worth, TX, on 18 Mar 29 for $12,500.
Sold to Levi Smith, President, Big Lake Oil Co, Texton, TX on 22 Jun 29.

SMITH, LEVI (1869–1932). Levi Smith, president of the Big Lake Oil Company and founder of the town of Texon, was born to Samuel and Elizabeth (Huggers) Smith on October 16, 1869, in Greene County, Pennsylvania. After school in Moundsville, West Virginia, and experience as a carpenter, he became a building contractor in West Virginia and Pennsylvania oilfields. Later, as a scout and lease man for Standard Oil, he met Michael Benedum and Joe Trees, who became life-long associates. When Benedum-Trees discovered oil in Illinois in 1905, Smith took charge of the field. He directed subsequent operations in Louisiana, Oklahoma, and Texas and was know as an honest, knowledgeable, and just manager. Benedum-Trees also sent him to Mexico, Colombia, Venezuela, and Romania. In 1923 Smith became president of the Big Lake Oil Company and oversaw the development of the Big Lake oilfield. The same year, as manager of southwest properties for Benedum's Transcontinental Oil Company, Smith leased what eventually became the Yates oilfield. Between 1924 and 1926, wanting to prevent the recurrence of unsavory living conditions he had experienced in oil towns where he had worked, Smith presided over the building of a model company town, Texon, Texas. Smith was an Episcopalian, a

Mason, and a Republican. He served as a director of a San Angelo insurance company and belonged to the American Club of Mexico City and the Pittsburgh Athletic Association. He was honored with the permanent chairmanship of the newly founded West Texas Petroleum Club in 1925 and in 1926 was its president. In 1929 Smith, who owned his own plane, had one of the first airports in West Texas built at Texon. He was married to Lucy Parriott, who died in 1915. The couple had two daughters. Smith died on July 10, 1932, at Johns Hopkins Hospital in Baltimore and was buried in Moundsville, West Virginia.

TEXON, TEXAS. Texon, in southwestern Reagan County eighty-five miles west of San Angelo, was named for the Texon Oil and Land Company, which drilled the Santa Rita oil well in 1923. Shortly thereafter Pittsburgh wildcatters M. L. Benedum and Joe Trees purchased some of the Texon Company's leases and formed the Big Lake Oil Company (BLOC) to develop the field. From 1924 to 1926 the BLOC president, Levi Smith, planned and built Texon for employees and their families south of the Kansas City, Mexico and Orient Railway tracks. At a time when oil towns denoted wildness, Texon was considered a model oil community. In addition to houses, BLOC provided a grade school, a church, a hospital, a theater, a golf course, tennis courts, and a swimming pool for its residents, who numbered 1,200 in 1933. Smith, an avid baseball fan, sponsored the Texon Oilers, a semiprofessional team composed of company employees. Privately owned businesses housed in company buildings included a drug store, a cafe, a boarding house, a tailor-shop, dry-goods and grocery stores, barber and beauty shops, a service station, a dairy, an ice house, and a bowling alley. By World War II oil production was declining, and with no new wells, fewer employees were needed. By 1952 the population had fallen to 480. In 1956 Plymouth Oil Company, another Benedum-Trees property, took over BLOC, and in 1962 ownership passed to Ohio Oil, now Marathon Oil, which chose not to maintain the town of less than 100 residents. In 1986 the post office was closed, and in 1996 less than ten people lived in Texon. The population was twelve in 2000.

Sold to Republic Oil Refining, Houston, TX on 20 Mar 33. There is a sale of the airplane which might be just an internal corporate change of ownership. It was transferred/sold to Republic Oil Company, Houston, TX on 3 April 33. In a 18 Sep 1933 letter from the Republic Oil Co to the Aeronautics Branch they indicate that *"This plane is now at Stinson Aircraft Corporation, Wayne, Michigan, being held by them for resale. If inspection is now requested would appreciate your advising your district inspector at Detroit".*
Sold to D.W. Hovey, Houston, TX on 22 Dec 1933.
Sold to L.T. White and Roy R. Taylor (part of Taylor Bros. Flying Service), Kilgore, TX on 5 Nov 1934.
Sold to J. B. Culver, Kilgore, TX on 18 Apr 1936.
Sold to Ruth Taylor (likely relations to Roy Taylor) on 25 May 1937. In a 1 June 1937 letter from the Aeronautics Branch to Miss Ruth C. Taylor it is mentioned that the airplanes license expired on 1 May 37. There is also a typed note at the bottom indicating *"Note to Inspector: Aircraft file discloses a record of 2 accidents, approved after each. Purchaser states on application for license following work done in May 1937 by Taylor Bros. Flying Service: recovered and refinished, spliced spar in wing."* Registration cancelled 1 Aug 1937 due to no inspection ever being completed.

M503 NC9698, Built May 1929 at Wayne, MI under Type Certificate 136, Gross Weight of 4300 lbs. Originally equipped with a 300 hp Wright R-975-A engine, serial number 10284. Last US owner was Stinson Aircraft Corporation and the registration was cancelled 12 Oct 1929 as the airplane exported to China. No Chinese registration number known.

M504 NC8420, Built March 1929 at Wayne. MI with a gross weight of 4300 lbs. It was initially equipped with a 300 hp Wright J-6 R975 engine, serial number 10257. It was purchased by on 28 Mar 1929 by Tanner Motor Livery of Los Angeles CA for $12,500. On 7 April 1929 it landed at Tucson AZ and was recorded as being flown by Charles V. Towns with two passengers. They were enroute from Detroit to LA, most likely on the delivery flight.
On 2 Jan 1930 this airplane was involved in a mid-air collision at Rocky Point, CA with Stinson SM-1F NC9691, serial number M500 while involved in a movie filming, the pilot Hallock Roscoe and 9 other occupants from the two airplanes were killed.
Passengers in both aircraft included: Max Gold, Conrad Wells (cinematographer, 1927-30), Ben Frankel, Kenneth Hawks (a director; married Mary Astor in 1928; was supervising the shot at time of crash; he was 32 years old), George Eastman (cinematographer, see*, left), Otto Jordon, Hank Johannes and Tom Harris. The official report states tersely, "...collision in air. Lost in ocean off Pt. Vicente."
The registration was cancelled 14 Feb 1930.

Excerpts from Wynn, H. Hugh. 1987 book,
"The Motion Picture Stunt Pilots and Hollywood's Classic Aviation Movies".

The movie was named "Such Men are Dangerous" which was to parallel the death of Belgian multimillionaire Capt Alfred Lowenstein who, on 5 July 1928, either fell or jumped from a plane crossing from Belgium to Croydon, England. The true reason for his death was never discovered. This movie was about a multimillionaire who was left at the alter by his bride, then disappears by jumping from a plane – he survives and disappears to London to get a face change going on later to win back his bride.

This scene was filming his jump and called for three airplanes, one with a parachute jumper (flown by Roscoe Turner) and two with cameras, to take off from Clover Field and rendezvous three miles at sea of Point San Vicente. At that point the camera planes would spread apart while the plane with the jumper flew between them. When the jumper bailed out, the cameras would record the jump and descent from different angles. A speed boat cruised in the sea below, with another camera aboard to record the jump from sea level, and to pick up the jumper after he landed in the water.

"The three airplanes took off just before 4:00PM as the winter sun was approaching the horizon, In the lead was a Lockheed high-wing monoplane painted bright orange to contrast with the blue sky and sea in order to show up clearly on the black and white film. In addition to pilot Roscoe

Turner, the Lockheed carried Jacob Tribdwasser, the parachute jumper, Fred White, a representative from the parachute company and Fred Osborne. The other two planes were Stinson SM-1F's leased from Tanner Air Tours, and flown by Ross Cooke and Halleck Rouse. Kenneth Hawks, who was acting as director and was brother of Howard Hawks and husband of actress Mary Astor, flew in one plane. Max Gold, the assistant director on the film, rode in the other Stinson. Cameraman George Eastman, assistant cameraman Ben Frankel, and prop man Tom Harris, rode in one of the Stinson's, while the other cameraman, Conrad Wells, his assistant Otto Jordan, and prop man Harry Johannes rode in the other Tanner airplane." Newspaper accounts don't say which group rode with which pilot, but each camera planed carried five men, and the doors were removed to give the camera men more freedom of action.

"When they reached the rendezvous point, Turner, in the faster airplane, was ahead while the two camera planes, cruising one above the other, headed directly into the brilliant sun....

"Perhaps the sun affected the vision of one or both of the pilots. The higher airplane banked slightly to the right, and the one below suddenly swerved upward and to the left. They were about 3,000 feet high when their wing tips touched, drew apart and then touched again. When the second contact was made, one plane pivoted on its wing tip and collided with the other, almost nose to nose. A burst of flame suddenly consumed both Stinson's as three twisting bodies fell or jumped from the fireball. The men were already dead as the two burning airplanes struck the water and sank in forty fathoms of the sea."

M505 NC8421, Tanner Motor, Los Angeles. This airplane landed once at Tucson, Thursday, 24 May 1934 at 10:25AM. It was flown by Ernst Voss, carrying two passengers he identified as Marian Trace and F.W. Wakefield. They were based at San Francisco, CA and arrived at Tucson from Yuma, AZ. They cited their destination as "Central America." They gave no reason for their trip, but from other sources we discover they were headed for Honduras, where Voss had started Condor Airlines, a small air taxi service.

Ernst Voss Bio:
Enlisted the German infantry and sent to the Russian front; in August 1915 entered the D.F.W. school and sent to Flanders (Somme). In 1917 he left the front and became a chief pilot of an advanced observation school an also a test pilot. There is no mention of any aerial victories.

After the war he flew on a Dutch airline for two years and in 1923 went to the USA where a few years later, started the 'Ernst Voss School of Aviation' at San Bruno, California.
In May, 1934 he came to Honduras and started 'Condor Airlines' (a taxi air service) with a Stinson SM-1F.

Western Flying magazine, 1934 stated, "Ivar Akselsen of the Pacific Aircraft Sales Co. reports the sale of a J-6-9 Stinson to the Condor Air Lines of Honduras. Ernest Voss, pilot for Condor, took delivery of the plane." The airplane was to be one of his transport aircraft for the carrier. Some sources believe that this airplane was NC8421.

Most probably the aircraft owner at the time this photo was taken was Tanner Motor Livery. There is not much additional information as to the chain of ownership or other

uses of the airplane. There is not much additional information as to the chain of ownership or other uses of the airplane. However, it's clear it ended its life in Central America. Enrst Voss was killed in an airplane accident on May 28, 1935. Most likely in NC8421.

A loose translation of the article follows.

Article From "*La Luz*," June, 1935, Translation (Source: Google Translation)

HORRIFIC CATASTROPHE

THE PLANE, "CONDOR, " FELL TO EARTH, THE PILOT AND FOUR PASSENGERS DIE AND TWO SERIOUSLY INJURED.

On May 28 the city of Santa Barbara was painfully impressed by one of the most sensational catastrophes it had ever witnessed.
The German plane "Condor" departed for the two or three hour flight to Florida piloted by experienced aviator Ernst Voss. It carried passengers to San Pedro Sula, Berta Lila Cobos Bonty Lopez, Don Justiniano Trochez and Don Raul Gonzales Leitzelar with his wife Margarita Vidaurreta and his son Raul, two months of age. A young media worker brought the fatal news that the Condor had crashed. Instantly killed was Ms. Lopez. Don Justiniano Trochez, injured badly in the face and chest, was screaming for water. Don Raul Leitzelar lived until two in the morning then expired at home, surrounded by his family and his many friends.
Almost all men and children rushed to the scene, mounted and on foot, despite the three leagues from there and a road and slopes that made you appreciate the sacrifice that prevailed.
Experts examined the crash. It is understood that the pilot made efforts to reach a small plain that was close, but could not raise the airplane and he lost control and crashed. They ran for help immediately, Doctors Gonzalo Troches, Don Luis Vaquero and Don Emigdio Mena and then the people en masse.
At dusk began to arrive the first corpses and about eleven o'clock the last. The pilot, Ms. Lopez and the Cobos child were transferred by a TACA plane to San Pedro Sula, which held for them a solemn funeral. Our courageous dear friend Don Justiniano Trochez and his infant, Taul, were buried in the cemetery of this city, with solemn religious ceremonies and a large crowd as rarely seen - the Rough, Priests Don Honorato Coll, Pirroco and Maximiliano Torrez. A healing flame accompanied by the bodies to the graveyard.
Tomorrow a novena of Masses will be held for the soul of Don Justiniano Trochez, attended by many people.
We wholeheartedly regret this misfortune and offer our condolences to the relatives of the victims, for those who beseech the readers of "La Luz" raise their eternal voices for the repose of their souls, RIP

M506 NC8424, Bernard Airlines, Youngstown, OH (Wright J6) June 1929
Excerpt from *Air Transportation Vol 8, June 29,1929 pg. 24*
"Bernard Air Lines of Youngstown airplanes are to begin connecting at the Cleveland airport with the Thompson Aeronautical Corp (TAC), Detroit - Cleveland Line with daily passenger service between Cleveland and Youngstown, OH. Planes will connect at Cleveland Airport with the morning and evening planes of the Cleveland-Detroit line of the Thompson Aeronautical Corp. Stinson-Detroiter cabin monoplanes carrying five passengers are to be used on the line. Fifty minute service will be maintained."

M507 NC8429, Associated Aviators, Inc Wauasu, WI (Wright J-5) noted in June 1929 publication of *Air Transportation, Vol 8 No. 1.*

M508 NC8430, E. A. Goff, Battle Creek, MI

Serial Numbers M-509 and up were eligible for float plane modifications as SM-1FS with Edo J or K floats under ATC212, issued 24 Aug 1929.

M509 China National Airways
-1FS
M510 China National Airways
M511 China National Airways
M512 China National Airways

M513 NC8468, NR8468 NX8468 Built May 1929 at Wayne, MI under Type Certificate No. 136 with a Gross Weight of 4300 lbs. Initially equipped with a 300 hp Wright engine, serial number 10214. Purchased by Inter City Airlines, Inc, Seattle, WA on 29 June 1929.
Sold to Alaska Washington Airways, Inc. Seattle, WA on 10 Sep 1929 with a stated route of *"Wenatchee, Washington to Yakima, Washington, Portland, Oregon, and charter to Canada."* On 3 Oct 1929 the airplane was recorded as having 251 hrs, and the engine (sn 10214) had 272 hrs. The airplane was transferred back to Inter City Airlines 1 Dec 1929. However, on 17 Feb 1930 it was repossessed by Alaska Washington Alaska due to nonpayment of the sales contract.
Sold to Detroit Aircraft Corp, Detroit, MI on 3 July 1930. It seems as though during this "ownership shuffle" the airplane may not have flown much and not left the Northwest .
Sold to Tex Rankin School of Flying, Portland OR on 3 July 1930. On the 30 Aug 1930 "Application for Commercial, Restricted….Airplane License" it is stated that the airplane was *"remodeled by Tex Rankin School of Flying; special gas & oil tanks installed, hole cut in top of cabin for refueling endurance flight."*

Born in Texas in 1894, John Gilbert "Tex" Rankin became an aerobatic pilot, barnstormer, air racer and flight instructor from the 1920s to the 1940s. He learned to fly in 1913 as a young man of 20, at a time when airplanes were still a bit of an oddity. (For reference, the Wright brothers' famous Kittyhawk flight had only occurred a decade earlier in 1903.)

In 1920, Rankin opened his first flying school in Walla Walla, WA, before moving the operation to Portland. By 1928, the Rankin Flying Service was listed as the world's largest civilian flying school. His *Rankin System of Flying Instruction* was a standard reading text for students across the globe. Among the celebrities he taught were Errol Flynn, James Stewart and Edgar Bergen.

Throughout the late 1920s, Rankin went on tour with the Rankin Air Circus, performing barnstorming stunts throughout the west. He also set numerous aviation records throughout his career. In 1929, he was the first to make a non-stop, non-refueling flight from Canada to Mexico. In 1930, he set a record for 19 consecutive aerial outside loops. In 1931, he established a new world record for 78 consecutive loops in 88 minutes – and later that same year, Rankin bested himself with a total of 131 loops, a record that stands to this day. Also in August 1930 Tex Rankin and brothers Dudley and Dick, attempted to set a new endurance record above Pearson Field and Portland. Departing on 17 August, their flight was cut short after only 24 hours by an air lock in the refueling hose. They made four unsuccessful attempts before abandoning the flight. On a local level, there's a story in which he and his buddy George Rawlings flew *upside down* beneath Portland's Broadway Bridge, just for fun. (Son Bill believed his dad and Tex may have had a drink or two beforehand to steady their nerves.)

Rankin, though not a regular, was a familiar face at the Bernard Airport, which from the late 1920s to the late 1960s occupied the general area around where this pub is today. The legendary aviator periodically dropped in for Beaverton business or just to catch up with the fellas. It's been said that on his last-ever flight on February 23, 1947, Rankin was en route to the Bernard Airport; tragically, his craft suffered a power failure upon takeoff at Klamath Falls, OR, and struck a wire causing the plane to crash. He did not survive.

On 22 Sep 1930 the extra fuel and oil tanks were removed and standard tanks installed.
Sold to Tave Wilson, Burbank CA on 6 Jan 1933. In the 15 Feb 1933 "Operations Inspection Report" the airplane is recorded as having 1117:55 total hours, with 112:55 on an overhauled engine.
Sold to Thomas Slingsby of Sacramento, CA on 23 Sep 1933.
Sold to G. Harvey Mason of Sacramento, CA on 9 Dec 1933. In August 1934 the airplane was repossessed by Thomas Slingsby and auctioned at a Sheriff's sale to Charles H. Babb, Glendale CA for $555 on 6 Aug 1934. Babb sold the airplane that same month (22 Aug 34) to William O. Buchanan of Long Beach, CA.
Sold to Randall M. Scott, Jr., (of Scott Flying Service) Long Beach CA on 16 Nov 1934. By this time Wright J-6-9 serial number 11327 had been recorded as being installed. There is a log book aircraft total time discrepancy as well. Early is was reported the airframe had 1117:55 TT, in R. Scott's "Application for ..... License" dated 16 Dec 1938 it is indicated the plane has 850 hrs. It also appears that R. Scott had quite a bit of maintenance done to the airplane in Dec of 1938. Repairs to the wings, fuselage and a note about a set of retractable (hydraulic) landing lights that had been installed when owned by W. Buchanan that was not mentioned in the airplanes logbooks.

Sold to Consolidated Pacific Instruments Co, Los Angeles, CA on 20 Feb 1939. They requested an Experimental or Restricted License for the purpose of *"Long distance cross country flights to check radio compass automatic pilot and other experimental instruments under development."* On 3 July 1941 the total aircraft time was reported as 1157:30 hours. The engine, now serial number D15371, received a major overhaul on 22 Feb 1943. In July 1943 the airplane was returned to its standard configuration with the removal of all experimental equipment.
Sold to Clarence Wren, Aleknagik, Alaska for freight and charter work. In April 1947 the airplane was recovered and the wings and fuselage reworked at Wren Aircraft Repair Service, Dillingham, AK. Equipped the airplane with skis around the same time period.
Sold to Western Alaska Airlines, Dillingham, AK on 12 Feb 1953. No record of the airplane exists after this purchase and no airworthiness information is available as well.
There is a FAA "Suspense" file which includes a 12 Feb 1971 letter to Braniff Airlines indicating that they had purchased the airplane from Western Alaska Airlines. Braniff responding saying that they had *"...disposed of the airplane more than thirty years ago. Since our records do not go back that far, we have no idea as to where or to whom this aircraft might have gone."* Registration cancelled 13 Nov 2012.

M514 NC8436, LN-ABN — C.B. Chapman 651 Washington Blvd Oak Park, IL (Wright J6) as of 22 Jun 1922[8]. Sold to Norway 4 Feb 1936 registered as LN-ABN. Sold to Sweden but crashed on delivery flight, 21 Jul 1937.

M515 NC8469, Steffens Aircraft, Rutherford, NJ
M516 NC445H
M517 NC448H, McGee Airways, AK
M518

M519 NR487H, Built Oct 1929 as a 6 PCLM SM-1F. It was initially equipped with a 300 hp Wright R975-A engine, serial number 10666. It's restricted purpose being indicated as "licensed for radio experimental work...(the rest being unreadable)". The Oct 1929 owner was Pilot Laboratories, Brooklyn, NY. Original certificate was issued 21 Nov 1929. Although the US registration was reportedly cancelled on 26 Jun 1930, there is a 7 Dec 1931 letter from the Aeronautics Branch indicating that the aircraft was "*destroyed by fire after an accident in the Bahamas on or about 11Sep 1930.*"

[8] Aeronautical Industry, Vol 8, pg 67

M520	NC404M, McGee Airways, AK
M521	NC413M
M522	NC910W, Western Air Service
M523 -1FS	CF-AMD, Yarrow Aircraft Corp as a temporary registration from Dominion Airways 23 May 1930. Hit trees on overshoot Butedale, BC 16 July 1930.
M524	NC961W
M525	NC966W

This information was gathered from FAA Registration/Airworthiness files and various aviation periodicals and newspapers from the late 20's into the 1930's.