

# AIRCRAFT REGISTRATION:

13 W



Mfg. Serial # (c/n): 143 Model: Sirius 8A (later Altair 8D) Make: LOCKHEED

ATC #: 300 Mfg. Date: 3/13/30 Engine(s) No.: 1 Make: P&W

Engine Model: Wasp C H.P.: 450 Engine(s) Serial #: 2854

General Descrip: 2 POLM Wts: 4600# (8-A) Other: "Miss Stratosphere"  
5200# (8-B)

License Appl.: Temp. to L/A/C Issued: c. 3/20/30 Approved Exper.: Approved NC Comm.: 4/3/30

Mfgr.: Lockheed Aircraft Corporation, Burbank, California

Sold to: C. E. Shankle, 512 Beacon Street, Boston, Mass.

Date: 4/3/30

**Subsequent History:**

Manufacturer's affidavit changed c/n of this plane from 141 to 143 as of March 15, 1930.

NC Lic. to Shankle to expire 4/15/31, 4/1/32, 4/15/33. Address change 4/15/31 to: Fort Sill, Okla.

Shankle was Clarence E. Shankle, a lieutenant in the the USAAC. Mrs. Shankle was Joan Fay Shankle, who flew the aircraft in the 1930 National Air Races. The couple used the aircraft on cross-country trips and at their ranch at Tubac, Arizona.

Remodelled by Lockheed factory to Altair 8D, <sup>as of 9/24/32</sup> under ATC Gr. 2-423, 2 POLM, with 450 hp Wasp engine, and gross wt. increased to 5200 #. Address change to Tubac, Arizona. NC to exp. 10/15/33, 10/15/34 and 10/15/35.

SOLD 5/21/36 to: Louis E. Ashby, Fort Fairfield, Maine. Louise Ashby was Mrs. Clarence E. Chamberlin, who flew the plane out of Jersey City, N.J. When sold had a lien held by Norman W. Ashby, Ft. Fairfield, Maine, which was released 7/16/40. NC Lic. issued to exp. 6/1/37.

SOLD 7/16/40 to: Charles H. Babb Company, 444 Madison Ave., New York, N.Y.

Final Disposition: (cont. OVER)

Reportedly cracked up by U.S. Army pilot during special testing of equipment during WWII, in vicinity of Bakersfield, Calif.

Price when sold to Babb: \$30,600.00. Had 450 hp P&W Wasp C eng. ,  
c/n 2854 installed in it at the time, (still).

Reportedly later had a P&W Wasp SC-1 installed by Wally Timm, Inc.,  
Grand Central Air Terminal, Glendale, Calif. while owned by Babb.  
Not eligible for NC lic. with this engine, and not licensed at time  
of sale by Babb.

SOLD c. 1941 to: U.S. Army Engineers Office, San Francisco, Calif.

Said to be for use outside continental United States. Apparently utilized  
in testing of special equipment of a secret nature, during WW II.

CAA file closed out 10/15/40 due to the fact that the aircraft had not  
been inspected for an airworthiness certificate.

---