

AIRCRAFT REGISTRATION:

106 N

Mfg. Serial # (c/n): 118 Model: Vega 5 Make: LOCKHEED

ATC #: 93 Mfg. Date: 10/29 Engine(s) No.: 1 Make: P&W

Engine Model: Wasp H.P.: 425 Engine(s) Serial #: 853 (Supplied by Stand. Oil Co.)

General Descrip: 5 PCLM (1) Wts: 4033 # Gross Other: _____

License Ident. # Approved Approved NC to Standard
 Appl.: _____ Issued: _____ Exper.: _____ Comm.: to exp. 12/15/30

Mfgr.: Lockheed Aircraft Corporation, Burbank, California

Sold to: Standard Oil Development Company, 26 Broadway, New York, N.Y.

Date: 11/19/29

Subsequent History:

This airplane was Vega c/n 20 (NC 7440 q.v.) rebuilt c. Sept-Oct. 1929. A new fuselage and wing were used. Original Wasp engine from c/n 20 installed. (Some confusion as to whether airplane should be c/n 20 or c/n 118, but Lockheed informed CAA that it was "truly # 118.")

SOLD 12/31/29 to: Standard Oil Company of New Jersey, 26 Broadway, New York, N.Y.
 Lic. NC to exp. 12/15/30, 12/15/31, 12/15/32.
 Originally painted white, red lettering, then with eagle outline and later with full-length simulated eagle paint job, red on white. Named "No.1" and also called "Stanavo Eagle" and "The Flying Trade-mark like its sister ship c/n 117 (NC 105N) Flown by Stanavo pilots to set several inter-city speed records.

SOLD 1/28/30 to: Foreign Advertising and Service Bureau, 101 W. 31st St. N.Y.C.
 Flown on good-will flight to Buenos Aires, Arg. Feb. 14-19, 1930. Set speed records for every leg of trip. Pilots Will W. White and Clement McMullen. (Sale dates probably b/of/s. Aircraft used for ¹trip only)

SOLD 2/1/30 to Standard Oil Company of New Jersey, 26 Broadway, New York, N.Y.

SOLD 1/20/33 to James J. Mattern, Sherman Hotel, Chicago, Ill.
 Condition not stated. Believed complete, but dismantled. (cont. OVER)

Final Disposition:

Accident: 8 miles west of Anadyr, Siberia, USSR 6/33 Pilot James Mattern uninjured. Airplane badly damaged. Abandoned on tundra. Still there in 1935.

SOLD 4/10/33 to Jimmie Mattern, Inc., Sherman Hotel, Chicago, Ill.

Sold as c/n 118, NR 869E.

In letter to CAA Mattern stated that c/n 118/NC 106N was used to rebuild c/n 69/ NR 869E, and that he desired to keep # 869E.

Used were the wing from 118, the fuselage (repaired) from 118, and the fin and rudder from 118. Engine cowling from 118.

The original engine had been left in Russia after the accident there on 7/7/32. Wasp C #1677, overhauled by Pratt & Whitney was installed.

Only portions of c/n 69 were landing gear and stabilizer, (with a new stabilizer spar installed.), and the gas tanks. (TANKS FROM 106N PUT IN 105N 5/11/37)

Licensed when re-built as NR 869 E on 5/12/33, as c/n 118, Vega 5.

Sponsored for Round-The World solo flight by Mattern by Chicago Exposition. Had full-length eagle paint job, red on blue and white. Named "Century of Progress."

Mattern made first New York City to Norway flight non-stop on June 3-4, 1933. Went on in round-the-world flight attempt, with various mishaps and forced landings until ending the flight in Siberia.

Note:

869E later applied to Republic Oil Company's Lockheed 12A c/n 1225, also flown by James Mattern ~~KXXXX~~, and which was eventually destroyed in a hangar fire at Miami 4/1/38.

(See 869E for Lockheed 12A)