

AIRCRAFT REGISTRATION:

8494

Mfg. Serial # (c/n): 165 Model: DL-2 Sirius Make: LOCKHEED
 (later Altair)
 ATC #: 378 Mfg. Date: 8/30 Engine(s) No.: 1 Make: P&W
 Engine Model: Wasp C H.P.: 420 Engine(s) Serial #: 2036
 General Fuel: 3 tanks, Army Designation: Y1C-23
 Descrip: 2 PCLM (1) Wts: 140 gal. cap. Other: _____
 License Ident. # Approved X to L.A.C. Approved NC to L.A.C.
 Appl.: _____ Issued: _____ Exper.: 9/11/30 Comm.: 11/12/30

Mfgr.: Detroit Aircraft Corporation, 115 Campau St., Detroit, Mich.
 (metal fuselage and assembly)
Lockheed Aircraft Corporaion, Burbank, California
 (wing and wooden components)

Sold to: Lockheed Aircraft Corporation, Burbank, California

Date: 9/5/30

Subsequent History:

Licensed X on 9/11/30 and NC on 11/12/30.

As of 4/27/31 converted ~~under ATC Memo 2-386~~ to metal Altair, with NR Lic. NR 8494, equipped with Wasp E Eng. (450 hp), retractable landing gear, and fuel capacity increased to 186 gals in five tanks.

SOLD 7/29/31 to: U.S. Army Air Corps, Washington, D.C. (official sale date)
 Sold to Army Air Corps on contract # W-535-AC-4435 and assigned Air Corps # A.C. 32-232. Officially acquired 8/31.

For use of General James ^EFechet, and Asst. Sec. of War F. Trubee Davison in observing Air Corps manouevers, 1931. At conclusion of maneouvers, Capt. Ira Eaker was to attempt a new coast-to-coast record flight. Flight made but no record. Used as a command transport by Capt. Ira C. Eaker, Lt. Elwood R. Quesada. Flown to Panama, etc. Official conversion to Altair under Memo 2-386 as of 10/17/31
 Landed wheels-up at least three times. Assigned to Bolling Field, Final Disposition: Washington, D.C. (1931-38, after tests at Wright Field, Ohio.

Condemned for further flying at Chanute Field, Ill. 9/23/38. Total Time: 1,075 hrs. Surveyed as of 8/38 and scrapped 6/42.