

# AIRCRAFT REGISTRATION:

646

Mfg. Serial # (c/n): --- (1) Model: \_\_\_\_\_ Make: BREESE (IRVING)  
 ATC #: \_\_\_\_\_ Mfg. Date: \_\_\_\_\_ Engine(s) No.: 1 Make: Wright  
 Engine Model: Whirlwind J-%CA H.P.: \_\_\_\_\_ Engine(s) Serial #: 7631  
 General Descrip: 1 PCLM Wts: \_\_\_\_\_ Other: "Pabco Pacific Flyer"  
 License Appl.: 6/27/27 Ident. # Issued: Temp. -646 7/23/27 Approved Exper.: \_\_\_\_\_ Approved Comm.: \_\_\_\_\_

Mfr.: Breese-Wilde Aircraft Company, 270 7th St., Dan Francisco, Calif.

Sold to: The Paraffine Companies, Inc., 475 Braman St., San Francisco, Calif.

Date: (Mfr's of Paint, roofing, floor covering, box board, etc.)

1927

"For flight from San Francisco to Honolulu and return."

Subsequent History:

Unsigned Inspection Report 8/9/27. Authorization for NX 646 by Bureau Director Clarence A. Young in August, 1927.

Accident: Oakland, Calif. 10/10/27. Pilot Livingston G. Irving. Uninjured. (Attempting to take off as participant in Dole Race to Hawaii.)

SOLD 10/27 to: Maj. Livingston G. Irving, 1240 Bates Rd., Oakland, Calif.

3/8/28 Ltr. from Irving states: Aircraft given to Irving by Paraffine Companies for \$10.00 after Oakland, Calif. accident. \* Rebuilt by Breese as a cabin monoplane as of 11/26/27 with complete new fuselage, one new wing, new wheels and new propellor. Irving contracted with Aircraft Industries, Inc to rebuild and re-design to Irving's specifications. This included new wings with additional 5' added to span and 3" to chord, engineered by Thayer Todd. Engine overhauled. Fuselage lengthened by 8" plus many other changes and modifications.

New Application 3/14/28 called aircraft: Irving Cabin Monoplane, Remodelled between September and December, 1927, C/N 1, 7 PCLM. Gross Wt. 3300 # W/s 46' and Lgth: 27'8". For use "as Radio Broadcasting Station, with call letters KHAC." C Lic. issued to exp: 3/15/29/3/15/30.

(Cont. OVER)

Final Disposition:

Reported 12/20/32 as "permanently dismantled" Canc. 1/7/33.

6/16/82 RSA

SOLD 6/10/29 to: Pacific Finance Corporation, 600 Market St.,  
San Francisco, Calif.

Total Time: 558 hrs. Price: \$2,000.00.

C Lic. issued to expire 3/1/30

Reported as "planning to re-cover 1/30. Plane was based at Oakland Municipal Airport. Overhauled and inspected as of 2/25/30.

NC Lic. issued to expire 3/1/31

Disapproved on Inspection 3/11/31: "Bad Shape", "wheel missing" and "engine too dirty to inspect."

NC Lic. cancelled 3/21/31

Ident. Mark Assignment issued 3/23/31.

\* ACCIDENT 10/28/27

NR. VICTORVILLE, CALIF. PILOT: L.G. IRVING. MOTOR WENT DEAD. "LANDED AMONG JUNIPER TREES & YUCCA PALMS IN MOUTAIN DESERT." BOTH WINGS WIPE OFF. BOTH WHEELS BROKEN, EMPENAGE SLIGHTLY DAMAGED.

# AIRCRAFT REGISTRATION:

914

Mfg. Serial # (c/n): 3 (5) Model: \_\_\_\_\_ Make: BREESE  
 ATC #: \_\_\_\_\_ Mfg. Date: 8/8/27 Engine(s) No.: 1 Make: Wright  
 Engine Model: Whirlwind J-5CA H.P.: 220 Engine(s) Serial #: 7635 (blt. 6/2827  
w/a 26 sq.ft. w/s 41' lg. 27'  
 General Descrip: 2 PO/CLM (open front cockpit) Wts: 4300 gr. # Other: Named: "ALOHA"  
PRO. YELLOW & RED  
 License Appl.: 8/11/27 Ident. # \_\_\_\_\_ Approved \_\_\_\_\_ Approved \_\_\_\_\_  
 Issued: \_\_\_\_\_ Exper.: \_\_\_\_\_ Comm.: \_\_\_\_\_

Mfgr.: Breese Aircraft Company, San Francisco, Calif.

Sold to: Martin Jensen, 1935 West Kalia Rd., Honolulu, T.H.

Date: 1927 (Jensen stated in San Francisco 3/28 that "he had original bill of gale."  
 (airplane 2nd in Dole Race to Hawaii, 1927. Jensen and P. Schluter, Navigator)  
 Subsequent History: Carried 400 gals gas. Stored in Honolulu after race.

SOLD 2/14/28 (b/of/s 3/13/28) to Edwin H. Lewis (Lewis Hawaiian Tours) 119 So. King St., Honolulu, T.H. Price: \$5,000.00.

(Airplane apparently owned/or acquired from Jensen by Holbrook M. Goodale Est., A.N. Mullin, Richard Gartley & Joseph Anrade (Hawaiian Trust Co., Ltd.) Honolulu, T.H. Who established title and authority for sale.)

Modified Gr.wt. now 3265 # as of 3/21/28. All extra tanks and 1 oil tank removed and baggage compartment and four passenger seats installed. Now called the "Air Express."

Inspected/Approved 3/19/28 by Robert J. Brown (USAAC)  
 C-914 issued 8/9/28 per order of Maj. Clarence W. Young.

SOLD 5/15/28 to: Compus W. Schoening, 914 Piikoi St., Honolulu, T.H.  
 Price: \$6,000.00. New fabric, new solid tube bracings from fuselage to stabilizer installed. Schoening to "make six months tour of the U.S.". C/n of ship stated to be # 3 as of 7/6/28.

~~NR~~.C Lic. issued 7/7/28 to expire 6/15/29.

Final Disposition:

(Cont. OVER)

Destroyed by fire: Garden City, N.Y. 6/2/33

Lic. had been cancelled 11/1/32 on expiration of NR Lic.

NASM/Historical A/C Listing

Date: 8/11/82 RSA

concerning deceased as of 11/19/29 and his executor, Hawaiian Trust  
Co. Ltd., Honolulu, T.H. sold the aircraft.

SOLD 11/13/29 to: Harold E. McMahon, Roosevelt Field, Mineola, N.Y.

Price: \$2,000.00.

Licensed under Gr. 2-5 as 5 PCLM with Gr.Wt. of 3100 #.

Called "Breese 5" and licensed with c/n 5.

NC Lic. issued to expire 5/15/31.

Wright J-6 Engine c/n 15066 (300 hp.) installed 10/20/30.

Applic. 10/22/30 for "R" Lic., "for photography only."

Lien on aircraft held by New York Daily News, 220 W.42nd St.  
New York, N.Y.

NR Lic. issued 11/17/30 to expire 11/1/31.

Restricted to pilot and 1 crew member only. Additional 85 gal.  
gas tank installed in cabin.

Add./Chg. to 31 Geranium Ave., Mineola, N.Y.

TT on inspection 4/18/32: 223;10 hrs.

NR Lic. issued to expire 11/1/32.

Accident: Roosevelt Field, N.Y. 3/22/31; Reported propellor bent.

Canc. on expiration of lic. 11/1/32.

Address/Chg. 5/19/33 to 117 Liberty St., New York, N.Y.

(McMahon killed 8/19/33 in airplane accident (Lockheed Vega) at Leipic, Del.)



Dear Executive Air Traveler:

The United Airlines Executive Air Travel Program Collector Series has included a number of aircraft of the past that are among the most obscure commercial aircraft ever built.

The enclosed lithographic print depicts the Breese 5, probably the rarest bird of all. From what little data exists on this unusual aircraft, it appears that the Breese 5 monoplane was built in 1926 - 1927.

Walter Varney (and his new and successful Varney Air Lines) purchased the only Breese 5 to be introduced into commercial service, as an addition to the airline's Swallow biplanes that inaugurated the first Commercial Air Mail routes in the United States.

There is little technical data on record of this aircraft and its service with Varney. We know this example was never registered and aside from the sister-ships "Aloha" and "Pabco Flyer" that were entered in the Dole Hawaiian Race of 1927, the only thing we know for sure is that the Varney Breese was originally powered by a 200 h.p. "Wright J-4 and later converted to the more powerful 225 h.p. J-5.

The Breese 5, though an unlikely looking great-grandparent to today's jetliners, has its place in the history of the "Friendly Skies" of United.

Cordially,

*William C. Speicher*

William C. Speicher  
Group Vice President  
Marketing

WS/fm  
Enclosures

 UNITED AIRLINES  
**COLLECTOR SERIES**



A. J. Fisher, Designer  
Breese 5 Monoplane

**Breese 5**

This airplane is by far the rarest and least documented bird in our collection.

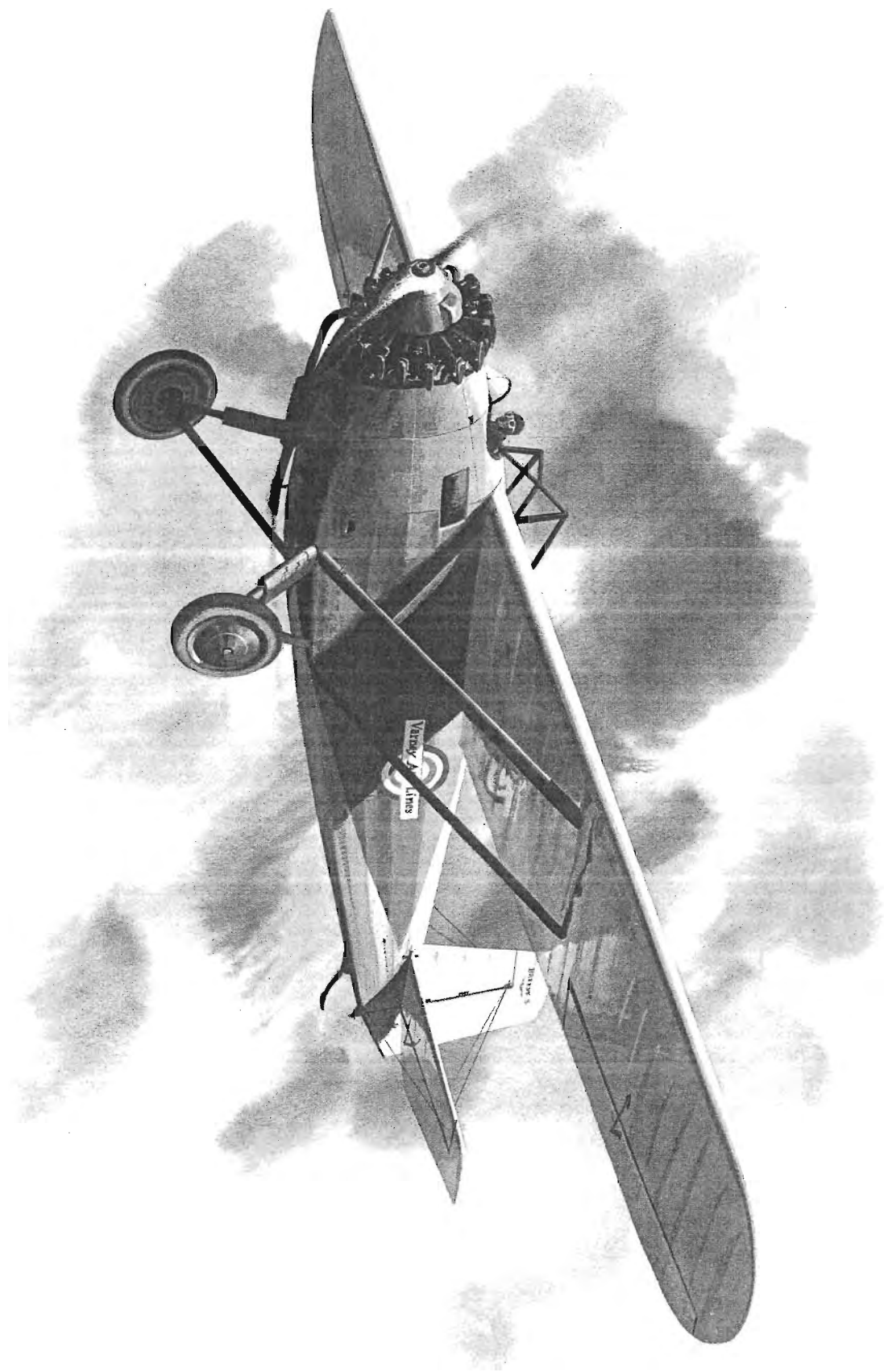
In 1926 or 1927 Walter Varney of Varney Airlines bought the only Breese 5 to go into commercial service. The Breese was an addition to the fleet's Swallow mail planes, which were in their first year of commercial air mail service.

We know the Breese 5 illustrated here was never registered, and little or no record of its technical data was kept, except that it was powered originally by a 200 h.p. Wright J-4 engine, and later by a 225 h.p. J-5.

In the Dole-sponsored Oakland-Honolulu Race of 1927, two Breese monoplanes were among the 15 original entrants. The bright-yellow "Aloha" was one of only two crafts that completed the arduous 2,400 miles, landing two hours after Art Goebel's Travel Air 5000, "Woolaroc." The other Breese, the "Pabco Flyer," was heavily damaged in a takeoff ground-loop and was pulled from the competition.

**Technical Data:**

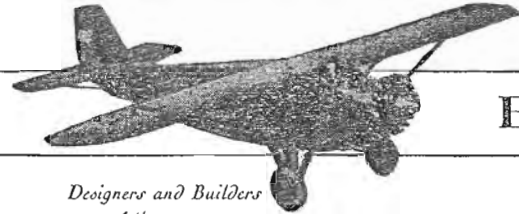
Type: Single engine utility/  
mail plane  
Power Plant: Wright J-5, 225 h.p.  
Wing Span: 48'6" (est.)  
Length: 30'10" (est.)  
Height: 9'3" (est.)  
Cruising Speed: 105 m.p.h. (est.)



*Nipon Gallows*  
BREESE 5 MONOPLANE  
1927

AB-710154-51

Telephone: BRoadway 7501



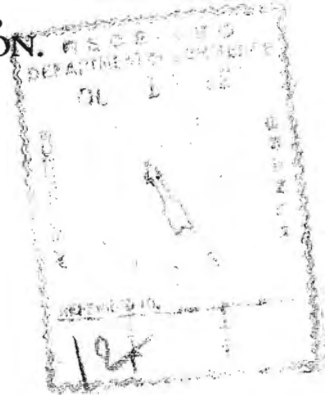
# BREESE AIRCRAFT CORPORATION

*Designers and Builders  
of the  
"ALOHA" winner in the Dole  
trans-Pacific flight to Honolulu*

17th and Raleigh Sts.,  
PORTLAND, OREGON.

Oct. 12, 1929

AERONAUTICS BRANCH  
1929 OCT 17 AM 10 03  
REGISTRATION DIVISION



Department of Commerce,  
Aeronautics Branch,  
Washington, D. C.

Attention, Chief Licensing Section.

Dear Sir:

Will you please change our license application on our Breese Model 5 -#8 now at Department of Commerce, (837-H), from a license to one for identification. We would prefer the machine to be placed in this class until our information which is being prepared now for an increased loading is submitted to the engineering department and approved.

Sincerely yours,

BREESE AIRCRAFT CORPORATION

President.

VB:EW