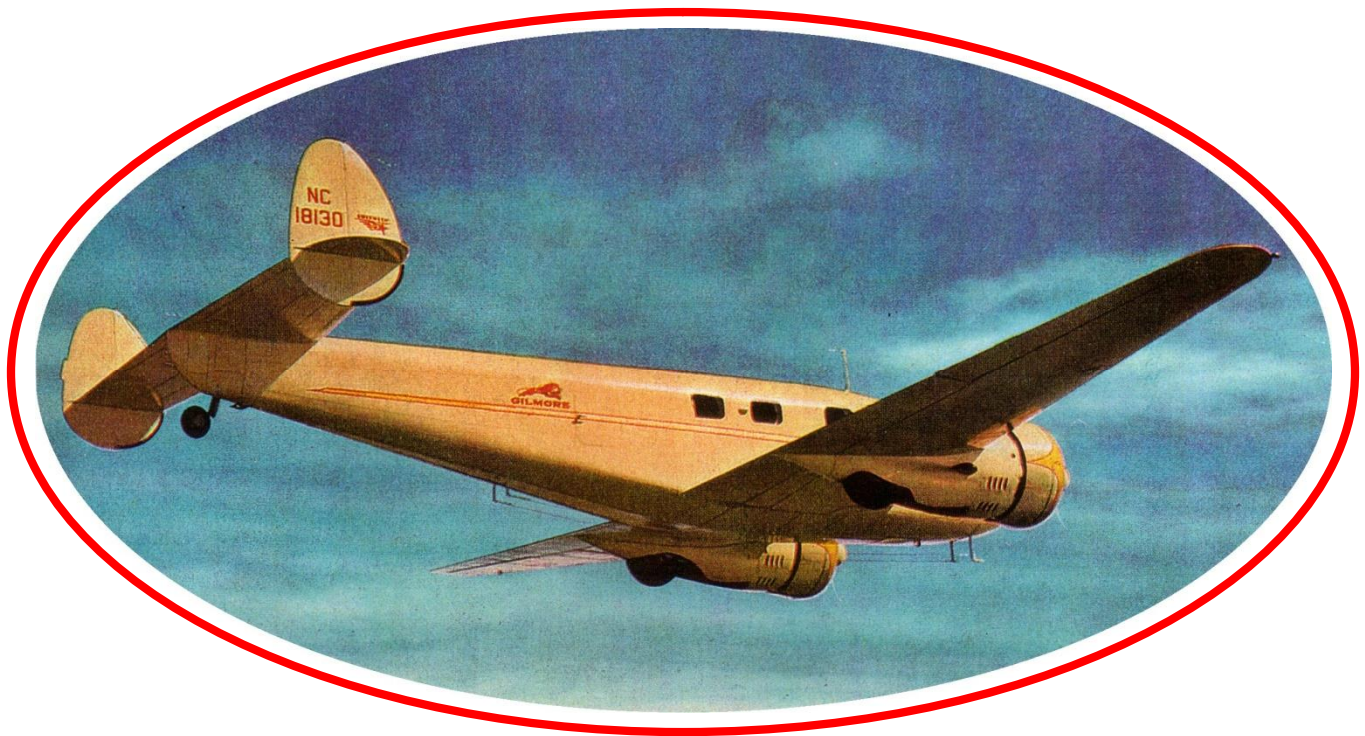


The Gilmore Oil Lockheed 12A, SN 1226



UNIQUE GOLDEN-AGE AIRCRAFT:

Extensive, documented history

Mechanically restored/airworthy

Ready for finishing/showing



Lockheed 12A, SN 1226, Overview

Lockheed 12A Electra Jr.

SN 1226



What's special about this Lockheed 12A?

- One of only ~10 flying in the world.
- Illustrious WWII military service history (Free French Air Force).
- Flown by legendary pilots Charlie LaJotte (flight instructor to Howard Hughes) and Milo Burcham (world champion stunt pilot).
- Flown and placed 5th in 1937 Bendix Trophy Air Races.
- Lowest time of all remaining Lockheed 12As in the world (~ 1850 TTAF).
- Remarkably well preserved, requiring only minor metal work, interior and paint to be air show condition.
- Original with very few exceptions, ready for final finishing.



www.airborneattitude.com

Wonderful golden-age aircraft. Grace, beauty, history.

Price quote, inspection available upon request.

morgan@airborneattitude.com

1.206.335.7710

Lockheed 12A Electra Jr.

SN 1226



Year	1937
SN	1226
Registration	NC18130
TTAF	~1850
Engine(s)	P&W R985 14B
TSO Eng(s).	~90
Prop(s).	Hartzell 3-blade (orig. 2-blade avail.)
TSO Prop(s).	~90
Location	WA
Seats	8
Instrumentation/ Avionics	Original w/ Garmin 250XL & KX-170B

Cond. Interior	Needs restoration
Cond. Body	Needs minimal metal work, strip/paint
CofA/Ann./100 hr.Std/Aug ±2/ Aug ±2	



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Wonderful golden-age aircraft. Grace, beauty, history.

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morgan@airborneattitude.com

1.206.335.7710

Aircraft History & Documentation

Summary History of Lockheed 12A, S/N 1226

Date	Event	Documentation/source
June 25, 1937	Date of manufacture/delivery to FC Hall registered as NC 18130	Data plate Mr. Philippe Denis Lockheed 12A history <i>Air Enthusiast</i> magazine, May 1972 issue (Lockheed 12A article)
August 13, 1937 (Friday)	NC18130 pictured with Milo Burcham before Bendix Trophy air race in September	Long Beach, CA newspaper of same date
November 1937	NC18130 temporarily changed to NR18130 to accommodate additional fuel tank; raced as #20 to fifth place by Milo Burcham in Bendix Trophy air race Photo of port side with race number	AirRacingHistory.com http://www.airracinghistory.freeola.com/PILOTS/Milo%20Burcham.htm History of the Lockheed 12A <i>Flight Journal</i> , April 2000, Bowers, http://www.flightjournal.com/fj/articles/electra/electra5.asp (as of July 23, 2003), now modified as http://www.flightjournal.com/ME2/dirmod.asp?sid=&nm=&type=PubPagi&mod=Publications%3A%3AArticle+Title&mid=13B2F0D0AFA04476A2ACC02ED28A405F&tier=4&id=39CFFCAECB814C9BA944E53FF01E864A
November 1937	Aircraft purchased by Gilmore Oil and used as Gilmore Oil Executive transport Photo of Earl B. Gilmore in aircraft Aircraft with Gilmore Oil cream/red lion in promotional piece for Lockheed Aircraft Company	Los Angeles, CA newspaper article Lockheed Aircraft Company
November 1941	Lockheed 12A S/N 1226, NC 18130 sold (by Gilmore Oil Co.) to FAFL (Free French Air Force)	Le Lockheed 12 "Electra Junior" Alain Pelletier, French aviation magazine, part 2, p. 38.
January 12, 1942 (Monday)	First flight for FAFL from Takoradi to Point-Black Two photographs: starboard aft, port bow	Le Lockheed 12 "Electra Junior" Alain Pelletier, French aviation magazine, part 2, p. 38.
1942	NC 18130 photographed with the Cross of Lorraine on port side	Le Lockheed 12 "Electra Junior" Alain Pelletier, French aviation magazine, part 2, p. 38.
1942-1944	Flown by FAFL on anti-submarine patrols, evacuating	Le Lockheed 12 "Electra Junior" Alain Pelletier, French

Date	Event	Documentation/source
	wooded soldiers, and notably as a transport plane for Colonel Carretier, Commandant Morel, and the more famous General Maréchal LeClerc and General De Gaulle	aviation magazine, part 2, p. 38.
May 1, 1944	Landing accident under command of pilot Lieutenant Speich at Boufarik	Mr. Philippe Denis Lockheed 12 A history; French aviation historian, V. Ferryø, undated øElectra et Lodestar Sous Pavillon Françaisö article.
1945-1946	Used as øliaison aircraftö, most notably as transport plane for General Valin, the head of the French øArmée de l'Airö	Mr. Philippe Denis Lockheed 12 A history; French aviation historian, V. Ferryø, undated øElectra et Lodestar Sous Pavillon Françaisö article.
May 2, 1946	Sold by French government to Air Commodore Viconte Forbes of Langford, England, the Earl of Granard for 500,000 FF	Mr. Philippe Denis Lockheed 12 A history; French aviation historian, V. Ferryø, undated øElectra et Lodestar Sous Pavillon Françaisö article.
May 1947	Registered G-AHLH in England, owned by the Earl of Granard	Mr. Philippe Denis Lockheed 12 A history øFranceø Lockheed 12 Airlineö, J. Chillon, <i>Air Britain Digest</i> , January-February 1983, p. 5.
March-May 1961	Registered EI-ALV, moved and based out of Toussus-le-Noble airfield, near Paris, France	Mr. Philippe Denis Lockheed 12 A history øFranceø Lockheed 12 Airlineö, J. Chillon, <i>Air Britain Digest</i> , January-February 1983, p. 5.
1973	In England as EI-ALV owned by the Earl of Granard	Mr. Philippe Denis Lockheed 12 A history øShining Stars,ö Michael O'Leary, <i>Air Classics</i> , December 2001, p. 33.
February 28, 1973	Deregistered from Ireland as aircraft sold to Mr. Jean Chappeau running Midi-Aviation	Mr. Philippe Denis Lockheed 12 A history øLe Lockheed 12 øElectra Junioröö Alain Pelletier, French aviation magazine, part 3, p. 13ff.
April 13, 1973	Received full French certificate of airworthiness	Mr. Philippe Denis Lockheed 12 A history
April 18, 1973	Registered F-BUIE with French DGAC Note: aircraft noted NOT to have lateral Plexiglas bubbles in cockpit.	Mr. Philippe Denis Lockheed 12 A history øFranceø Lockheed 12 Airlineö, J. Chillon, <i>Air Britain Digest</i> , January-February 1983, p. 5.
1974-5	Withdrawn from flight use	Mr. Philippe Denis Lockheed 12 A history øLe Lockheed 12 øElectra Junioröö Alain Pelletier, French aviation magazine, part 3, p. 13ff.

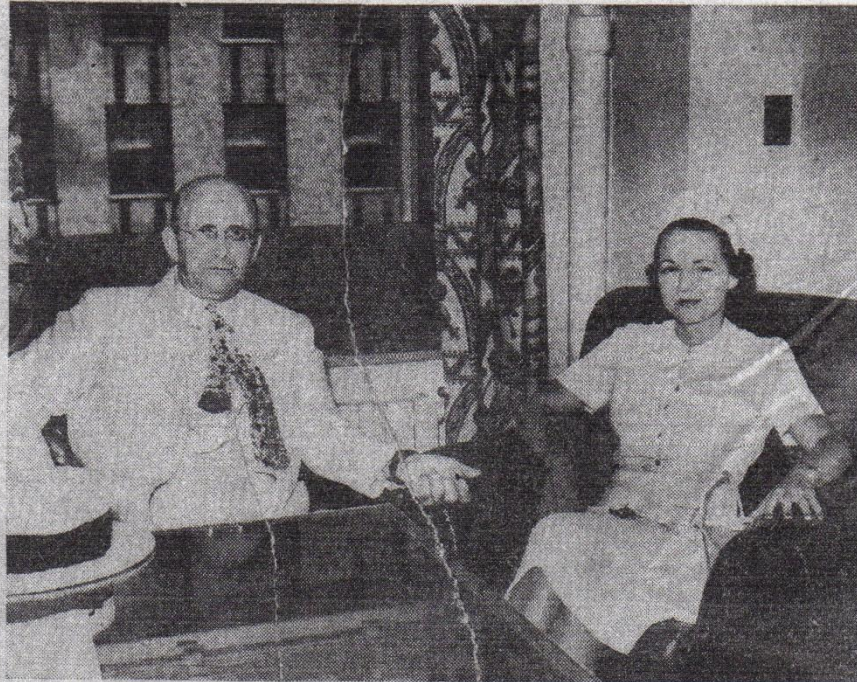
Date	Event	Documentation/source
June 1975	French Certificate of Airworthiness expired	“France’s Lockheed 12 Airline”, J. Chillon, <i>Air Britain Digest</i> , January-February 1983, p. 5.
1974-5 through late 1981	On tarmac in Nice	Mr. Philippe Denis Lockheed 12 A history
June 1980	Registration cancelled	“France’s Lockheed 12 Airline”, J. Chillon, <i>Air Britain Digest</i> , January-February 1983, p. 5.
1981-2	Hangared in Nice	Mr. Philippe Denis Lockheed 12 A history
April 1982	Ferry permitted and flown to La Môle airport, San Tropez	Mr. Philippe Denis Lockheed 12 A history
1982	Aircraft identified as having the following, sequential registrations: NC18130 (1937 and again Sep 2002); G-AHLH (May 1947); EI-ALV (March 1961); F-BUIE (November 26, 1973)	Mr. Philippe Denis Lockheed 12 A history; Winter 1974 <i>Journal of the American Aviation Historical Society</i>
December 21, 2001	Lockheed 12A, S/N 1226 deregistered from French DGAC (French Registration F-BUIE)	DGAC deregistration document FAA document recording DGAC deregistration
September 17, 2002	Lockheed 12A, F-BUIE, S/N 1226 registered by FAA as N18130 to Mr. Spike Nasmyth; bill of sale recorded sold from Philippe Denis to Mr. Spike Nasmyth	FAA form AC 8050-1
May 18, 2003	Lockheed 12A with NC18130 numbering participates in Valence-Chabeuil 2003 Airshow (not flown)	http://www.scramble.nl/mil/show/showreports/valenc03.htm
August/September 2007	Aircraft mechanically restored and engines replaced with Aero-Engine overhauled engines; aircraft reissued standard airworthiness certificate by FAA; aircraft flown from France to Seattle, WA, USA	Airborne Attitude, LLC
September 2007-Present	Maintained in Monroe, WA and flown throughout Washington State	Airborne Attitude, LLC

Pre-war: FC Hall/Milo Burcham & Bendix Trophy Air Races – 1937



Lower right: NC18130 registration visible on rudder. Plane originally called the ðVillaö.

Halls to Fly in Bendix Trophy Air Race



Mr. and Mrs. F. C. Hall . . . The crew of their plane in the national air race

Backer of Post in 'Winnie Mae' to Pump Gas for His Pilot, Wife at Radio; On Visit to City

(Other Pictures on Page 15)

The colors of F. C. Hall, wealthy Oklahoma City and California oil man, will fly for the third time in the Bendix trophy air race September 1, with Milo Burcham, famed stunt pilot, at the controls and Hall's pretty 29-year-old wife manning the radio of a speedy Lockheed airplane.

Hall, who is to be the third member of the "crew" as navigator and gasoline pump operator, arrived with Mrs. Hall and Burcham at municipal airport late Sunday and announced arrangements Monday for his entrance into the race.

The oil magnate backed Wiley Post, who flew the famous Winnie Mae to victory in the 1930 Bendix race. In 1932 he sponsored Roy Hunt, who won fourth place.

Named for Mrs. Hall

Hall's new ship is a \$47,000 Lockheed "Twelve," with a top speed of 230 miles per hour, and extra gas tanks filling up much of the seating space. It has been christened the "Villa" in honor of Mrs. Hall.

Burcham, 34-year-old former Lockheed test pilot and renowned acrobatics flier, holds the world's record for upside down flying. The mark of four hours and five minutes was set last year at Los Angeles, Calif. In 1936, too, he represented the United States in an international flying show at Paris, France.

To Refuel in City

The speed flying trio plan to make Oklahoma City their lone refueling stop in the fast trek from Los Angeles, Calif., to Cleveland, Ohio. Hall was arranging Monday with Clyde Nuckols, airport manager, for three tank wagons to pour 300 gallons of gasoline into the "Villa" during a five-minute stop.

It will be the first time a Bendix entrant has put in at Oklahoma City for fuel. Ten thousand dollars in first prize money is the pot of gold at the end of the Bendix rainbow.

She Is Enthusiastic

"I wasn't very excited about it at first," she said, "but I'm rather enthusiastic now."

Burcham gunned the "Villa" in from Los Angeles Sunday in five hours and 45 minutes, averaging 210 miles per hour. Burcham said the ship is not the fastest entrant in the race, but "we have a fairly good chance because others may drop out."

Burcham now is full-time pilot for the Halls, who reside at Beverly Hills, Calif. Since her marriage, Mrs. Hall, former hostess at the Biltmore hotel coffee shop, has accompanied her husband on all of his air jaunts.

Unidentified 1937 newspaper article covering Halls' upcoming entry into the Bendix Trophy Air Race.



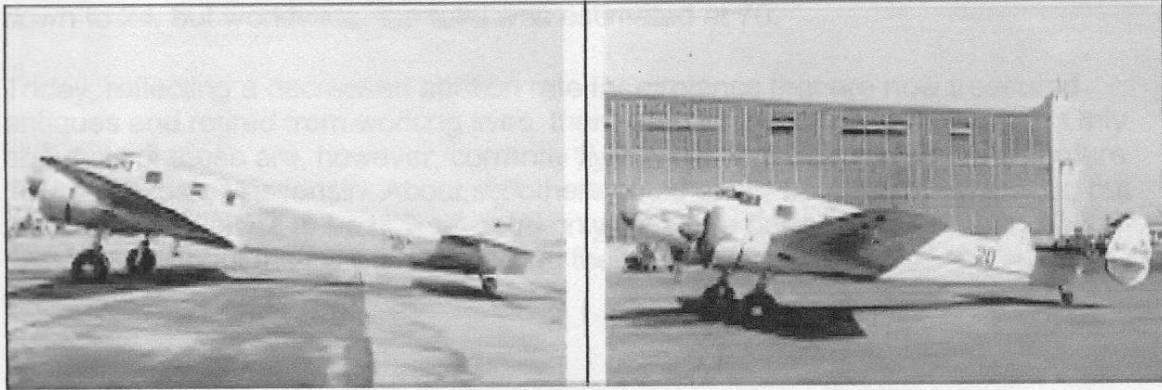
MILO BURCHAM

Born at Cadiz IN, May 24, 1903. Died Oct 20, 1944 Born in Cadiz, but grew up in Whittier CA, at that time a Quaker settlement in the eastern Los Angeles basin. Milo Garrett Burcham learned to fly in 1929 at the O'Donnell School of Aviation at Long Beach and became its chief instructor soon afterward. Much more than just a P-38 test pilot, Burcham unfortunately has never received appropriate recognition because of wartime secrecy. He was an early-bird, with U S License 5274, and established a world's record in December 1933 at Long Beach CA by flying upside-down for 4h:5m:22s in his new Boeing 100, in which he performed acrobatic shows until 1937. He flew a brand-new Lockheed 12A Electra Junior to fifth place in the 1937 Bendix Race from Los Angeles to Cleveland, which was doubly impressive since F C Hall, the plane's owner, and his wife were aboard, and yet they still came in only a few minutes behind Frank Sinclair in his Seversky racer. Burcham was hired as a production test pilot by Lockheed in 1938 and because of his extensive experience did most of the test flying on the P-38. He became Chief Engineering Test Pilot for Lockheed, and performed the 55-degree dive from 35,000' in the P-38. He made the first test flights of the P-80 at Muroc Dry Lake in January 1944 as Lockheed's Chief Pilot. Killed in the crash of the second YP-80 a few months later, he was twice a victim of World War II—first it cost him his life, and secondly, because of rigid secrecy surrounding the P-80, upon his death there was no publicity about the accident or his career.

European Sport Pilot Association (ESPA)



Milo Burcham obituary, taken from ESPAracing.com website on 7/23/03. Cites piloting the Lockheed 12A in the Bendix Air Races as one of his note-worthy accomplishments.



Left: NACA's 12A, No. 97, with the heated-air wing de-icers and an added center vertical fin. While other government-owned, non-military airplanes flew with civil registrations, NACA identified its airplanes only with its initials and the airplane's fleet number. NASA does the same today.

Right: The 12A—R18130 with race number 20—that was flown by Milo Burcham to fifth place in the 1937 Bendix Trophy race. What appear to be rubber de-icer boots on the leading edges of the horizontal stabilizer and lower fins are not such; they are rubber anti-abrasion strips that prevented gravel that had been kicked up by the wheels and propellers from denting the leading edges.

Lockheed Model 12A survivors

<http://www.flightjournal.com/articles/electra/electra5.html>

11/19/08

Right: Notes restricted ♂Rö registration for aircraft because of the addition of a non-certified sixth fuel tank being installed temporarily into the aircraft for the races. The aircraft was quickly back to normal ♂NCö registration in 1937.

Our work on the aircraft to bring it back to the States in 2007 uncovered the connection points/plumbing installed, and sealed off, for the sixth tank.

Prewar: Gilmore Oil & Lockheed Model 12A Promotions – 1937-1941



Flying over the snow-covered San Gabriel Mountains, Model 12 c/n 1226 was delivered to Gilmore Oil Co. of Los Angeles as NC18130 on 25 June 1937. It is thought this aircraft was supplied to the Royal Air Force during the war. After the war, it became G-AHLH with The Earl of Granard.

44 AIR CLASSICS

Taken from *Air Classics*, v. 37, n. 12, p. 44. An outstanding shot of NC18130, SN 1226, in the Gilmore livery. The information on delivery directly to Gilmore (not to FC Hall first) and use by the RAF (instead of the Free French Air Force), is believed to be incorrect, based on all other sources.

SKYWAYS
 Jim Bassett
 Los Angeles Times (1886-Current File); May 14, 1939; ProQuest Historical Newspapers Los Angeles Times (1881 - 1986)
 pg. 15

SKYWAYS



TAKE-OFFS AND LANDINGS

By Jim Bassett

OFF-THE-CUFF NOTES FROM THE HANGARS

Next week Paul Mantz's revamped Travelair "mystery" ship, which won the Thompson Trophy dash in 1929, will reappear in the skies as one of the hottest stunt planes on wings . . . Happiest guy we've seen in summers is Charlie LaJotte, Mr. Gilmore's aerial wizard, who pilots a brand new Lockheed 12, complete with every gadget from a "moon-beam" which lights cockpit instruments without glare, to blue upholstered chairs . . . Solar Aircraft Co., San Diego, reveals a new device to steam-heat big ship's cabins. Called "Airmax," it utilizes waste heat from exhaust stacks to fire flash boilers. These in turn feed steam radiators in cabin air ducts. So 40 pounds of equipment'll cozy-up a 25-seat transport.

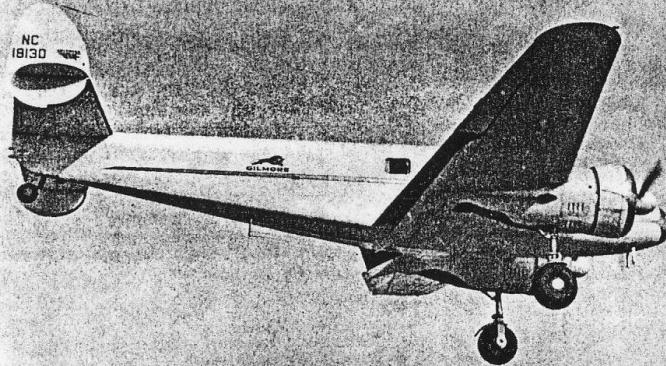
Excerpt from Howard Hughes' autobiography, regarding Charles LaJotte as his flight instructor:

I had those two serious ambitions. I wanted to make movies and I wanted to fly. *A barnstormer in Texas introduced me to some of the fliers in California who became my early flying instructors. One in particular, probably the best pilot I've ever known, Charlie LaJotte, gave me lessons at Clover Field.* He taught me to fly on a Waco 9. I wanted to do some loops and spins in it when I was still learning. Charlie said, "Well, it's not such a good idea, because the way you fly, young fella, the wings will come off." Charlie drove a Model T Ford, and I had my Rolls-Royce, one of the classic Silver Cloud 13 models, and a Duesenberg. One afternoon somebody dropped me off at Clover Field for a lesson, so that I didn't have my car there when we landed, and I asked Charlie to drive me downtown to the Ambassador Hotel, where Ella and I were still staying. We put-putted right up to the front door and Charlie, in his old Model T, showed remarkable aplomb. He had flown in the First World War and spent some time in Paris, so he leaned out and said to the doorman, "Ouvrez la porte, s'il vous plait." The doorman bowed and said, "Yes, sir, good evening, sir." He must have decided that Charlie was visiting French royalty. If you were French royalty you'd either drive a Rolls-Royce with a chauffeur, or a Model T. We were both dressed like a pair of grease monkeys, but they knew I was a rich young grease monkey and they didn't know who Charlie was. After we got out of the car Charlie decided they'd never let him into the hotel. I said, "You stick with me," and we marched right through the Ambassador Hotel

wearing grease-stained flying suits, straight to the bar. One time I had made an appointment for a flying lesson with Charlie for ten o'clock in the morning. I didn't show up. After an hour or so of waiting he took on some other student, and I was a little annoyed when I arrived. When he finally landed I said to him, "If I tell you I'll be here at ten o'clock you're paid from ten o'clock on, even if I don't get here until midnight." (Emphasis added.)

May 14, 1939 Los Angeles Times article (courtesy A.F. Gilmore Co.) noting Charles LaJotte being pilot of the Gilmore Lockheed 12A. Excerpt: *The Autobiography of Howard Hughes*, Clifford Irving, 2006.

ATC # 616
(10-14-36)
LOCKHEED, MODEL 12-A.



Lockheed model 12-A shows its underside as it glides to landing.

Riding in on the coat-tails of the popular "Electra" (Model 10) the new Model 12 (Electra Jr.) was, upon its introduction to service, the fastest transport airplane in the world, being capable of over 230 m.p.h. The "Model 12" was similar to the "Electra" in many ways, but it was a good bit smaller and a whole lot sassier. Actually, the "Twelve" was designed to Bureau of Air Commerce (BAC) specifications called out for a small, fast airliner to serve the many feeder-lines that had not much choice in the selection of up-to-date equipment. Lockheed was rightfully proud of the new "Electra Jr." and billed it as an airliner specially designed for all the business of the smaller lines, and all the local business of the larger lines. The airlines that did equip with the Model 12 were very happy with it, but this airplane had quite an appeal to big-business also; the roster of owners was like a roll-call of the biggest names in this country. The BAC which laid down specs for this airplane in the first place, received one of the first examples off the line (Nov. of 1936), and it was equipped as a flying laboratory; it was crammed to the hilt with gadgets to test the newest aids to navigation, to study blind-flying methods, and operation in severe weather. Bennett Griffin was the pilot; he and "the Twelve" went where pilots normally fear to tread. After a turn or two at the wheel Milo Burcham was convinced the

"Twelve" was equipped with seven-league boots, so he flew one in the 1937 Bendix Trophy race and finished 5th; not a bad showing. Normally, the Model 12 carried 2 pilots and 6 passengers as an airliner, but on occasion 2 passengers were traded off for more fuel to extend the range. The custom-built "Club" version was more plush than the airliner and seating was arranged according to order; the more fancy arrangements were usually limited to 3 or 4 passengers. The airplane we are talking about here was the Model 12-A that was powered with two 9 cyl. Pratt & Whitney "Wasp Jr." SB engines of 400 h.p. each, and that's where it inherited all its verve; the earlier "Electra" (Model 10) had the same engines, but it was a lot larger and heavier, and not nearly so spritely. The speed and high performance of the "Twelve" was tailor-made for the smaller airlines and for big-business; it also had considerable appeal to the military services both here in the U.S.A. and abroad. Lockheed was known as the "merchant of speed" the world over, and the Model 12 was continuing to prove it so.

The Lockheed "Electra Jr." (Model 12) was a smallish, low-winged, twin-engined monoplane of all-metal construction; seating could be arranged in various patterns for up to 8 people. In general, it would be proper to say that the "Model 12" was but a scaled-down version of

Another piece of late-30s Lockheed promotional material that features the Gilmore Lockheed 12 A, NC18130, prominently.

LOG OF

Lockheed

OWNERS



Painted in the color scheme of the Gilmore Oil Company, this Lockheed carries the famous Red Lion emblem . . . flies thousands of miles on business trips each year.



"Our **LOCKHEED** is a good investment," says Earl B. Gilmore

When time flies too fast for time tables...when business executives must be in distant cities within a few hours...there is definite need for a fast Lockheed. Many progressive companies already know the time-saving and comfort advantages of these practical Lockheeds. They use their personalized airplanes to go and return as they please...to escape the handicaps of the highway...and for unusual prestige and entree.

No other company offers such a wide selection of two-engine airplanes so adaptable to executive needs...from the trim Lockheed 12 to the luxurious Lodestar...all perfectly designed for every business use.

EARL B. GILMORE president, Gilmore Oil Company says, "We have used company-owned airplanes for a good many years and have always found them to be a good investment. However, the two-engine Lockheed we now fly is the most satisfactory air transportation for executives that we have ever known."

Outstanding Lockheed marketing piece featuring Gilmore aircraft and Earl Gilmore.

A FEW Lockheed OWNERS

E. B. GILMORE
President
GILMORE OIL CO.

D. H. BYRD
President
BYRD-FROST INC.

H. M. NAYLOR
President
H. M. NAYLOR OIL CO.

ERLE P. HALLIBURTON
President
ERLE P. HALLIBURTON, INC.

COL. DAN MORA
President
CONTINENTAL OIL CO.

LESLIE FAIN
President
FAIN DRILLING CO.

OWNERS IN PETROLEUM INDUSTRY:

Byrd-Frost Air Transport Co., . . . Dallas, Texas

Cities Service Co., . . . New York City, N. Y.

Continental Oil Co., . . . Ponca City, Okla.

Fain Drilling Co., . . . Oklahoma City, Okla.

Gilmore Oil Company, . . . Los Angeles, Calif.

Erle P. Halliburton, Inc., . . . Duncan, Okla.

G. Allan Hancock, . . . Santa Maria, Calif.

Humble Oil & Refining Co., . . . Houston, Tex.

Lang Transportation Co., . . . Los Angeles, Calif.

Venezuelan Oil Development Co., . . . Maracaibo, Ven.

Loffland Brothers Co., . . . Tulsa, Oklahoma

H. M. Naylor Oil Co., . . . Houston, Texas

O. C. S. Mfg. Co., . . . Coffeyville, Kansas

Phillips Petroleum Co., . . . Bartlesville, Okla.

J. C. Schaffer Drilling Co., . . . Oklahoma City, Okla.

South American Gulf Oil Co., . . . New York City

Standard Oil Development Co., . . . New York City

Superior Oil Company, . . . Houston, Texas

Union Producing Co., . . . Houston, Texas

LOCKHEED AIRCRAFT CORPORATION, BURBANK, CALIFORNIA, U.S.A.

Lockheed promotional materials featuring E. B. Gilmore and Gilmore Oil Company as petroleum industry Lockheed owners.

THE PETROLEUM INDUSTRY

LOOKS TO Lockheed FOR LEADERSHIP

STREAMLINING YOUR BUSINESS

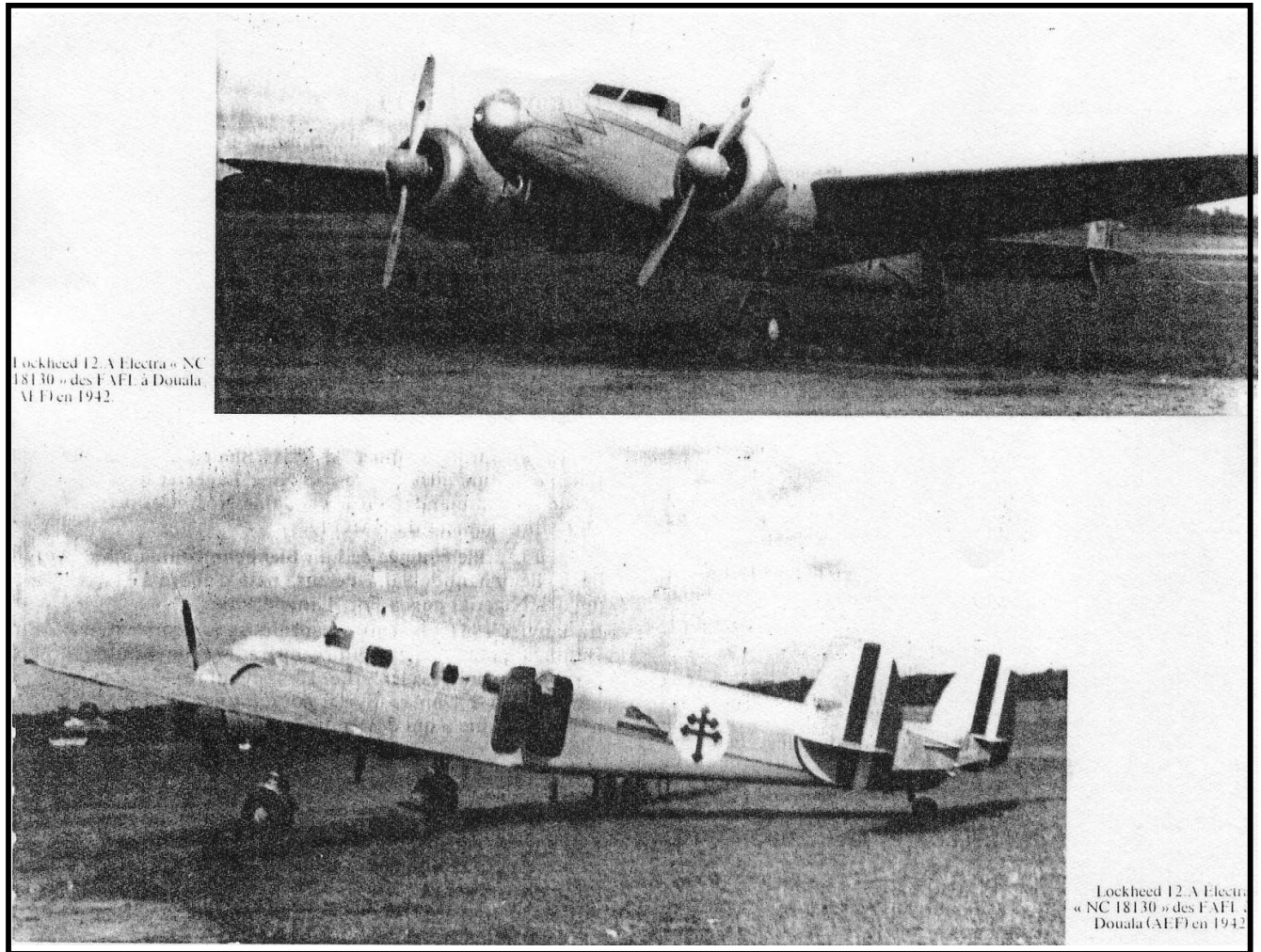
Lockheed ownership is not a luxury. In the oil business, for instance, executives often must hold conferences and transact affairs at points far from their home office. Someone must be in Dallas or Houston this morning, Tulsa or Ponca City this afternoon and on the Pacific Coast or in Washington tomorrow. New fields open new problems which must be met promptly, and established markets must be personally checked.

The oil company owning a Lockheed provides a "flying office" for its executives. These fast, comfortable, all-metal, two-engine airplanes work at the day in and day out routine of executive transport with astonishing reliability and low cost. And in the sudden emergencies which arise in this vital business, they offer a bonus value of spectacular performance.

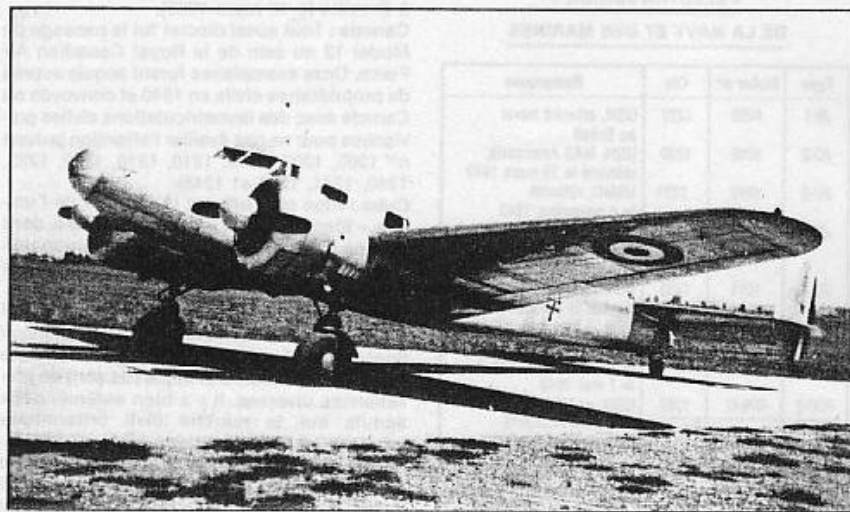
Whether on a routine job or under the stress of imperative emergencies—Lockheeds are helping oil executives and the oil industry as a whole, to "streamline their business" twenty-four hours a day, efficiently and economically.

Lockheed promotional material directed at the petroleum industry. Picture of E. B. Gilmore in aircraft.

WWII: Free French Air Force – 1941-1946



Lower: A 1942 photograph from an unidentified French aviation magazine. An outstanding photograph of SN 1226 with BOTH the Gilmore livery and FAFL markings simultaneously: lion logo along with the Cross of Lorraine on the fuselage, the Lockheed logo on the vertical fin, and the French stripes on the rudders. The caption still identifies the aircraft as NC18130, despite its use in the Free French Air Force for several months or more.



18 : Bel alignement de Lockheed 12 « Electra Junior » de l'armée brésilienne. Au premier plan le n° 1291 (Photo Lockheed). 19 : Le n° 1226 des Forces Aériennes Françaises Libres, orné de la croix de Lorraine.

18 : Lockheed 12 of the Brazilian army, n° 1291 on the foreground. 19 : n° 1226 at the Free French Air Force, decorated with the cross of Lorraine on the fuselage.

LES ELECTRA JUNIOR FRANÇAIS

On se souvient qu'avant guerre deux « Electra Junior » sont arrivés en France dans le cadre d'opérations de renseignement (n° 1267/F-ARQA et 1270/F-ARPP). Si le F-ARQA disparaît du registre Véritas dès 1940, le F-ARPP poursuit sa carrière, en particulier au bénéfice du service civil de liaison en Afrique occidentale française. Malheureusement, le vendredi 5 mars 1943, cet appareil est victime d'un accident sur la ligne Dakar-Alger qui entraîne sa réforme le 3 septembre suivant. Il n'a alors que 655 heures de vol à son actif. Entre-temps, les F.A.F.L. se sont organisées mais leurs débuts sont difficiles du fait du peu d'avions disponibles. Les unités de transport en particulier se sont vues dotées d'un matériel hétéroclite. Après que des négociations pour acquérir deux Lockheed 14 « Super Electra » en Grande-Bretagne aient échoué, une mission d'achat parvient à se procurer aux Etats-Unis un « Electra Junior » et un Beech Type 18S. Le Lockheed est le n° 1226/NC18130 de la Gilmore Oil Co. qui est livré à Takoradi au mois de novembre 1941. Flancs du fuselage frappés de la croix de Lorraine et gouvernails rayés de tricolore (l'immatriculation NC18130 étant conservée), cet avion vole pour la première fois à Pointe-Noire le lundi 12 janvier 1942. Il est ensuite utilisé

Carretier, commandant Morel, etc.) jusqu'au lundi 1^{er} mai 1944, jour où il est accidenté à Boufarik. La suite de sa carrière demeure obscure mais, après guerre, on le retrouve utilisé par le GLAM à Villacoublay (avion du général Valin) avec une partie de son immatriculation — 18130 — utilisée comme serial. Toujours est-il que le jeudi 2 mai 1946, il est vendu par les Domaines pour la somme de 500 000 francs à l'Air Commodore Vicomte Forbes, Earl of Granard et immatriculé successivement G-AHLH et EI-ALV.

En décembre 1956, Jean Chapeau, qui pilote les Beech 18 de l'escadrille Mercure, achète l'« Electra Junior » n° 1211/00-AFA à Roger Hansez pour le compte d'un gros entrepreneur du nom de Archange Raimondi. Immatriculé F-BHVT, l'avion devient en 1960 la propriété de Vital Chapeau, frère de Jean. Cette année-là, Jean Chapeau achète un second Junior, le n° 1277/F-BFUD (ex-NC79820 de Balfour Engineering Co.) qui arrive à l'escadrille Mercure le 19 septembre 1960, et une troisième machine qu'il va chercher en Angleterre, à Luton. Il s'agit du n° 1287/G-AGTL « Caprice » de K. McAlpine (3^e Electra Junior de S. Cotton) qui est ramené au Bourget et immatriculé F-BJJY. Mais, compte tenu de son état général, sa remise en état est fort longue et ce n'est qu'en mars 1963 qu'il reçoit son certificat de navigabilité.

An unidentified French aviation magazine article noting SN 1226 as having been owned by Gilmore Oil, then the Free French Air Force. The article states that many French officers (noted earlier) were flown in this aircraft and then goes on to discuss the aircraft's post-war ownership.

Overall History, through early 1970's

JOURNAL American Aviation Historical Society, Winter 1974							
L.A.C. Serial	Deliv. Date	Regist.	Owner	L.A.C. Serial	Deliv. Date	Regist.	Owner
1223	6/9/37	NC18126	Varney Air Transport/Continental Air Lines	1239	11/8/37	XB-ABW	Dept. of Railways, Transportation, and Communication, Mexico City, Mexico, D.F.
		CF-BIP/7647	RCAF			YV-P-AED	Asiatic Petroleum Corp., NYC (operated by Colon Devel. Co., Maracaibo, Venez.)
		YV-P-APZ	—			N4857V	R. F. Wood, Newport, R.I.
		N7821B	M. M. Sundt Construction Co., Tucson, Ariz.			N517A	Laughter Corp., Dayton, Ohio
		N399X	J. M. Tucker, Tucson				Graubart Aviation, Valparaiso, Ind.
			Four Corners Aviation, Farmington, N.M.				Tex-Mex Aviation (Tex-Sun Airlines), McAllen, Tex.
			Bates Lumber Co., Tulsa, Ok. (Crashed, Casper, Wyo., May 9, 1969)				A. E. McKinley, Uvalde, Tex. (Current)
1224	6/17/37	NC17379	Standard Oil Development Co., NYC	1240	11/11/37	NC18946	McClanahan Oil Co., Mt. Pleasant, Mich.
		N112PB	Warren Petroleum Co., Tulsa				LeTourneau Co., Toccoa, Ga. & Peoria, Ill.
			Noble Drilling Co., Tulsa			1531	RCAF
			Paul Bryce, Basye, Va. (Current)			CF-BXS	Maritime Central Airways Ltd., Charlottetown, PEI
1225	6/25/37	NR869E	Republic Oil Co., Pittsburgh, Pa. ("The Texan")			N18946	H. G. Chatterton, Dayton, Ohio (Dayton Airways)
			(destroyed in hangar fire, Miami, Apr. 2, 1938)				Skelly Oil Co., Tulsa
1226	6/25/37	NC18130	F. C. Hall				Greenbriar Airport, White Sulphur Springs, W. Va.
			Gilmore Oil Co. Ltd., Los Angeles, Cal.				John Pace, Martinsville, Va. (Crashed on T.O., 1963)
			AAF (?) (perhaps to RAF - lend-lease?)				
		G-AHLH	Air Commodore, The Earl of Granard, Langford, Eric.				
		EI-ALV	The Earl of Granard, Toussus-le-Noble, France (Current)				

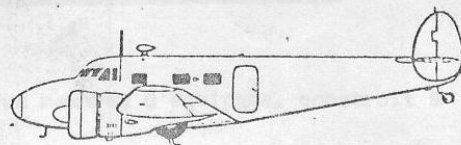
1974 *Journal of the American Aviation Historical Society* noting SN 1226/NC18130's history of ownership: FC Hall, Gilmore Oil Co., Free French Air Force, Earl of Granard.



ELECTRA

(JUNIOR & SUPER)

et



LODESTAR SOUS PAVILLON FRANÇAIS (par V. FERRY)

Lockheed 12 A n° 1226 NC 18130 :

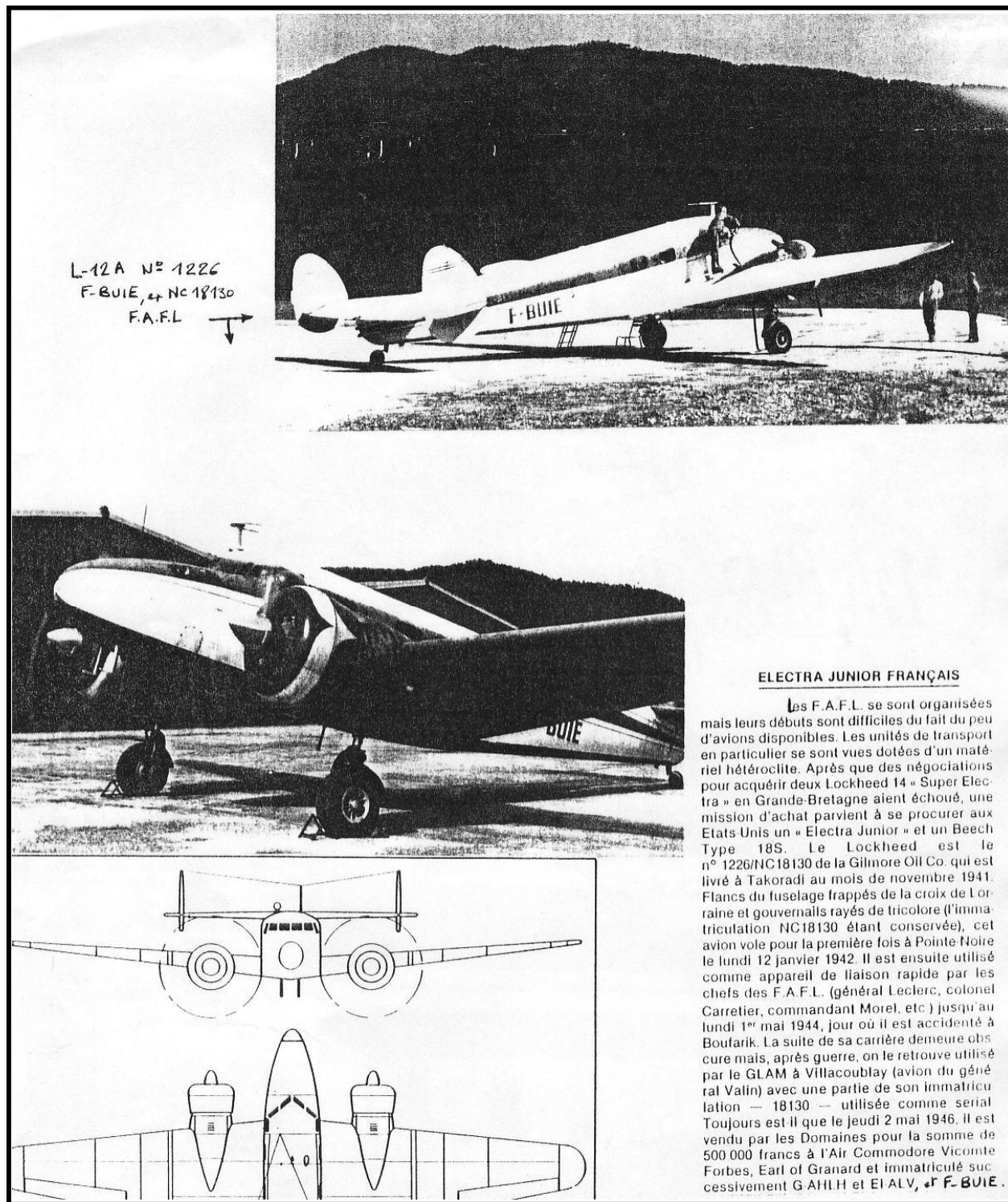
Utilisé par les FAFL avec cette immatriculation (code radio F-ZCAW). Premier vol aux couleurs françaises à Pointe-Noire le 12 janvier 1942.

Livré à F.C. Hall le 25 juin 1937, puis Gilmore Oil Co Ltd. Après la guerre vendu par les Domaines le 2 mai 1946 (au prix de 500 000 F) à l'Air Commodore Vicomte Forbes. Apparaît au registre anglais comme G-AHLH, puis irlandais comme EI-ALV même propriétaire, l'avion restant basé à Toussus-le-Noble. Rayé du registre irlandais le 28/2/73 il est vendu (au prix de 30 000 F) à Midi Aviation à Nice-Côte-d'Azur qui le fait immatriculer le 18/4/73 (CDN du 13/4/73) F-BUIE.

Pendant sa vie FAFL, il a servi par exemple comme transport de Leclerc pendant la deuxième campagne du Fezzan et d'avion de commandement au colonel Carretier, commandant les FAFL Gabon-Moyen Congo, puis au commandant Morel. Victime d'un accident le 1er mai 1944 à Boufarik aux mains du lieutenant Speich (G.T. 2/15), a pu être l'avion du Général Valin qui utilisait un 12 A. (Valin a abandonné ses fonctions de Chef d'Etat-Major Général de l'Armée de l'Air en mars 1946).

F-BUIE : immatriculé le 26/11/73 (CDN n° 31309) à Midi Aviation - 06 Nice-Côte d'Azur

French aviation historian, V. Ferry, noting history of ownership of SN 1226: FC Hall, Gilmore Oil Co., Free French Air Force, Earl of Granard, Midi Aviation. Notes this aircraft having flown General Leclerc, Colonel Carretier, Commandant Morel and General Valin, the head of the French Air Force in March 1946. Notes landing accident the first of May, 1944. Notes subsequent ownership and usage by the Earl of Granard/Vicomte Forbes, then Midi Aviation.



Unidentified French aviation magazine noting the Gilmore, Free French Air Force, and Earl of Granard ownership of SN 1226/NC18130 and use of the aircraft by French military brass noted earlier.

Excerpts from Mnsr. Philippe Denis' Written Lockheed 12A History

F-BUIE: Built in 1937 as s/n 1226, delivered on 25th of June -37 to FC Hall as NC 18130 on US Civil Registry, then to Gilmore Oil Co., Los Angeles, California as a corporate aircraft it was later on purchased in late -41 by FAFL Bureau (Free French AF) and flown to Africa. Still retaining its NC number US civil registration ó with radio call F-ZCAW ó it first flew with Free French markings (blue-white-red tape on rudders, öCross of Lorraineö on fuselage and wings, etcí over its otherwiseí civilian paint scheme) at Pointe Noire on 12th of January 1942.

During its FAFL war life, it was much operated in fights against German and Italian armies, practicing anti-submarine patrols (and bombingí hand grenades through the door!) quite successfully for such a pacific designed aircraft (!), evacuating wounded soldiers, etc. It also served a lot as a transport and command aircraft for Free French troop chiefs, such as Colonel Carretier, Commandant Morel, and the more famous Maréchal LeClerc (this airplane was also operated for General de Gaulle transport, occasionally, when he was on inspections in Africa). Historical research shows that it suffered a landing accident on 1st of May 1944 (pilot Lieutenant Speich) at Boufarik.

Later on, as France was liberated from German occupation, it served with the new official Air Force (its former pre-war civilian paint scheme now deleted, the new scheme being bare metal only with French roundels and rudder stripes, still with the Cross of Lorraine), as liaison aircraft for officials of the Air Force, particularly used by General Valin, the head of the French öArmée de l'Airö until 1946.

Put up for sale by the Government on 2nd of May, 1946, it was purchased for a price of 500,000 FF by the Air Commodore Vicomte Forbes, and left France for Great Britain where it was registered G-AHLH in May ø47, under the name of Air Commodore, the Earl of Granard, in Langford. In May ø61, it became EI-ALV, still with the same owner, and moved back to France, based at Toussus-le-Noble airfield (in Paris area).

It left Irish Registry on 28th of February 1973, sold to a small French company, Midi-Aviation, operating other L-12Aø from Nice airport, the whole thing being owned and operated by a Mr. Jean Cheapeau. It received its full French certificate of airworthiness on following 13th of April, and was registered F-BUIE on 18th of the same month. However, though fully airworthy during 1973-74, it was not operated by Mr. Cheapeau, and was just kept in outside storage. When I purchased the whole lot of the company late 1981 this airplane was quite a headache, having to be removed soon out from Nice/Côte d'Azur airport (by air, the only way due to its size not suitable for road transportation) otherwise it would have been destroyed by the local authorities. It was repaired for a short gear down ferry flight, and successfully ferried to nearby La Môle (St. Tropez airfield for the beach boys!) in Spring ø83, and put in storage.

The above is the bulk of text on Lockheed 12A, SN 1226, from the aircraft histories developed and recorded by the late Monsieur Philippe Denis, owner of the aircraft from 1981-2000. The aircraft was grounded and stored in a hangar at Valence-Chabeuil airport (south of Lyon) from 1983 through 2007, when restored to flight. The aircraft was recertified as airworthy in August 2007 and then flown around southern France, over the Vercours, and Corsica in August and September 2007 before being flown France-England-Scotland-Iceland-Greenland-Canada-US in mid September 2007.

21st Century Publicity



Lockheed in die USA verkauft

Electra auf Atlantikflug

Nach 66 Jahren kehrt jetzt eine Lockheed 12 Electra Junior in die USA zurück. Es handelt sich um ein zuletzt als F-BUHE in Frankreich registriertes Exemplar mit interessanter Vorgeschichte. Nach ihrer Auslieferung 1937 beteiligte sich ihr damaliger Eigentümer an populären Luftreisen wie der „Berdux Trophy“. Im Jahr 1941 kam sie nach Europa und diente im Zweiten Weltkrieg der französischen

Exilregierung, unter anderem General de Gaulle, als Reiseflugzeug.

Nach Kriegsende blieb die „Electra Junior“ bis 1973 in England, bevor die französische „Midi-Aviation“ sie erwarb und zwei Jahre später stilllegte. Nächster Eigentümer war der französische Sammler Philippe Dennis. Als der 2001 verstarb, übernahm der Amerikaner Jim Perry die geschichtsträchtige Lockheed. Im vergangenen Sommer ließ er das Flugzeug gründlich überholen. Ausgerüstet mit neuen Pratt & Whitney-Motoren flog sie Ende September in ihre neue Heimat über den Nordatlantik.



Bei Seattle ist jetzt diese Lockheed 12 behelmsat, die früher der französischen Exilregierung als Reiseflugzeug diente.

February 2008 German aviation magazine, *Klassiker der Luftfahrt*, noting aircraft usage in WWII by FFAF, post-war use, and recent flight back to the US.



Un Lockheed L2 de 1937 traverse l'Atlantique Nord

Le Lockheed « Electro Junior » n° 1226 est arrivé sans problème à Monroe (près de Seattle, État de Washington) après avoir effectué une traversée avec escales de l'Atlantique nord commencée au départ de Casen, le 2 septembre 2007. Ce Lockheed L12 construit en 1937 avait reçu l'immatriculation NC18130 (qu'il vient de retrouver avec ses nouveaux propriétaires) et participait aux courses Dendix Trophy avec M. Mlle Barclum jusqu'en 1941. Cette année-là, l'avion fut vendu par M. Gilmore Oil aux Forces Armées Françaises Libres (FAFL) au sein desquelles il transporta entre autres, le général de Gaulle et le maréchal Leclerc... Mis en vente à la fin de la guerre, il partit pour la Grande-Bretagne. En 1973, il revient en France quand Jean Chappau l'achète pour sa compagnie Midi-Aviation et le fait immatriculer F-BLUE. En 1975, son certificat de navigabilité expire et il finit par arriver au début des années 1990 dans la collection de Philippe Denis à Valence-Chabeuil. En 2001, suite au décès accidentel de Philippe Denis, l'avion est acheté par l'américain Jim Perry.



Le Lockheed L12 Electro Junior n° 1226/NC18130 fin août 2007, avant sa grande traversée de l'Atlantique Nord. (photos Alain Renard via Eric Jansonne)

March/April 2008 French aviation magazine, *Avions*, noting aircraft usage in France during and after WWII and noting the aircraft's new ownership which brought it back to the US.

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LOCKHEED 12A ELECTRA JUNIOR Erfolgreich über den Teich



Die Lockheed 12A Electra Junior, Bau-Nr. 1226, NC18130 kurz vor ihrem Flug über den Atlantik in ihre neue Heimat USA.
Foto: A. Bonard via E. Jansonne

Die Lockheed 12A Electra Junior, NC18130, Bau-Nr. 1226, ist vor kurzem in ihrer neuen Heimat in Monroe, Seattle im Staat Washington nach einer Atlantiküberquerung gelandet. Die historische Lockheed 12A aus dem Jahr 1937 war regelmäßiger Teilnehmer an den amerikanischen Luftrennen um die „Bendix Trophy“, bis sie von den Forces Aériennes Françaises Libres (Freie Französische Luftwaffe) in Douala, Französisch-Kamerun, erworben wurde. In Westafrika diente sie als „18130“, eine verkürzte ursprünglichen US-Zulassung, zur Beförderung von General de Gaulle and Marshal Leclerc.

Nach dem Krieg ging sie als überzähliges Wehrmaterial nach England, wo sie die Zulassung C-AHLE erhielt. 1973 erwarb Jean Chappéau die Electra für Midi-Aviation, und sie kehrte als F-BUTE nach Frankreich zurück. 1975 lief ihr Lufttüchtigkeitszeugnis ab. Anfang der 1990er-Jahre wurde sie Teil der Sammlung von Philippe Denis auf dem Flugplatz Valence-Chabeuil. Nach dessen Tod im Jahr 2001 kauften Spike Nasmith (ein ehemaliger F-4-Pilot aus dem Vietnamkrieg und Actor) und dessen Landsmann Jim Perry das Flugzeug.

Nach einer Restaurierung war die Electra Junior im Sommer 2007 wieder lufttüchtig. In Amerika wird die Maschine jetzt einer Kunden-Restaurierung unterzogen.
Eric Jansonne

May 2008 German aviation magazine, *Flugzeug Classic*, noting aircraft usage in WWII by FFAF, post-war use, and recent flight back to the US.

Additional Photographs







Equipment

Equipment List

Aircraft: Lockheed 12 A; S/N: 1226; Reg: NC18130

Item	Manufacturer	Model/comment	Number
Engine	Pratt & Whitney	R-985-AN14-B	2
Propeller	Hartzell	HC B3Z 30 2E	2
Starter	Eclipse Aviation		2
Magnetos	Bosch		4
Generators	Eclipse Aviation		2
Governors	Hartzell		2
Fuel pumps	OEM	TF-900-5	2
Battery	Gill	G88	1
Auto pilot	Sperry	(inop.)	1
Radio	King	KX-170B	1
GPS	Garmin	GNC 250XL	1
Directional gyro	Sperry		1
Turn and bank	OEM		1
Radio compass	Arc	21 A	1
EG analyzer	OEM		1
Artificial horizon	Sperry	ANS 736	1
Altimeter - pilot	OEM		1
Altimeter - copilot	OEM		1
Airspeed indicator	OEM		1
Oil pressure gauge	Electric Auto Light Co.	Army Type B8A; P/N: 10059A	2
Vertical speed indicator	Pioneer 1634		1
Clock	OEM		1
Outside air temp gauge	OEM		1
Carb temp gauge	OEM		2
Fuel pressure gauge	OEM		2
Oil temp gauge	OEM		2
Fuel quantity gauge	OEM		3
VOR head	King		1
Audio panel	King	KMA24	1
Transponder	King	KT76A	1
VOR/ILS	King		1
Cylinder head temp gauge	OEM		1
Mixture gauges	OEM		2
Vacuum gauge	OEM		1
Flap gauge	OEM		1
Engine tach	OEM		1
Seats	Lockheed		8
Lavatory	Lockheed		1
Whelen beacon	Whelen		1
Ammeter	OEM		2
Compass	OEM		1
Fuel tank - left aux	Lockheed		1
Cabin heat system	Lockheed		1