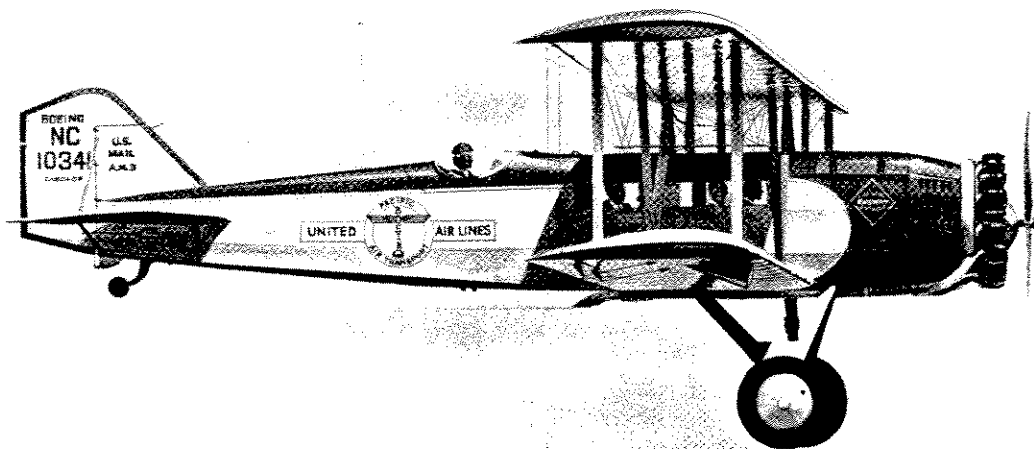


BOEING MODEL 40 AND ITS DESCENDANTS

the Great Mailplane of the Twenties

by Walt Bohl



Nixon Galloway print of a Boeing 40B-4 (NC10341 serial number 1422) originally delivered to Varney Air Lines and transferred to sister airline Pacific Air Transport as "Cascade." It was named after the Cascade Mountain Range. (Print from United Airlines Archives)

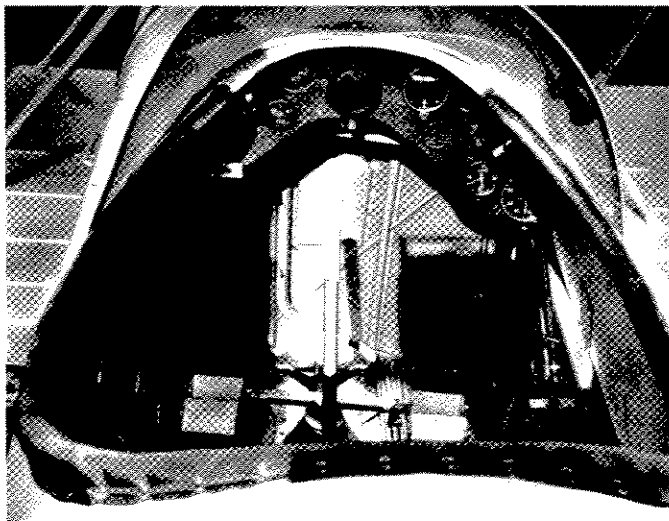
The Boeing Model 40 was powered by a single 400 hp water-cooled World War One Liberty V-12 engine. It was built for the Post Office Department as a replacement for the de Havilland 4s that were in use. Only one was built, msn 775. The first flight was on July 7, 1925. The Post Office purchased the single Model 40 built, but did not order any production aircraft. The aircraft had to be built to the government's specifications that required a Liberty engine. The Douglas M series won the U.S. Post Office contract for a mailplane with orders for 50 copies.

In 1925, the Post Office announced that it was going to turn the Air Mail service over to private operators. It first called for bids on its stubs, or feeders, to the mainline. Late in 1926, the Post Office called for bids on the transcontinental route. Bids were for either San Francisco-Chicago or Chicago-New York. They figured that no private operator was big enough for the whole route. Bids were to be in by January 15, 1927. Bill Boeing's friend and partner in the 1919 Seattle to Victoria Air Mail service, Eddie Hubbard talked Boeing into bidding on a route between San Francisco and Chicago, CAM-18, at about half the normal 1926 rate per mile. Boeing bid \$2.88 for a pound of mail carried between Chicago and San Francisco, where as Western Air Express' bid was for \$4.25 a pound. By building Boeing 40As with the new Wasp engine and two passenger seats, Hubbard figured they could make a profit. The air cooled Wasp engine was lighter than the water cooled Liberty. This allowed for more payload to be carried, which meant more profit potential. After winning the contract on January 29, 1927, Boeing was required to post a \$500,000 performance bond due to the low bid. Boeing Air Transport had to start service on July 1. The U.S. Navy agreed to delay delivery of twenty five of their Wasp engines so that Boeing had engines in time for the start up. The Navy's engines were to go on Boeing F2B-1s. The first engine was shipped in February 1927 and each month five more were off to Seattle for the mail planes. A total of 28 engines were shipped to Boeing, that gave

the airline three spare engines. Hubbard went to Salt Lake City, the point that three Air Mail routes came together and started hiring pilots and setting up ground stations. The new airline's first twenty-one pilots came from the Post Office's Air Mail Service. All of them were well experienced.

A new airline, Boeing Air Transport, started Air Mail service on July 1, 1927, from San Francisco's Crissy Field. Bertha Boeing, William's wife, broke a bottle of champagne on the propeller hub and christened the aircraft the "City of San Francisco." In Chicago, the next day, the new airline boarded its first passenger. She was Jane Eads, of the Chicago Herald Examiner, and she spent 23 hours in the tiny passenger cabin on the trip to San Francisco. The passenger fare from the Windy City to the Golden Gate was \$200. A hundred pounds of mail brought in \$288, so you can see that the mail had a higher priority.

The Model 40A was powered by a 420 hp Pratt & Whitney Wasp R-1340 nine-cylinder radial engine with a two blade fixed pitch propeller. The first "A" flew on May 20, 1927. It received its Approved Type Certificate (ATC) #2. All of the different Model 40s had a wing span of 44 feet 2 inches. The original 40, built for the Post Office, had a composite wood and tube fuselage. This was replaced on the 40A by an all steel structure. Twenty four "A"s went to Boeing Air Transport and one to Pratt & Whitney as a flying test bed. The Boeing plant did not have an adequate runway, so all 25 of the 40As were taken to Lake Washington's King County Airport (at Sand Point) (on 11-22-28 it became Naval Air Station Seattle) for final assembly and first flight. Only one aircraft was available for delivery by June 1st. Then about one a day, the completed mail planes left Sand Point and on June 30th all twenty four were in position for the start up. The 40As could carry up to 1200 pounds of cargo and two passengers. It had two fuselage mail compartments, one behind the engine with 25 cubic foot capacity (500 pounds of mail) and in front of the cockpit was a compartment of 37 cubic foot capacity (700 pounds of mail).



Cockpit: on the left side is the throttle, mixture control and the spark control. The ignition was retarded for engine starting. Right outside is a two inch venturi for the Turn & Bank (now known as a Turn & Slip). Note, the rudder bar instead off rudder pedals. ((Photo from United Airlines Archives))

The cabin windows were glazed with non-splintering glass and could be opened inflight. Space was provided in the passenger cabin for hand luggage. The cabin was metal lined throughout and the seats upholstered in leather. The original 40As had 120 gallons of fuel capacity.

Model 40Bs were 40As that, starting in 1928, had their Wasp R-1340s engines replaced with Pratt & Whitney R-1690 nine-cylinder Hornets of 525 hp under a new ATC #27 awarded on February 25, 1928. All the surviving nineteen "A"s, except the trainers, became "B"s. The normal cruising speed was increased by 5 to 20 miles per hour, depending on how much fuel the pilot wanted to use. They were later known as 40B-2s due to their two passenger capacity.

The Model 40C Wasp powered four-passenger aircraft was built under ATC #54. It was the same as a 40A except for the enlarged cabin to carry as many as four passengers with 500 pounds of cargo/mail. The 37 cubic foot mail compartment



In the foreground are Boeing 40As being built at the Boeing Seattle plant. Moving forward from the cockpit is a 39 cubic foot mail pit, a two passenger compartment, fuselage fuel tank, 25 cubic foot mail pit, engine accessory compartment and finally the 425 hp Pratt & Whitney Wasp engine. (Photo from United Airlines Archives)

was converted to a second passenger compartment. The passenger seats were slightly staggered to provide more shoulder room. Its first flight was on August 16, 1928, and they were built until December 1929. Most of the "C"s were converted with Hornet engines to 40B-4s. In August 1929, one was converted to a two place trainer for Boeing School of Aeronautics of Oakland, California.

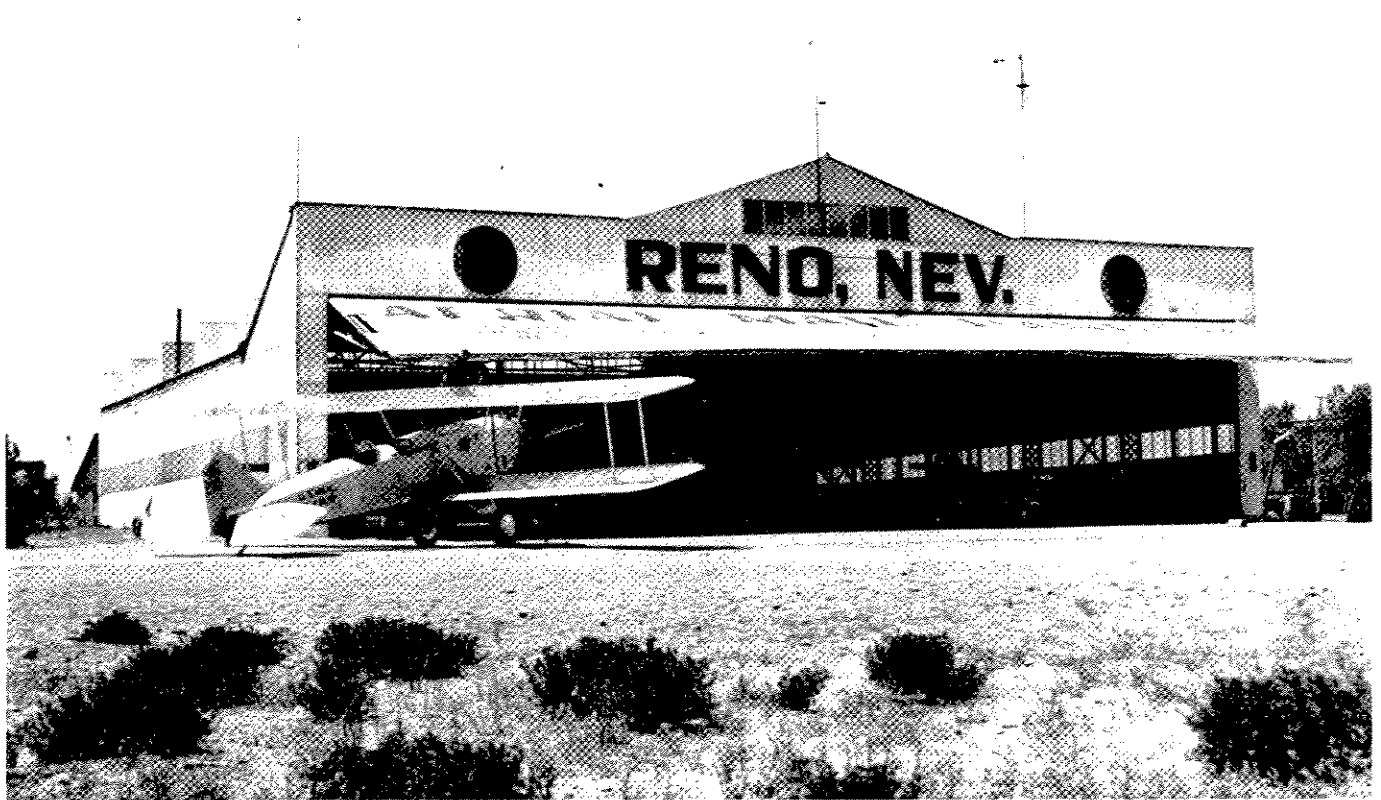
The Model 40B-4, built after the "C" model, was a four passenger mailplane powered by a 525 hp Hornet built under ATC # 183 issued on July 26, 1929. The 40B-4 model flew for the first time on October 5, 1928. The 40B-4s remained under construction until February 1932. Varney Air Lines operated the first 40B-4 revenue flight. The four passenger model 40s had two passenger doors on only the left side of the fuselage, where as the two passenger 40 models had one door on each side. The lower wing had manually retractable landing lights. The fuel capacity was 140 gallons. The fuel was carried in a right upper wing root tank and two lower wing root tanks that feed the engine via an engine-driven fuel pump or alternately by a hand operated wobble pump. The last 20 built had a steerable tail wheel, prior to this the mailplane just had a steerable tail skid. Thirty eight of this model were built. Two Model 40B-4s are still available for viewing in museums. One is in Dearborn, Michigan, at the Henry Ford Museum. The second one is in the Museum of Science and Industry in Chicago, Illinois.

The 40H-4 model was built by the Boeing Canadian factory in Vancouver, British Columbia. It was basically a 40B-4. Four were built in 1931-32 and a fifth was completed in 1935.

Two aircraft were built for oil companies. A Wasp powered 40X for Associated Oil Company NC7526, msn 1093, was delivered on September 6, 1928. The 40X had two open cockpits and a cabin for two passengers. A Hornet powered 40Y for Standard Oil Company of California (now ChevronTexaco) NC381, msn 1095, was delivered on December 9, 1928. Painted on the fuselage was "Standard of California #2." Standard's aircraft had wheel pants and a cowling. In 1936 it was owned by F.W. Winters of Standard Oil, San Francisco, California. □

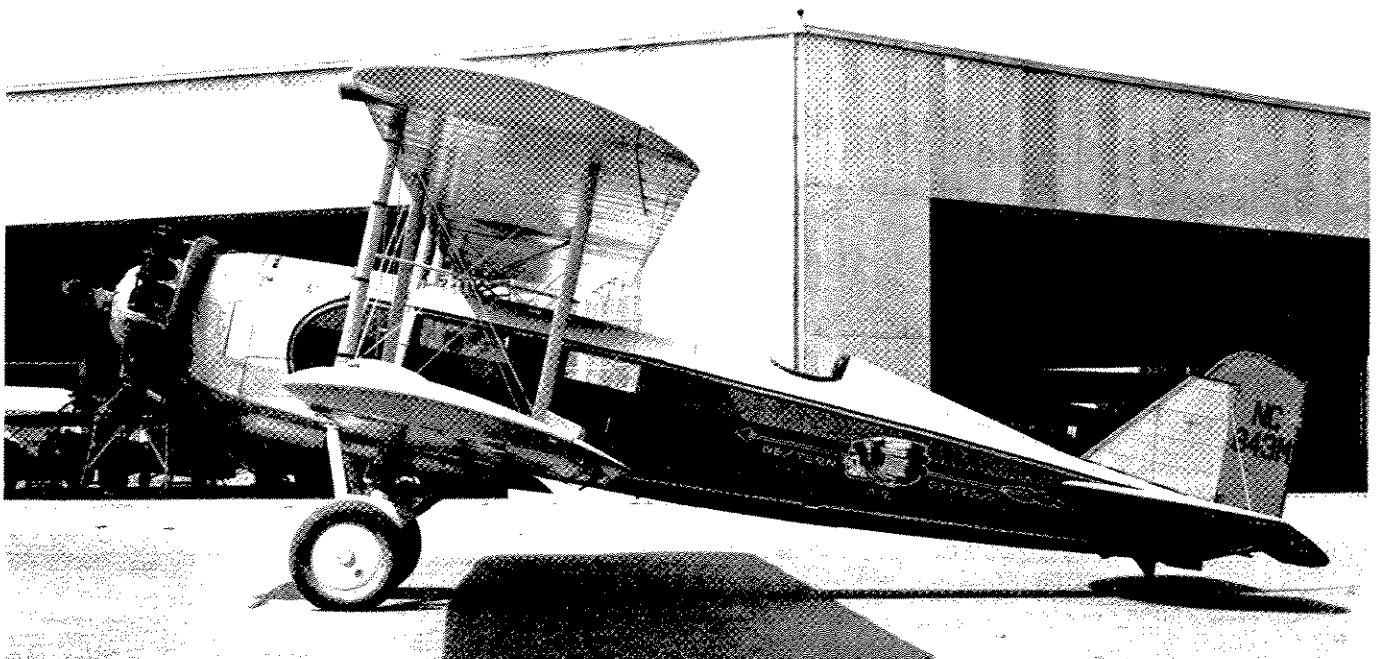


Photographed in June 1927, Boeing 40As of Boeing Air Transport at Seattle's King County Airport at Sand Point, later Naval Air Station Seattle. The aircraft are under final assembly prior to delivery flights to airports between San Francisco and Chicago. At this time, Boeing did not have an adequate runway at their Seattle aircraft plant. (Photo from United Airlines Archives)



Above: Boeing 40A (registration number C 270) at United Air Lines Airport Reno, Nevada. Aft mail compartment is open and wing tank is being refueled. This aircraft originally went to Pratt & Whitney as an engine test bed. In it's later life it was converted to a two cockpit trainer. (Photo from United Airlines Archives)

Below: Western Air Express (WAE) Boeing 40B-4 NC843M serial number 1169 photographed at WAE's maintenance hangar on the Alhambra, California, Airport. The aircraft was purchased on March 5, 1930 and sold on July 3, 1934. On February 2, 1931, it was involved in an accident at Salt Lake City, Utah. (Photo from the Bob Hufford AAHS Collection)



Note: In the following listings: BAT is Boeing Air Transport, NAT is National Air Transport, NPA is National Parks Airways, PAT is Pacific Air Transport, P & W is Pratt & Whitney, UAL is United Airlines, VAL is Varney Air Lines, WAE is Western Air Express and WCA is Western Canada Airways.

40As became 40Bs when the Wasp engines were replaced by Hornets. The conversions started in 1928. Later they were called 40B-2s. NC270 was converted to a two cockpit trainer model in its later life. The mailplane became obsolete as Boeing 247s were delivered and many started a new life as pilot route trainers. The 25 "A"s were delivered in Seattle from May 29, 1927, to late June.

Reg#	Msn	airline	received	released
C-268	879	BAT	6-27	f-f 5-20-27 sold 12-19-34 to Compania Nacional de Aviacion (presumably Cubana??)
C-269	880	BAT	6-27	scrapped 7-36
C-270	881	P&W	6-27	NC7471, 10-30-28 to BAT, 3-27-34 sold to PAT, (was with BAT 1-1-31 as NC7471) to Mexico
C-271	882	BAT	6-27	12-21-28 was converted to twin cockpit, with UAL as a trainer until 1937
C-272	883	BAT	6-27	sold 10-22-36 to Government of Honduras
C-273	884	BAT	6-27	Crashed 2-7-32 when six miles east of Knight, WY. Pilot Paul "Red" Andret died in the crash.
C-274	885	BAT	6-27	to PAT 2-28-34, United Air Lines 1934, sold 1-6-37 to Boeing School of Aeronautics Oakland, California, and was still there in 10-39 as a twin cockpit, with dual controls, instrument trainer.
C-275	886	BAT	6-27	3-11-29 destroyed near Park City, UT. ex-Florida Airways Pilot Regnar "R.T." Freng and his one passenger survived a crash landing on the side of a hill after the aircraft iced up in a heavy storm. The plane was consumed by a fire. Captain Freng went on to retire from United Airlines after a long career. He was honored by United Air Lines naming a DC-8 after him.
C-276	887	BAT	6-27	sold 6-3-35 to Mrs. L. E. Therkelsen, Burbank, California
C-277	888	BAT	6-27	to NAT 8-28-33 as NR277(registration not used)-United Air Lines scrapped 6-36
C-278	889	BAT	6-27	crashed 12-23-28 pilot A. R. Teckscheld crashed near Omaha, NE-hit bluffs in snowstorm
C-279	890	BAT	6-27	crashed 2-33 Basin Ridge, WY
C-280	891	BAT	6-27	crashed 2-26-28 Marquette, NE, pilot Frank Yager survived,passenger killed by propeller
C-281	892	BAT	6-27	crashed 12-17-32 Danville, CA-one killed
C-282	893	BAT	6-27	crashed 3-17-28 Federal, WY-pilot Edward Maroney inj.,passenger killed-weather
C-283	894	BAT	6-27	sold to P&W 9-30-33 (1936 & 1937 P & W East Hartford, CT, as X283)
C-284	895	BAT	6-27	registered to UAL in 37 modified,scrapped 1936 maybe 9-36
C-285	896	BAT	6-27	On 8-1-28, pilot Ira O. Biffle damaged the aircraft at Omaha, NE. Repairs were made, at Fort Cook Field, to the right gear, the wings and tail. At the same time Boeing Air Transport converted it to a "B" model with the installation of a three bladed propeller and a P & W Hornet engine. Pilot Weiner O Bunje, on 10-16-29, crashed at Salt Lake City, UT. Repairs were made and the mailplane was back in service four days later. The next month, pilot J. A. Barr crashed at Pine Bluffs, WY, and shortly repairs were made. Two months later, in January 1930, pilot Weiner O. Bunje had his second reportable accident with C285. This time it was at Rock Springs, WY, and he had a passenger on board. The gear was damaged and repaired along with a total aircraft fabric recovering. In August 1930, at Chicago's Municipal Airport, the aircraft received its annual inspection and a 100 pound radio was installed. This installation included a radio mast mounted aft of the cockpit and antenna wires from the mast to both upper wing tips. Two years later, in August 1932, it had accumulated 4480 flight hours and was given a complete over haul at Boeing Air Transport's maintenance base at Cheyenne, WY. The overhaul test pilot was Captain Crane. (By April 28, 1948, this base had moved to San Francisco, CA, as the pressurized cabin airliners were able to fly over the higher Rokeys and did not stop at Cheyenne any more). A year later, on 8-26-33 with 5160 total airframe hours as NC285, it was sold to National Air Transport and it was re-registered as NR285. The aircraft was not used to fly mail or passengers, it was converted to a two cockpit instrument trainer. In 1935, the registration was changed back to NC285 so it could be used as a backup passenger and mail carrying aircraft. At its last recorded inspection 6049 hours were on the airframe. Then, in 1938, it went to the Henry Ford Museum in Dearborn, MI. For over 60 years it was on display at the museum. In 2001, it was in St. Louis, MO, being rebuilt for the Ford Museum.
C-286	897	BAT	6-27	Crashed 1-24-29 in the Ruby Mountains at Secret Pass, NV. The pass is at an elevation of 6457 feet above sea level. The pilot was Frank Barber and he had two

C-287	898	BAT	6-27	passengers. All three survived and the aircraft was rebuilt. Crashed 11-23-31 near Salt Lake City, pilot Norman Potter was killed, in snowstorm
C-288	899	BAT	6-27	sold 10-24-36 to Government of Honduras In the summer of 1933, C-288 was displayed at the "Wings of a Century" pageant at the Century of Progress Exposition in Chicago. After the 1933 Chicago World's Fair, with more than 6000 hours on its airframe, this aircraft was donated to the Rosenwald Museum on 11-30-33. The museum later became the Chicago Museum of Science and Industry. The aircraft was stored in the basement until the museum was completed. It was hung from the ceiling in 1939. It is still there.
C-289	900	BAT	6-27	crashed 1-6-29 struck a tree while landing at Fort Crook, NE, on a flight from Cheyenne to Omaha. The plane was destroyed by fire. It was a night landing into the glare of the field's floodlights and the pilot, Norman Potter, could not see the tree, no fatalities
C-290	901	BAT	6-27	crashed 3-2-31 near Glide, OR, as a PAT aircraft. Had an inflight fire and pilot, Grover Tyler, landed in a field. Trees took the wings off the fuselage and help stopping the burning mailplane. The fire had started /stopped in the mail compartment. Pilot and two passengers survived. The aircraft was destroyed.
C-291	902	BAT	6-27	crashed 2-2-32 at Rio Vista, CA, Pilot John W. Sharpnack had departed Oakland's Airport and had only gone 40 miles in bad weather that took his life during the crash and subsequent fire.
C-292	903	BAT	6-27	UAL thru 1937 modified to Hornet powered

Boeing 40C, ten were built with nine going to Pacific Air Transport (PAT) and one to National Parks Airways (NPA). This Wasp powered model had room for four passengers. PAT named their Boeings after Pacific Coast mountain peaks and the name was displayed on the rudder. All of the "C"s, except NC6841, NC841M and NC5339, were converted to 40B-4s with the more powerful Hornet engine. The fuel system had three tanks of 40 gallons each, of which only 37 was useable. One tank was in the right upper wing root and the other tanks were in each of the lower wing roots. This made for a total advertised capacity of 120 gallons. By removing the fuselage tank that the 40As had, the forward mail pit's capacity was increased.

Reg#	Msn	Airline	received	released
C5340	1036	PAT	5-28	first flight 8-16-28, crashed 11-18-30 on a flight from Burbank to Bakersfield. Pilot Flavis A. Donaldson, George Rogers the PAT chief mechanic at Burbank, CA, and an 18 year old girl passenger were killed. They had crashed in the Tehachapi Mountains seven miles east of the highway that is now Interstate 5. This location named "Hood" after MT was near the Antelope emergency field. The aircraft was Hood., weather
NC6841	1041	PAT	5-28	sold 8-29 to Boeing School at Oakland, CA, and was converted to a two place trainer
NC5389	1042	PAT	5-28	crashed 5-16-32 at Burbank, CA, with three fatalities "Shasta"
NC5339	1043	PAT	5-17-28	#23 crashed 10-2-28 nine miles south of Canyonville, OR. Pilot Grant Donaldson survived and his passenger, B. P. Donevan, was killed. The aircraft was powered by a Wasp engine. The accident occurred prior to a conversion to Hornet powering. In 1993, the Oregon Aviation Historical Society salvaged the remains. On 4-22-00, its remains were purchased by Addison Pemberton of Spokane, WA. It has been registered as N5389 (N5339 was not available) and is being restored.
NC5390	1044	PAT	5-22-28	crashed 5-5-31 into the Verdugo Mountains behind Burbank, CA, on a foggy night. This aircraft had been converted to a two pilot open cockpit by removing two of the passenger seats and installing a second cockpit so that new pilots could get enroute training. Captain Art Starbuck was training new PAT pilot Charles Parmalee (ex-Pan Am pilot). Both of the pilots were killed. There were no passengers on board. Was named "Diablo".
NC178E	1096	PAT	12-14-28	to UAL, sold 10-22-36 to Government of Honduras, with PAT named "Cascade"
NC179E	1097	PAT	12-20-28	to UAL, sold 1-28-36, with PAT named "Baker"
NC180E	1098	PAT	12-28	sold to Boeing 4-29, sold to Robertson Aircraft Corp 1929, sold to Universal Aviation Corp. in 1929. Crashed on 10-8-29 during cross wind take-off from a muddy field at Kansas City, KS. It hit a truck. The pilot, Axel R. E. Swanson, was not injured.
NC181E	1099	PAT	3-29	sold to Boeing 4-29, to Robertson Aircraft Corp 1929, to Universal Aviation Corp. in 1929, to American Airways 1-31
NC841M	1167	NPA	9-29	sold 1-7-35 (NPA #8) was at times operated on skis. had Wasp 7-15-30, used as pilot trainer

40B-4 ATC # 183 issued July 26, 1929, Two were purchased by WAE on March 5 & 6, 1930. They replaced two Boeing 95 mail planes that had crashed in the first two months of the year.

Reg#	Msn	Airline	received	released
NC278K	1146			Empire Oil Company 19??,1935 with Hanford (1936 Hanford Tri-State Airlines, Sioux City, IA)
NC740K	1147	PAT	7-29	Crashed 5-9-30 San Jose, CA, pilot B. M. Merrill, hit a wagon on takeoff & burned-Lassen"
NC741K	1148	PAT	7-29	to UAL,sold 1-28-36 "McKinley"
NC742K	1149	BAT	1929	Boeing to Mid-Continent Express,- 3-5-30 to WAE crashed 2-9-32 (WAE #54)
NC743K	1150	PAT	8-29	Crashed 1-1-31 at Crescent Lake, OR. Pilot J. Russell Cunningham was on a ferry flight from Medford, OR, to Seattle, WA. He radioed he was making a landing on account of fog and sleet. Was named "Adams" Pilot survived and aircraft was beyond repair.
damage NC830M	1155	VAL	10-29	(VAL #23) Pilot Richard F. Gleason crashed into the Willamette River on 5-30-32. This was after take-off from Portland's Swan Island Airport. His passenger was killed, he survived. On this flight to Seattle, with 150 pounds of mail and one passenger, one of the propeller blades left the prop hub and the vibration tore the from the aircraft.
engine NC831M	1156	VAL	9-29	(VAL #20) to BAT 9-30-33,sold 11-9-34 to J A Kincaid, Klamath Falls, OR (1936 lived in Astoria, OR),leased to Miguel A Zuniga (a partner in LAMSA) as XA-BLY,-sold to LAMSA 1941
NC832M	1157	VAL	11-29	(VAL #24) still reg 1-1-31 to VAL (1936 & 1937 United Airports of Conn., Hartford, CT)
NC833M	1158	VAL	12-29	(VAL #25) to BAT 9-30-33,sold 10-22-36 to Government of Honduras
NC834M	1159	VAL	9-29	(VAL #22) destroyed 8-22-30 at Baker, OR, after in-flight fire started. Pilot was Roy "Abe" Warner who survived, but had burns on his hands and face. Fuel line broke caught fire while landing. Destroyed by fire.
& NC835M	1160	unk	unk	to Peru
NC836M	1161	unk	unk	to Peru
NC837M	1162	unk	unk	to Peru
CF-AIM	1163	WCA	12-20-29	destroyed by fire 7-30-32 at Pembina, North Dakota (U.S. registration was NC838M)
X-813M	1164	to P&W	10-7-29	40B-4A modified with a P & W Hornet of 650 hp (R-1860, geared) with 3 bladed prop
CF-AIN	1165	WCA	12-2-29	destroyed by fire 9-25-30 at Southesk, Alta. (U.S. registration was NC839M)
CF-AIO	1166	WCA	12-2-29	damaged beyond repair 6-12-30 at Moose Jaw, Saskatchewan, Canada,landing accident (U.S. registration was NC840M)
NC842M	1168	UAL	2-30	crashed 12-13-32 burned after crash landing near McClelland, IA, carburetor icing
NC843M	1169	WAE	3-5-30	sold 7-3-34 (WAE #55) Accident in Salt Lake City 2-2-31
NC10338	1419	VAL	8-30	(VAL #26) crashed 11-26-31 when 1.5 miles west of Pasco, WA, airport. Pilot Edward C. Bigelow was enroute from Portland, OR, looking for the fog bound air port. He was killed in the crash.
NC10339	1420	PAT	5-31	to BAT 1-8-32, sold 4-25-35 to E. W. Kingsley, Glendale, CA, was "Rainier."
NC10340	1421	VAL	9-30	(VAL #27) to BAT 9-30-33, to UAL, sold 1-29-36 to unknown.
NC10341	1422	VAL	9-30	(VAL #28) Pilot Walter E. Case crashed 1-22-31. He flew into a cliff of Baldy Mountain near the Hood River in the Columbia Gorge (Washougal, WA). The pilot Case was killed.
NC10342	1423	PAT	10-20-30	to BAT 9-33, to UAL, sold 5-17-35 to M. W. Sasseen, Anchorage, AK, to Alaska crashed Platinum, AK, 1936 landing, 1976 to W. F. "Bill" Hill, Woodland Hills, CA, as N29708, 2001 to Addison Pemberton, Spokane, WA.
NC10343	1424	PAT	10-30-30	to UAL, sold 9-30-36 to Art Newman, was "Whitney" with PAT.
NC10344	1425	VAL	10-30	(VAL #29) to BAT 9-30-33, to UAL, sold 10-22-36 to Government of Honduras.
NC10345	1426	PAT	12-5-30	to UAL, sold 2-11-35 to Stearman Aircraft Company, was "Logan" with PAT (1936 registered to L. Breason, Saratoga, NY. license expires 11-15-35).
NC10346	1427	PAT	1-28-31	sold 6-20-34 to W. P. Huston for \$2,000, was "Dana" with PAT.
NC10347	1428	PAT	2-19-31	crashed 9-16-31 near Oakland, CA, in the San Francisco Bay, 4 were killed, 3 passengers and pilot Ray H. Boudreaux,almost all of the 400 pounds of mail was destroyed. Was PAT's "Crater."
NC10348	1429	PAT	3-10-31	crashed 6-2-32 near Fresno, CA, had an in-fire with a forced landing, PAT's "Wilson."
NC10349	1430	VAL	2-31	(VAL #30) to BAT 9-33, to UAL, sold 10-22-36 to Government of Honduras
NC10350	1431	VAL	3-31	(VAL #31) to NAT 6-33, sold to Rapid Air Transport 9-22-34 to Hanford Air Lines 1935
NC10351	1432	NAT	8-3-31	crashed 4-7-33 near Liberty, MO.

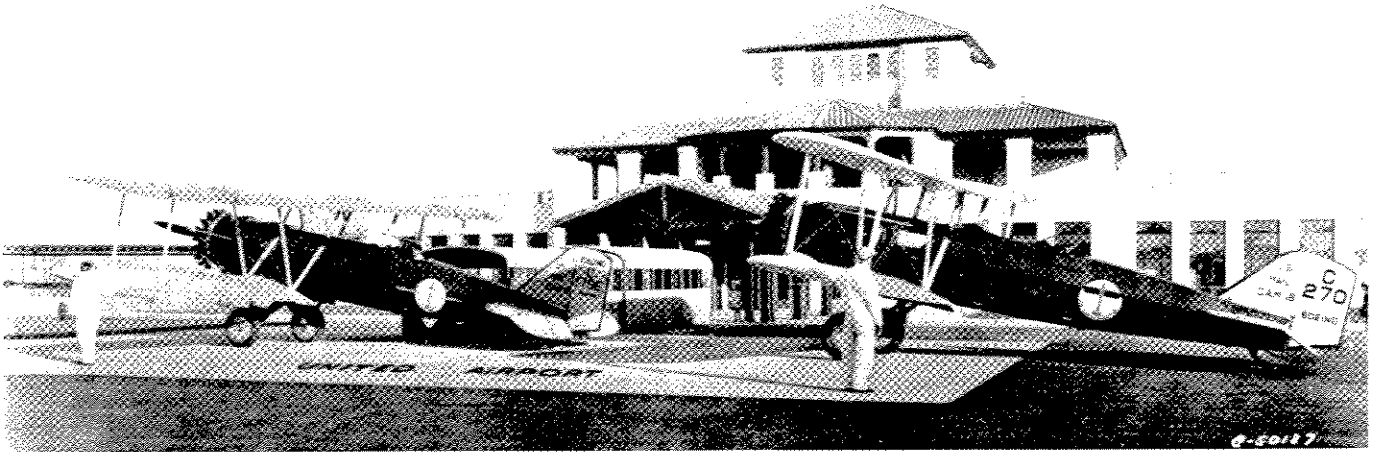
NC10352	1433	NAT	8-5-31	to VAL 11-7-32, sold to Hanford Air Lines 8-25-34 operated to 1936.
NC10353	1434	VAL	12-31	(VAL #33) to BAT 2-29-32, to UAL,sold 3-13-35 to J. J. Breau, Schenectady, NY.
NC10354	1435	BAT	2-29-32	to UAL, scrapped 1936.
NC10355	1436	NAT	8-23-31	stored 1933 in Wichita, KS, sold 10-22-36 to Government of Honduras.
NC10356	1437	NPA	11-4-31	crashed 12-31-36 (NPA #11) had been used for pilot training ,WAE plane #356 8-1-37 Listed by WAE as "In damaged condition-of no value "
NC10357	1438	VAL	11-31	(VAL #32) not taken up, to BAT 11-27-31,UAL sold 12-35 to Charles Babb Aircraft Sales

40H-4 model was built by the Boeing Canadian factory in Vancouver, British Columbia. It was basically a 40B-4. The "H" in the model number was used to honor the president of the Canadian company, Henry Hoffar. Five were built, as CF-AMP thru CF-AMT with serial numbers of CB-5 thru CB-9. The CB stood for Canadian Boeing. Two (msn CB-7 & CB-8) were exported to Australia. One of the Australian 40s (CB-7) was destroyed by the Japanese in World War Two.

Reg#	Msn	Airline	received	
CF-AMP	CB-5	BACC	9-12-30	1932 leased to Canadian Airways,11-4-32 returned to BACC (Boeing Aircraft Company of Canada),1-24-36 sold to Columbia Aviation Ltd. crashed 3-6-36 at Peerless Lake, Alberta,Carburetor icing
CF-AMQ	CB-6	BACC	11-24-31	1931 leased to Canadian Airways,11-23-32 returned to BACC and stored
CF-AMR	CB-7		4-8-35	to New Zealand as ZK-ADY for New Zealand National Airways not taken up, to Australia as VH-ACL with a Certificate of Registration number 749 issued on January 26, 1940, to R. J. P. "Ray" Parer (Wau, New Guinea). He put it into service in August 1940, and it was withdrawn in November 1941. The aircraft was destroyed by the Japanese in W W II and the registration was canceled on 3-11-42.
CF-AMS	CB-8			as ZK-ADX for New Zealand National Airways it was not taken up,to Australia as VH-ADX with a Certificate of Registration number 708 issued on July 18, 1938, to K. R. M. Farmer, Melbourne, Victoria.,In 5-39, it was purchased in Melbourne by R. J. P. "Ray" Parer of New Guinea who operated it for four months before it was written off on 9-21-39 near Black Cat Mine, New Guinea. Parer then purchased a second Boeing 40H-4, CB-7.
CF-AMT	CB-9			Not completed in 1931,stored to 1935,1-22-36 purchased by Columbia Aviation Ltd. of Vancouver, BC,10-13-36 sold to United Air Transport (Canada),given to Calgary Institute of Tech. and Art

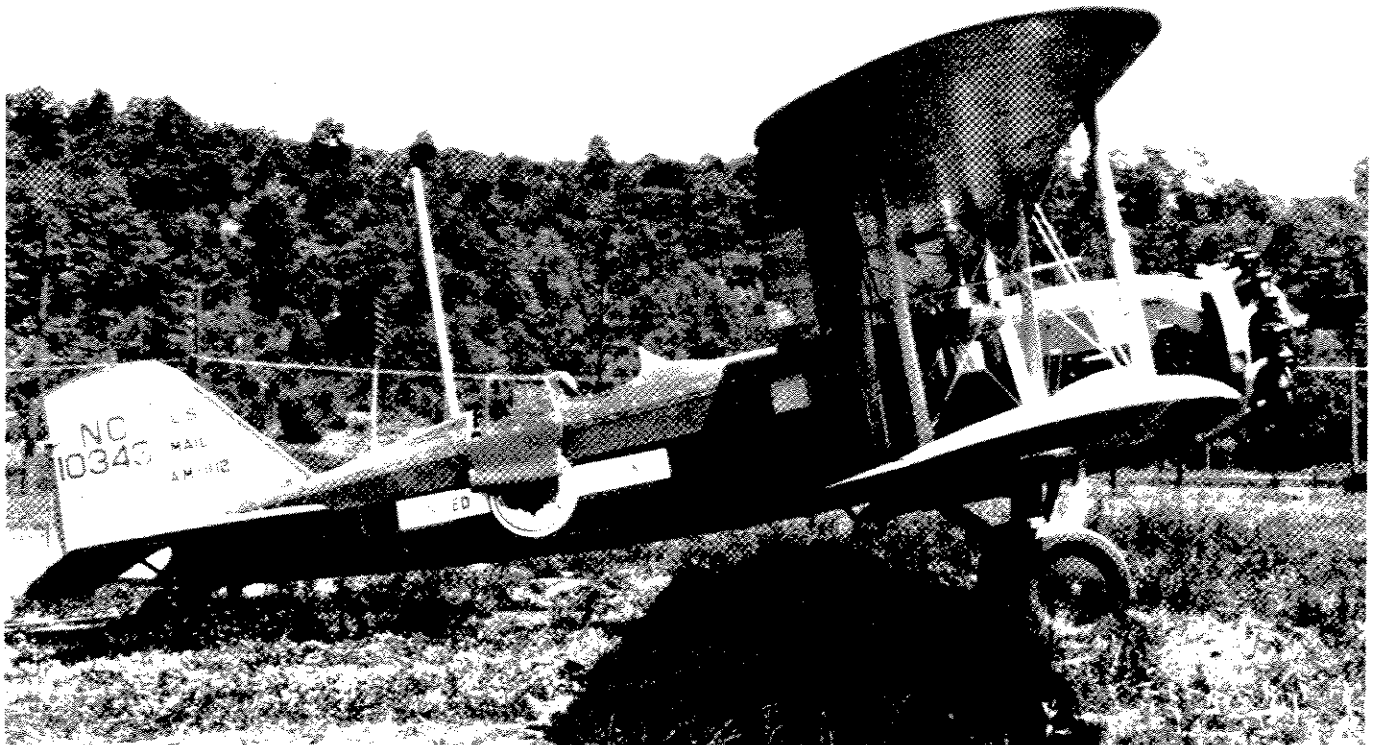


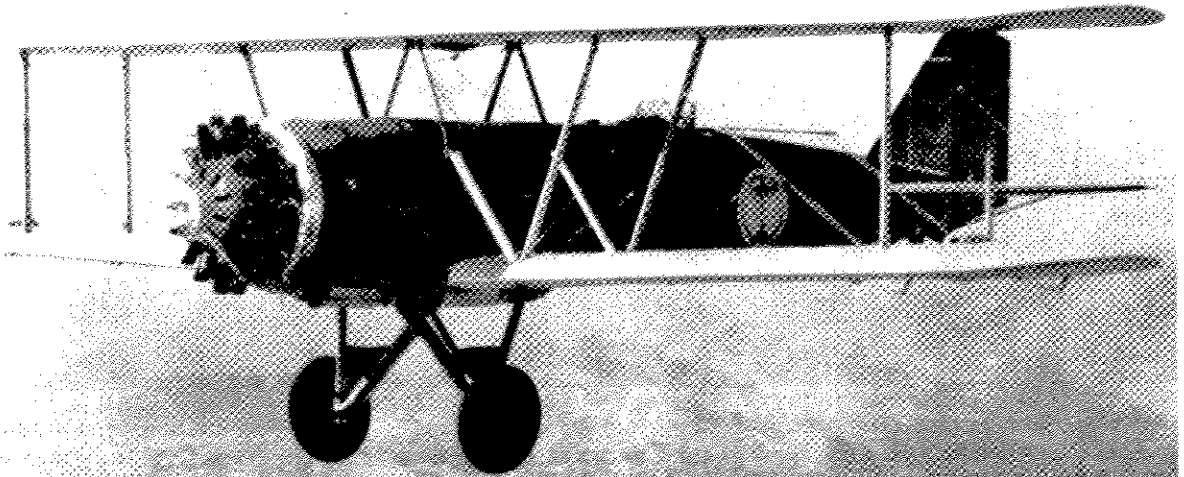
First Boeing 40B-4 purchased by Pacific Air Transport (PAT), NC740K serial number 1147, at Angelus Mesa, the airport that served the Los Angeles area. The Studebaker car in the photo was used to ferry passengers to Bakersfield when the weather was too bad to fly the passengers and mail. This aircraft crashed on May 9, 1930, at San Jose, California. While on take off, it hit a wagon and burned. The pilot was B. M. Merrill and the aircraft's name was "Lassen" named after Mt. Lassen. Notice the short exhaust stacks for summer operations with no cabin or cockpit heaters. (Photo from United Airlines Archives)



Above: At United Airport Burbank, California, are two Boeing 40s. The left aircraft is C179E of Pacific Air Transport named "Baker," after Mt. Baker. It is a Boeing 40C that has four passenger seats and flown on Air Mail Route 8 (CAM 8). The right aircraft is C270 a 40A converted to a two cockpit model, the aft mail pit is now a cockpit and the aircraft has only two passenger seats. This aircraft is used on Air Mail Route 18. (Photo from United Airlines Archives)

Below: Boeing 40B-4 aircraft of United Air Lines (Ex-Pacific Air Transport "Whitney") NC 10343. After the airlines took over the mail routes from the U. S. Army in 1934, the routes were renumbered. United Air Lines held Air Mail routes 1, 11 and 12 as noted on the vertical stabilizer in this photo. Notice that the radio compartment flap is open covering the United Air Lines logo. (Photo from United Airlines Archives)





Above: Boeing 40B-4 (NC742K serial number 1149) was originally with Boeing Air Transport then Mid-Continent Express. Finally Western Air Express (WAE), in March 1930, acquired it and another 40B-4 to replace two Boeing 95 mail planes that crashed near Cedar City, Utah. With WAE as aircraft #54, it crashed on February 9, 1932, in a forced landing. The wings were damaged, WAE decided to dismantle and not repair the aircraft. Notice the winter heater exhaust muffs beneath the aircraft's center line.
(Photo from United Airlines Archives)

Below: Boeing 40B-4, flown by Pacific Air Transport (PAT) over the coastal and valley routes between Seattle and Los Angeles, carried four passenger seats in a forward cabin area between the wings. The pilot flew in an open cockpit and soared along at 110 miles per hour. The 40B-4 entered service in late 1936 and eventually gave way to the tri-engine Boeing 80 in the early thirties. (Photo from United Airlines Archives)



Sidebars

On the July 1, 1927, startup, Boeing Air Transport's 1918 mile CAM #18 route was between: Maywood's Checkerboard Field (Chicago's Air Mail Airport until December 1927, then to Chicago's Municipal Airport), Iowa City, Omaha's Nielson Field (later Fort Crook Field until 1930, now Offutt Air Force Base), North Platte, Cheyenne, Rock Springs, Salt Lake City, Elko, Reno's United Air Lines Airport, Sacramento, San Francisco's Crissy Field.

Chicago's Airports:

1919 Grant Park Air Mail Field (was Air Mail field 1918-1920 then to Maywood)
1916 to 1951 Ashburn Field (on South Cicero Ave. between 79th & 87th Streets)
Cicero Field (between 16th & 22nd Streets, 48th & 52nd Avenues)
1919 to 1928 Checkerboard Field, Maywood, IL (at 1st Ave. and 12th St.)
Maywood Air Mail Field next to Checkerboard Field (1921-1927 Air Mail)
1926 Chicago Municipal Airport, Midway Airport (55th & Cicero) (Dec 1927 Air Mail Field)
1929 Curtiss-Reynolds Airport, Glenview Naval Air Station
Douglas Airport, Orchard Place Air Field, Oct 30, 1955, O'Hare International Airport
Northerly Island Airport, Meigs Field (named after Merrill C. Meigs a Chicago newspaper publisher)

Pacific Air Transport's CAM #8 route, started on September 15, 1926, was between Seattle's Sand Point Field-Tacoma-Portland's Swan Island Airport-Medford-Oakland-San Francisco-Fresno's Chandler Field (at first Maddux Airport)-Bakersfield-Los Angeles' Angelus Mesa Field (later changed to Burbank). On 7-1-30, Los Angeles-San Diego and San Jose-Oakland were added to the route. PAT was bought out by Boeing Air Transport on January 1, 1928, and in May 1928, Boeing 40s started service on PAT's routes.

San Francisco's Airports:

Marina Field
Crissy Army Field
Bay Aerodrome
Alameda
1928 Oakland
Mills Field, San Francisco Municipal Airport, San Francisco International Airport

BOEING MODEL 40s

Model	# Built	ATC #	Built	Engine	Sold To
40	1	none	1925	Liberty	U.S. Post Office
40-A	25	2	1927	Wasp	Boeing Air Transport (24) P&W (1)
40-B	0	27	converted A		Hornet 19 surviving "A"s Converted
40-C	10	54	1928-29	Wasp	Pacific Air Transport (9) NPA (1)
40-B-4	38	183	1929-31	Hornet	PAT (11) VAT (13) WCA (3) NPA (1)
40-H4	5	non-US	1930-35	Hornet	built in Vancouver, Canada
40X	1	54	1928	Wasp	Associated Oil Co.
40Y	1	183	1928	Hornet	Standard Oil of California
Total	81				

NOTES

"Model Airplane News" June & July 1956 has Boeing 40A & 40-B4 plans Story in EAA's "Vintage Airplane" February 1977 issue
Some B-40s went to Honduras TACA is a Honduras airline which received an air mail contract on 2-1-33. Empresa Dean was a Honduran transport operator
Taxi Aereo Oaxaca, operated by Captain Luis Melgosa, operated a cargo route to a gold mine near Juchatengo, Mexico using a Boeing 40. Operation was sold to Aeronaves de Mexico in early 1943. Unknown if Boeing 40 went to the new owner Transportes Aereos Mexicanos. S. A. (TAMSA) had a Boeing 40B, it was gone by the early 1950s.

Empresa Nacional de Transportes Aereos (ENTA) of Costa Rica had a Boeing 40B-4

Lineas Aereas Mineras S. A. (LAMSA) had a Boeing 40B-4 in 1941 registered as XA- BLY

1936-1940 nine 40B-4 in service with Cuerpo de Aviacion (Peru)

As early as 1930, the first of six Model 40B-4s arrived in Peru. They went into service with the Cuerpo de Aeronautica del Peru. They served until 1941 as cargo and passenger carriers.

By 1936, 40s entered service with Cuerpo de Aviacion Militar Hondureno. The Hondurans had nine 40B-4s in service from 1936 to 1945