

LOCKHEED ELECTRA*Continued from page 7*

changes showed that longitudinal and lateral stability were improved by a twin fin and rudder, and drag was reduced by (1) removal of the large fillet which blended the wing to the fuselage and (2) sloping the base of wind screen forward rather than aft. The benefits from these changes were substantial during later flight tests

The first flight of this airplane, the Model 10A "Electra", occurred on February 23, 1934. During 1935, the U.S. Navy ordered Model 10A Electra No. 1052 to be used as the Command Transport for the Secretary of the Navy, Claude Swanson. The airplane was delivered to the Naval Air Station, Anacostia, Florida on February 19, 1936 with a dark blue fuselage and had the Navy designation XR20-1 and BuNo. 0267 on the fin and rudder. The flag of the Navy Secretary was painted on the outboard side of both engine cowls after delivery. During the war years, the airplane was probably used most extensively by David Ingalls, the Assistant Secretary of Naval Air. This is the airplane that is currently undergoing restoration at the New England Air Museum.

The Navy sold No. 1052 after World War II, and a review of FAA records and conversations with a previous owner revealed that this airplane had the following owners in succession:

1. *U.S. Navy; Anacostia, Florida
February 19, 1936*
2. *Noble Drilling Corp.; Tulsa,
Oklahoma, May 5, 1945*
3. *Associated Transport, Inc.; St.
Louis, Missouri, April 7, 1953*
4. *Aetna Freight Lines, Inc.;
Warren, Ohio, December 30,
1953*

5. *Naples Air Lines; Naples,
Florida, September 21, 1957*
6. *Aetna Freight Lines, Inc.;
Warren, Ohio, March 30, 1959*
7. *Robert Saxe; Mount Union,
Pennsylvania, February 20,
1962*
8. *Carson Helicopters of New
England, Inc.; Boston, Mass.,
March 11, 1963*
9. *Carson Airlines, Inc.; Boston,
Massachusetts, August 29, 1963*
10. *Skyway Aviation, Inc.; Ft.
Leonard Wood, Missouri,
October 10, 1967*
11. *Mr. Dolph Overton; Kenly,
North Carolina, September 17,
1979*
12. *United Technologies Corp.;
East Hartford, Connecticut
March 20, 1984*
13. *New England Air Museum;
Windsor Locks, Connecticut,
February 23, 1988*

It was interesting to discover that FAA records state that No. 1052 was "deregistered June 4, 1976 due to being destroyed". However, we learned that Mr. Overton bought the airplane without engines from Skyway and installed his own

engines. Then, with a special permit, he flew the airplane from Ft. Leonard Wood, Missouri to Orlando, Florida. Later the airplane was shipped to Smithfield, North Carolina where it was to be restored for his Wings and Wheels Museum.

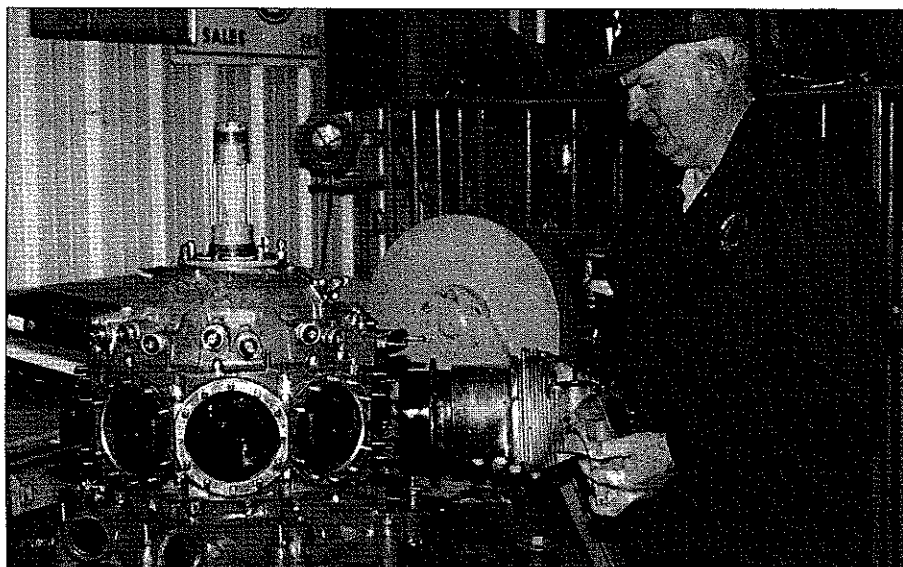
During 1983, a pilot named Grace McGuire had acquired the only remaining, but badly damaged, original Lockheed Model 10E airplane. This is the same model that Amelia Earhart had flown. Grace McGuire was intent on restoring her airplane to flying condition in the Amelia Earhart configuration and flying Earhart's planned route as closely as possible. Through releases of Grace McGuire interviews to national press and on national television, the information on the proposed flight was revealed to United Technologies management who became interested in the project and contacted McGuire with offers to provide support.

The 10E (No. 1042) was shipped to Rentschler Airport in East Hartford where time and cost estimates to restore the airplane for the Earhart flight exceeded the proposed cost and time budgets. An alternative was to acquire a Model



Ed Wochomurka, sheet metal expert, puts finishing touches on one of the restored engine nacelles.

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Connie Lachendro is shown working on the restoration of one of the two Pratt & Whitney R-985 engines.

A, B or C in good condition and install on this airframe the necessary more powerful Pratt & Whitney 1340 engines and other 10E parts available from No. 1042. This conversion was standard practice for upgrading to the more powerful 10E.

By this time, Mr. Overton was no longer interested in No. 1052 and had it up for sale where it was noted by the people involved in the proposed project. The airplane was purchased by United Technologies Corp. in 1984 and was transported from Smithfield, North Carolina to Rentschler Airport by United Technologies where preparations were under way to initiate the restoration of No. 1052 Model 10A into a 10E in the Amelia Earhart configuration (No. 1055).

During this period (and unknown to most of the other workers on the Amelia Earhart project) Grace McGuire became very ill with a sickness (later diagnosed as Lyme disease) which so seriously affected her physically that temporarily she was unable to perform satisfactorily on the Project. Within this same period, United Technologies made a

change in management which resulted in immediate cancellation of the Project.

With the Project terminated, United Technologies returned the Model 10E to Grace McGuire in New Jersey and donated the 10A to the New England Air Museum. Unfortunately, the Museum had no space available at the time for restoration or storage.

However, a Pratt & Whitney employee who was to supervise the restoration of No. 1052, volunteered to place all of the airplane parts in a secured building he owned in Lisbon, Connecticut and to hold it there for a maximum of ten years. In November 1994, an area in NEAM Civil Aviation Building became available, so a helicopter from the Connecticut Army National Guard transported the bare fuselage from Lisbon to NEAM; all of the other parts in storage were transported to the Museum by truck.

Because of the large number of active restoration projects, only a minimum effort was immediately available for restoration of the "Electra". Most of the early effort

was expended in getting familiar with and organizing the airplane parts. As more help became available, the major parts were assembled to the fuselage, and during this initial assembly period it became evident that many of the smaller parts were missing, hindering the assembly effort.

Currently, restoration work is progressing in several areas: both engines are in the Restoration building for tear-down, cleaning and re-assembly; damaged cowling and nacelles are being repaired; new skins were just received for the port side fin and rudder, so these assemblies can be started; new panels were fabricated and are being installed in the nose baggage compartment; control systems are being checked out and connected between the cockpit and the control areas; a new instrument panel was fabricated and instruments are being installed when received; new flooring is being built and installed in the cabin and cockpit areas.

With the involvement of these very talented volunteers, we can expect the appearance of our Lockheed Model 10A "Electra" to return soon to its original splendor and become another very attractive airplane to be admired by Museum visitors.

Editor's Note: This article written by William E. Taylor who heads up the Lockheed 10 Restoration Project. A volunteer at the Museum since 1988, he is retired from United Technologies Research Center in East Hartford. The other volunteers who have a hand in the Project include Don Bennison, Sherrill Collins, Jack Freiman, Norm Gagne, Chet Janeczek, Connie Lachendro, Stu Latsha, Jim Maher, Jack Perretti, Connie Peterson, Ed Phillips, John Vranich and Ed Wochomurka. ✈