
Hughes Aircraft Co., Culver City, Calif., carries out some further modification of the giant Hughes flying boat. In August, the company bids to purchase and operate the Helicopter Div. of Kellett Aircraft Corp., under bankruptcy proceedings.

Johnson Aircraft Corp., Tyler, Tex., starts production of a light plane, designated the “Bullet 185” and designed by R. S. Johnson, President, the designer of the former Culver “Cadet” and Tencu “Swift.”

Kaman Aircraft Corp., Windsor Locks, Conn., starts production of a commercial model helicopter, the K-190. (Photo, p. 108.)

Kellett Aircraft Corp., North Wales, Pa., is operated by trustees under court order for most of this year. The business is returned to private ownership in October, and work on helicopters and propellers begins.

Lockheed Aircraft Corp., Burbank, Calif., continues to produce its famous F-80 jet fighters for the Air Force and develops a two-place training version, designated the TF-80. (Photo, p. 112.) As of December 1, Lockheed held military contracts for 557 F-80’s and 128 TF-80’s. In addition, the company is developing its military programs, including the “Neptune” designation of the C-121 and supplies the Navy with several “Constitution” and “P2V” Neptunes. (Photos, pp. 107 & 112.) A net loss of $2,471,695 on operations for 1947 is offset by net earnings for the corporation and its wholly owned subsidiaries of $6,239,380 in 1948.

Lucomcine Airplane Corp., Dallas, Tex., introduces several new models of its all-metal, personal airplanes, July, including the Silvane “Sky Pal,” priced at $2,095; Silvane “Special,” $2,695; “Observer Special,” $2,795; and the “Observer Deluxe,” $3,195. The company delivers a total of 716 of its various models this year.

McDonnell Aircraft Co., Venice, Calif., engaging in research and production of jet engines, develops and flies an experimental, pulse-jet-powered helicopter. (Photo, p. 108.) The company is purchased by General Tire & Rubber Co. in July, and in November leases the Van Nuys, Calif., plant of the Timm Aircraft Corp., where it now carries on expanded operations.

The Glenn L. Martin Co., Baltimore, Md., abandons its “3-0-3” project in December, 1947, but carries on production of its “2-0-2” air-line transport. (Photo, p. 111.) Models produced for the Navy this year include the XP5M-1 flying patrol boat (Photo, p. 101.), the PBM-5A “Mariner,” and the P4M-1 “Mercator,” (Photos, p. 112.) For 1947, Martin’s net loss is $19,181,520. Sales totaling $72,686,527 in 1948 result in a net loss of $16,710,762 for this year.

McDonnell Aircraft Corp., St. Louis, Mo., engages in a wide range of experimental projects for the military, in addition to producing quantities of Navy F2H “ Banshee” jet fighters. (Photo, p. 112.) Some of its experimental aircraft this year include a ramjet helicopter, “Little Henry” (Photo, p. 108); a parasite fighter, the XF-85 (Photo, p. 106); and the XF-88 jet fighter (Photo, p. 110). For the 1948 fiscal year ending June 30, McDonnell has net earnings of $1,675,327, as compared with net earnings of $540,870 in 1947.

Monocoupe Airplane & Engine Corp., Melbourne, Fla., continues to produce the two-place ZG-A11. (Photo, p. 111.)

Mooney Aircraft Co., Wichita, Kan., develops a single-seat Bantam plane, the M-18, which the company plans to produce and sell for $1,500.

National Aircraft Co., Hagerstown, Md., is organized to develop a small, low-cost, twin-engine airplane designed by Willard R. Custer. (Photo, p. 109.)

North American Aviation, Inc., now operating three plants in Southern California, is second highest prime contractor for military aircraft for 1949. It enters the competition with orders totaling over $300,000,000. Winner of the Air Force trainer competition, the company receives orders for 266 T-28’s. Military contracts are also held for 51 B-45 jet bombers, 333 F-86 jet fighters, and 118 F-93 jet fighters. (Photos, pp. 106 & 112.) The XA-1 attack bomber and F-1 “Fury” are produced for the Navy. (Photos, pp. 105 & 112.) With a net loss of $28,259 in 1947, North American winds up its fiscal year 1948, September 30, with a net income of $6,779,561 on sales totaling $94,782,739.

Northrop Aircraft, Inc., concentrates its efforts on military aircraft this year and develops a military version of the “Pioneer” transport, known as the C-125 “Raider.” An original Air Force contract for 23 “Raiders” in March is increased by 30 more in the 1949 military budget. (Photo, p. 112.) YB-49 flying wing bombers, created by converting B-35 reciprocating engine “wings” to eight jet engines, also claims favorable test reports. (Photo, p. 104.) Other models developed this year include the XF-89 jet fighter and the X-4 research airplane. (Photos, pp. 101 & 107.) For the fiscal year 1948, ending July 31, Northrop享s a net profit of $520,145 on sales of $201,568,068.

Piascik Helicopter Corp., Sharon Hill, Pa., continues to produce large tandem helicopters for the Navy, HRP transport and rescue types (Photo, p. 108), and develops the XR-16 for the Air Force. The company reports net earnings of $65,657 on sales totaling $2,977,986 this year.

Piper Aircraft Corp., Lock Haven, Pa., delivers 1,430 “Cubs,” “Cruisers,” and “Vagabonds” this year, in addition to 49 Stinsons. (Photos, pp. 102 & 111.) In November, Piper increases the rights, machinery, and stock of Consolidated Vultee’s Stinson Division and moves all equipment from Stinson’s Wayne, Mich., plant to Lock Haven. A loss of $543,488 for the fiscal year 1948 is reported by Piper, September 30.

Pratt & Whitney Aircraft Div., United Aircraft Corp., Hartford, Conn., develops the R-4360 VDT compound engine, rated at “more than 4,000 hp. and several hundred pounds of jet thrust.” Other engines by Pratt & Whitney, R-1830, R-985, R-1340, R-1830, R-2000, and R-2800. These range in price from $9,800 to $39,200.

Republic Aviation Corp., Farmingdale, L.I., N.Y., with military orders for its new twin-engined F-84 “Thunderjet” fighters (Photo, p. 107) finishes up 1948 with a net income of $2,196,475. The “Seabee” project, with Republic terminated last year, was the principal cause of the company showing a net loss of $2,079,585 for 1947.

Rotor-Craft Corp., Los Angeles, Calif., produces a small experimental helicopter, the XR-12, for the Army.

Ryan Aeronautical Co., San Diego, Calif., delivers 483 private and military “All American” this year (Photo, p. 103) and receives military contracts for 158 liaison versions of this plane, designated the L-17B. Also producers of piloted target aircraft and components for other prime contractors, Ryan ends its 1948 fiscal year October 31 with a net profit of $356,603 compared with a net loss of $127,660 for fiscal 1947.

Sentinel Aircraft, Inc., Dexter, Mich., is now working on a smaller model of the old V-76 for military use.


Stinson Div., Consolidated Vultee, Wayne, Mich., on July 13 produces its 5,000th person airplane since the close of the War. (Photo, p. 111.) 801 “Voyagers” are delivered this year up to November, when Convair disposes of Stinson Div. in a sale to Piper Aircraft Corp.

Taylorcraft, Inc., announces plans in October to move its plant from Alliance, Ohio, to Conway, Pa. 105 Taylorcrafts are delivered this year. (Photo, p. 111.)


United Aircraft Corp. has a net income of $9,423,718 on sales of $207,956,522 for 1948. This compares with a net income of $9,816,295 on sales totaling $208,263,495 in 1947.


Vought Vought Aircraft Div., United Aircraft Corp., currently producing F-6U and F7U jet fighters for the Navy (Photos, pp. 104 & 112), moves its plant from Stratford, Conn., to Dallas, Texas.

Meredith Wardle, Wilmington, Del., builds a four-place, all metal, single-engined amphibian named the Model 100 “Aquarius.”

Wright Aeronautical Corp., Wood-Ridge, N.J., develops several new engines this year: the 2,700-hp. 18-cylinder R 3350-26-W (Navy); T-35 “Typhoon” turboprop engine; and the Turbo-Otto 920hp “Bumblebee” complex engine. Other current production models are the R-1300 and R-1830 “Cyclones.” Wright Aeronautical has a 1948 net profit of $1,517,020 on sales totaling $49,798,799.