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Collection Overview

Repository: National Air and Space Museum Archives
Title: Giuseppe M. Bellanca Collection
Identifier: NASM.1993.0055
Date: 1919-1959
Extent: 248.5 Cubic feet (245 boxes)
Creator: Bellanca, Giuseppe M., 1886-1960
Language: English
Summary: This collection consists of the archives of Giuseppe M. Bellanca and his company, including the following types of mediums: drawings, stress analysis tests, reports, photographs/negatives, documents, correspondence, patent information, newspaper clippings, business records, and financial statements.

Administrative Information

Acquisition Information
Mr. and Mrs. August Bellanca, Gift, 1993, NASM.1993.0055

Processing Information
Encoded by Tyler Love, 2013

Preferred Citation
Giuseppe M. Bellanca Collection, Acc. NASM.1993.0055, National Air and Space Museum, Smithsonian Institution.

Restrictions
No restrictions on access.

Conditions Governing Use
Material is subject to Smithsonian Terms of Use. Should you wish to use NASM material in any medium, please submit an Application for Permission to Reproduce NASM Material, available at Permissions Requests.
Biographical / Historical

Giuseppe Mario Bellanca was born in 1886 in Sciacca, Sicily. As a young man, he attended the Technical Institute in Milan, graduating with a teaching degree in mathematics in 1908. During his quest for a second mathematics and engineering degree, he became enamored of aviation, and set out to design and build his own airplane. Bellanca's first aircraft design was a "pusher" aircraft, somewhat similar to the Wright Flyer. Lacking funds for such an endeavor, he joined with two partners, Enea Bossi, and Paolo Invernizzi. The union of the three produced the first flight of a totally Italian-designed and Italian-built aircraft in early December of 1909. The flight was short, but it was a start. Bellanca's second design was a tractor-type aircraft. Although the aircraft was successfully constructed, it was never flown due to insufficient funds for an engine.

At the urging of his brother Carlo, who was already established in Brooklyn, New York, Giuseppe Bellanca immigrated to America in 1911. Before the end of the year, he began construction of his third airplane design, a parasol monoplane. After construction was completed, he took the small craft to Mineola Field on Long Island, NY, and proceeded to teach himself to fly. He began by taxiing. He then, taxied faster, which gave way to short hops. The hops got longer, until, on May 19, 1912, there was not enough room to land straight ahead, and Bellanca had to complete a turn in order land safely. Having successfully taught himself to fly, Bellanca then set about teaching others to fly, and from 1912 to 1916, he operated the Bellanca Flying School. One of his students was a young Fiorello La Guardia, the future mayor of New York City. In return for flying lessons, La Guardia taught Bellanca how to drive a car.

In 1917 the Maryland Pressed Steel Company of Hagerstown, MD hired Bellanca as a consulting engineer. While there, he designed two trainer biplanes, the CD, and an improved version, the CE. With the conclusion of WWI, Maryland Pressed Steel's contracts were cancelled and the company entered into receivership. Thus, the CE never went into production.

In 1921, a group of investors lured Bellanca westward to Omaha, NE, in hopes of establishing that town as a center for aircraft manufacture. Before the aircraft could be built, the company went bankrupt, but construction of the aircraft continued under the financial backing of a local motorcycle dealer named Victor Roos. The resultant aircraft, the Bellanca CF, was called by Janes's All the World's Aircraft "the first up-to-date transport aeroplane that was designed, built, and flown with success in the United States." Among the local people helping to build the aircraft was the daughter of Bellanca's landlord, Dorothy Brown. Giuseppe and she were married on November 18, 1922.

Despite its advanced design, the Bellanca CF could not compete with the economics of the time. In the days just after World War I, a surplus Curtiss Jenny could be purchased for as little as $250.00. A Bellanca CF, with a price tag of $5000.00, was just too expensive and the aircraft never went into production. After the disappointment of the CF, Bellanca designed wings for the Post Office Department's DH-4's. His new wings were a tremendous improvement over the original design, but only a few aircraft were so modified.

In 1925, Bellanca went to work for the Wright Aeronautical Corporation of Paterson, NJ. His assignment there was to develop an aircraft around the new Wright Whirlwind engine. He already had a design in mind, which was an improved version of the CF, called the CG. This design evolved into the Wright-Bellanca WB-1.

The WB-1 enjoyed a short, but successful flying career. The aircraft had already won one race and efficiency contest before an untimely accident destroyed the craft during preparation for an attempt to break the world's non-refueled endurance record. Fortunately, at the time of the crash, Bellanca was already working on an improved version, of the WB-1 designated the WB-2.

During 1926, the WB-2 won two efficiency trophies at the National Air Races in Philadelphia. Wright considered putting the aircraft into production, but decided against it to avoid alienating other aircraft
companies that were potential customers for their engines. Disappointed by Wright's decision, Bellanca left the company and joined with a young businessman named Charles Levine to form the Columbia Aircraft Company. Wright sold the WB-2 and all drawings and production rights to the new company. The WB-2 went on to a long and fruitful flying career starting with establishing a new world's non-refueled endurance record of 51 hours, 11 minutes, and 59 seconds in April of 1927.

In the latter half of 1926, Charles Lindbergh wanted to buy the WB-2, now named the 'Columbia', for his proposed flight from New York to Paris. He was rebuffed by Levine who also had designs on the flight and the $25,000 prize money. Lindbergh then went to Ryan for his specially designed NYP. Meanwhile Levine, in choosing the crew, managed to promise two seats to three people. So while the Columbia was grounded by a court order brought by the third party, Lindbergh took off on his successful flight to Paris.

Eventually, the 'Columbia' was cleared of litigation and took off on its successful transatlantic flight on June 4, 1927. In the cockpit were Clarence Chamberlin, one of the pilots of the endurance record and Charles Levine, who became the first transatlantic passenger. The plan was to fly all the way to Berlin, and Chamberlin had vowed to fly until they ran out of fuel. Forty-three hours later, they landed in Eisleben, Germany, the first of two successful Atlantic crossings for Bellanca's most famous aircraft.

Disappointed because the 'Columbia' was not the first aircraft to accomplish the New York to Paris flight, Bellanca severed all relations with Levine, and started his own company, the Bellanca Aircraft Corporation of America, and rented facilities on Staten Island, NY. The new Bellanca model was designated the CH, and was basically a commercial version of the WB-2. The new company also had two other models that were built for special orders, the Bellanca Model J and the Model K.

It was not long before Bellanca caught the attention of the Du Pont family of Delaware. They wanted to start aircraft manufacturing in Delaware, and in late 1927, an agreement was made with Bellanca to locate his factory outside of Wilmington. The site was large enough for a first-class airfield, with a seaplane ramp on the nearby Delaware River.

This was a busy time in Bellanca's life. Along with all that was happening in his professional life, he and Dorothy celebrated the birth of their son August T. Bellanca in March of 1927.

With the exception of a few years immediately before and during the early stages of WWII, Bellanca was President and Chairman of the Board from the corporation's inception on the last day of 1927 until he sold the company to L. Albert and Sons in 1954. After his departure from the company, Giuseppe and his son, August, formed the Bellanca Development Company with the purpose of building a new aircraft. It would have increased performance due to the use of lighter materials for its structure. Work on this aircraft was progressing when Giuseppe Bellanca succumbed to leukemia and died on December 26, 1960. After his father's death, August continued the project, and under his guidance, the aircraft first flew in 1973.

In 1993, August Bellanca donated his father's personal and professional papers to the National Air and Space Museum Archives. Prior to that time, they were kept in the Bellanca home near Galena, MD, and administered by Dorothy and August Bellanca.

1886  Born in Sciacca, Sicily
1909  Built first airplane. It completed the first flight of an Italian-designed, Italian-built, aircraft on December 8, 1909.
1911  Immigrated to America, settled in Brooklyn, NY.
1912  Completed construction of parasol monoplane. Successfully learned to fly this aircraft at Mineola, Long Island, NY.
1912 - 1916  Taught others to fly the parasol monoplane, including Fiorello LaGuardia.
1917 - 1920
Employed as a consulting engineer for Maryland Pressed Steel Company of Hagerstown, MD. While there, Bellanca designed and built the Bellanca CD and CE tractor biplanes.

1921 - 1922
Moved to Omaha, NE, and with Victor Roos, formed the Roos-Bellanca Aircraft Company. Bellanca designed and built the Bellanca CF.

Married Dorothy Brown on November 18, 1922, in Omaha, NE.

1923
Moved back to New York, and designed and built new sets of wings for the Post Office Department's DH-4 mailplanes.

1925
Employed by the Wright Aeronautical Corporation of Paterson, NJ, designing an aircraft around their new "Whirlwind" engine. The Wright-Bellanca 1, or WB-1, was the result, and was first flown in the latter part of that year.

1926
First flight of the WB-2.

1927
Bellanca started the Bellanca Aircraft Corporation of America, on Staten Island, NY.

Bellanca established the Bellanca Aircraft Corporation of New Castle, DE.

Wright decided not to enter into quantity production of the WB-2. Bellanca entered into a partnership with Charles A. Levine, and together, they formed the Columbia Aircraft Corporation. From Tuesday, April 12 to Thursday, April 14, Clarence Chamberlin and Bert Acosta set a new world's non-refueled endurance record in the WB-2, which was shortly thereafter, renamed the "Columbia". On June 4th, the Columbia set off across the Atlantic, and landed in Eisleben, Germany.

1941 - 1943
Head of the aviation department at Higgins Industries, Inc., in New Orleans, designing large cargo aircraft for troop movement during the war.

1954
Formed the Bellanca Development Company, to conduct research in lightweight aircraft construction materials.

1960

Scope and Contents

Series I: Mr. Bellanca's professional life

Here, the researcher will find documents regarding the day-to-day operations of the Bellanca Aircraft Corporation. The material is generally divided into core documents of the corporation, correspondence, financial documents, subcontracting pursuits, patents, employee relations, and company history.

Series II: Technical Material

This material is separated into the following subseries: Miscellaneous Handwritten Notes and Sketches, Bellanca Aircraft Technical Data, Bellanca Aircraft Corporation Reports, Technical Research Files, Bellanca Aircraft Drawing Lists, Bellanca Aircraft Drawings, and Bellanca Aircraft Drawing Indexes. The Bellanca Collection is not a complete history of the Bellanca Aircraft Corporation. Over the years,
it appears that many items were loaned out by the Bellanca Family to researchers and not returned. Therefore, there are significant gaps in correspondence, formal, numbered reports, and other areas of the collection. For example, the earliest report in the Bellanca Collection is Report #28, the next report which appears is report #45.

The Giuseppe M. Bellanca Collection contains over 10,000 drawings. (At the time of processing, not all drawings were entered into the Bellanca Drawings Database. These drawings will be entered as time allows.) The drawings vary in size from 8 x 11 inches to 36 x 185 inches. There are original pencil drawings, blueprints, and blueline drawings. Over 130 models of Bellanca aircraft are represented in the Collection. There are General Arrangement, or Three-View drawings for over 80 of these models. Bellanca drawings are not easy to decipher. Most of the drawings have data blocks which contain only a finite amount of information. Often the aircraft has been identified only by serial number. In some cases the model number of the aircraft is also the drawing number. Other times, the aircraft name would be given, but no model number, i.e. Skyrocket. Also, words were abbreviated and it was left up to the processing archivist to determine their probable meaning. Despite the explanation in the scope and content notes, the Bellanca Corporation was not consistent when assigning model numbers. Letters were sometimes assigned that reflected a United States War Department designation, i.e. the VSO and the VF. By using the Bellanca Drawing indexes, the processing archivist was able to supply model numbers for some of the drawings.

7136 Bellanca Aircraft Company Drawings have been added to the National Air and Space Museum Miscellaneous Drawings Database. As time allows, the remaining Bellanca Drawings will be added to this database. An Archives Staff member will assist researchers in retrieving these materials from the database finding aid.

The Bellanca drawings were stored for over thirty years in less-than-ideal conditions. Many of the drawings were drawn on poor-quality tracing paper, and have become extremely brittle and fragile. Therefore, many of the drawings in the Bellanca Collection may not be available to researchers.

During processing of the collection, the project archivist has gained some insight about how Mr. Bellanca chose the model designations for his aircraft. The earliest system of model designations was based upon letters of the alphabet. No model designations appear for any Bellanca design until his work for Maryland Pressed Steel in 1916. The CD, which he designed for that company, was his fourth aircraft design that was built, and the letter D is the fourth letter of the alphabet. This pattern continues through the Bellanca CF. During 1926, when Mr. Bellanca worked for the Wright Corporation, he already had in mind an improved version of the CF, which was designated the CG. This aircraft received the designation WB-1 from the Wright Corporation.

When Mr. Bellanca formed his own company in 1927, the letter pattern described above reasserted itself for a time with the introduction of the Bellanca CH. It was a common practice of manufacturers of the time to also include the engine horsepower as part of the model number, so the Bellanca CH actually received its Approved Type Certificate (ATC) as the CH-200. When the next model came out, it was the CH-300 with a 300 horsepower Wright Whirlwind engine. This system remained in place through the CH-400. Names were given to some Bellanca aircraft. It appears that the names were a marketing tool meant to appeal to the buying public. With this idea in mind, the CH-300 became the "Pacemaker", the CH-400 became the "Skyrocket", and the P 100 was christened the "Airbus". In the early 1930's, the Bellanca Corporation moved away from the alphabetical designations and moved to numerical designations. Later Bellanca aircraft model designations consist of a series of numbers, such as 31-50. The first number was the wing area, in this case, 310 square feet, divided by 10. The second number was the horsepower of the engine, 500, divided by 10. This resulted in a distinctive system of model designations, which lasted until Mr. Bellanca sold the company.

Series III: Mr. Bellanca's personal material.
In this series, the researcher will find personal correspondence among family members, from both Giuseppe and Dorothy Bellanca’s families and personal, legal and financial records for Bellanca family. As the lines between Mr. Bellanca’s personal and professional lives were sometimes blurred, a fine line of separation between the two was not always possible. For example, at one time or another, two of Mr. Bellanca’s brothers, John and Frank, worked for the Bellanca Aircraft Corporation and Andrew Bellanca, Mr. Bellanca’s nephew, was his lawyer throughout his life. Therefore, the processing archivist suggests that the researcher look in the professional series of documents as well as Mr. Bellanca’s personal papers for a more complete representation of Mr. Bellanca's correspondence.

After processing was completed, publications which previously had been offered to the NASM Branch Library were returned to the collection. They are listed in an addendum at the end of this finding aid.

Series IV: Photographs.

The researcher will find photographs of Bellanca aircraft, including the Bellanca Aircraft Corporation's Master Photograph Files, photographs of the Bellanca factory and factory workers, and photographs of Giuseppe M. Bellanca, business associates, and family members.

Series V: Miscellaneous and Oversize Materials.

This series contains ephemera of the Bellanca Collection: Scrapbooks, Loose Newspaper Clippings, Artwork, Ephemera and Magazine Clippings.

The Bellanca Collection included 27 motion picture films. In May of 2000, this film was transferred to the NASM Film Archives. Researchers wishing to access this part of the collection should contact the NASM Film Archivist.

Arrangement

- Series I: Mr. Bellanca's Professional Life
- Series II: Technical Data
- Series III: Personal Papers
- Series IV: Photographs
- Series V: Miscellaneous and Oversize Materials

Names and Subject Terms

This collection is indexed in the online catalog of the Smithsonian Institution under the following terms:

Subjects:
- Aeronautics
- Bellanca WB-2 "Miss Columbia"
- Transatlantic flights

Types of Materials:
- Correspondence
- Drawings
- Financial records
- Newspaper clippings
- Photographic prints
Names:
Bellanca
Chamberlin, Clarence
Wright Aeronautical Corporation
Series 1: Mr. Bellanca's Professional Life, 1922-1960

This series follows the history of Mr. Bellanca's professional life. Most of the material concerns the Bellanca Aircraft Corporation of New Castle, DE, of which Mr. Bellanca was Chairman of the Board from 1927 until selling the company in 1954.

Here, the researcher will find documents regarding the day-to-day operations of the Bellanca Aircraft Corporation. The material is generally divided into core documents of the corporation, correspondence, financial documents, subcontracting pursuits, patents, employee relations, and company history.

- 1.1: Core Records of the Bellanca Aircraft Corporation
- 1.2: Correspondence
- 1.3: Financial and Legal Documents

1.1: Core Records of the Bellanca Aircraft Corporation, 1922-1960, undated

This subseries contains the essential documents required to operate the corporation. It also includes material regarding Mr. Bellanca's involvement with other companies prior to the formation of the Bellanca Aircraft Corporation of New Castle, DE.

Box 1, Folder 1  Roos-Bellanca Aircraft Company, Contract, Correspondence, 1922-1927
Image(s)

Box 1, Folder 2  Randolph G. Page, Agreement and Correspondence, 1926-1927
Image(s)

Box 1, Folder 3  Bellanca Aircraft Corporation, (New York) Agreement
Image(s)

Box 1, Folder 4  Bellanca Aircraft Corporation of America, circa 1927
Image(s)

Box 1, Folder 5  Bellanca Aircraft Corporation -- Statement of Facts -- Subscription Agreement Prior to Organization, circa 1927
Image(s)

Box 1, Folder 6  Bellanca Aircraft Corporation, Certificates of Incorporation [Two Copies], December 31, 1927
Image(s)

Box 1, Folder 7  Bellanca Aircraft Corporation, Certificate of Amendment to Certificate of Incorporation, March 24, 1933
Image(s)

Box 1, Folder 8  Bellanca Aircraft Corporation Resolution, 1936
Box 1, Folder 23  Board of Directors Meeting Minutes, 1940
    Image(s)

Box 1, Folder 24  Board of Directors Meeting Minutes, 1941
    Image(s)

Box 1, Folder 25  Board of Directors Meeting Minutes, 1942
    Image(s)

Box 1, Folder 26  Board of Directors Meeting Minutes, 1942-1943
    Image(s)

Box 1, Folder 27  Board of Directors Meeting Minutes, Special, 1942
    Image(s)

Box 1, Folder 28  Board of Directors Meeting Minutes, 1943
    Image(s)

Box 2, Folder 1   Board of Directors Meeting Minutes, 1947
    Image(s)

Box 2, Folder 2   Board of Directors Meeting Minutes, 1948
    Image(s)

Box 2, Folder 3   Board of Directors Meeting Minutes, 1949
    Image(s)

Box 2, Folder 4   Board of Directors Meeting Minutes, 1950
    Image(s)

Box 2, Folder 5   Board of Directors Meeting Minutes, 1951
    Image(s)

Box 2, Folder 6   Board of Directors Meeting Minutes, 1952
    Image(s)

Box 2, Folder 7   Board of Directors Meeting Minutes, 1953
    Image(s)

Box 2, Folder 8   Board of Directors Meeting Minutes, 1954
    Image(s)

Box 2, Folder 9   Board of Directors Meeting Minutes, 1955
1.2: Correspondence, 1917-1980, undated

This correspondence reflects the business endeavors of Bellanca from 1917-1960. Due to the inconsistent nature of the Bellanca filing system, the correspondence has been grouped into three sub-subseries. The first and largest sub-subseries is arranged chronologically. The next sub-subseries is arranged alphabetically by company or subject. The last sub-subseries contains Bellanca Aircraft Corporation internal memos arranged by individual or company department. This method was chosen in order to adhere, as closely as possible, to the original ordering of the documents. In some cases, when a certain group of documents was not dated, the processing archivist was able to provide the approximate dates based upon the subject matter, or the material accompanying it. When this has occurred, the researcher will find a set of square brackets [ ] around the dates. There are numerous pieces of correspondence written in other languages. At the time of processing, no attempt was made to translate these documents.

- 1.2.1: Correspondence Filed Chronologically, and Alphabetically by Correspondent
- 1.2.2: Correspondence Filed Alphabetically by Company or Subject
- 1.2.3: Correspondence Filed Alphabetically by Correspondent

1.2.1: Correspondence Filed Chronologically, and Alphabetically, 1917-1980

This sub-subseries of correspondence is arranged chronologically, and then alphabetically by correspondent.
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<th>Correspondence 1917 Image(s)</th>
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Box 6, Folder 17  Correspondence 1939 R
Image(s)

Box 7, Folder 1  Correspondence 1939 S
Image(s)

Box 7, Folder 2  Correspondence 1939 T
Image(s)

Box 7, Folder 3  Correspondence 1939 U
Image(s)

Box 7, Folder 4  Correspondence 1939 V
Image(s)

Box 7, Folder 5  Correspondence 1939 W
Image(s)

Box 7, Folder 6  Correspondence 1939 X, Y, Z
Image(s)

Box 7, Folder 7  Correspondence 1939
Image(s)

Box 7, Folder 8  Western Union Telegrams, 1939
Image(s)

Box 7, Folder 9  Postal Telegraph Telegrams, 1939
Image(s)

Box 7, Folder 10  Telegrapher's Number Sheets, February -- March, 1939
Image(s)

Box 7, Folder 11  Invoices -- Telegraphs, January -- February, 1939
Image(s)

Box 7, Folder 12  Correspondence, circa 1930s
Image(s)

Box 8, Folder 1  Correspondence 1940 A
Image(s)

Box 8, Folder 2  Correspondence 1940 B
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<td>Correspondence 1949</td>
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1.3: Financial and Legal Documents, 1918-1983

The Financial and Legal Documents in the Bellanca Collection are arranged as follows:

- financial statements, 1928 --1955
- financial institutions, 1934 --1941
- business ledgers, 1923 --1932
- company reports regarding expenses, 1918 --1954
- insurance, 1930 --1953
- sales, 1927 --1956
- sales records
- stocks, 1928 --1958
- subcontracting pursuits, 1935 --1955
- patents, 1930 --1941
- employee relations, 1940 --1956
- union relations, 1943 --1953
- Bellanca Aircraft Corporation history
- miscellaneous

Box 27 contains Sales Records. The first set of records are the Bellanca Aircraft Corporation's Domestic Sales records. They are arranged in alphabetical order by customer name. The next group are the records for Bellanca Aircraft sold abroad, also arranged in alphabetical order by customer name. The researcher should take note that some aircraft that were originally sold abroad eventually came back into the United States. These aircraft are still filed with the foreign orders. The final group are three different sets of Sales Prospects. The first set is in alphabetical order by salesman or distributor name. The second set of prospects is in alphabetical order by customer name. The third set is in order by name or model number of aircraft, or by type of prospect. The researcher may notice some duplication of subjects, as no effort was made to combine groups of cards.

- Agreements
- Securities and Exchange Commission
- Stock Exchanges
- Stockholder Correspondence
- Miscellaneous

Mr. Bellanca had other business ventures. For example, during the corporate refinancing of 1940, Mr. Bellanca was required to resign as president of the company. During this time, he worked at Higgins Industries of New Orleans, LA. Also included in this section, are the subcontracting pursuits of the Bellanca Aircraft Corporation. In 1954, after selling the Bellanca Aircraft Corporation, Mr. Bellanca and his son, August, formed the Bellanca Development Company. After Mr. Bellanca's death, this company's name was changed to Bellanca Aircraft Engineering, Inc. These records are arranged by company name.

The Bellanca Patents are arranged numerically by Patent Number, or Patent Application Number.

The Collection contains material from the corporate history of the Bellanca Aircraft Company, and Giuseppe Bellanca's personal biography: handwritten notes, unpublished manuscripts for magazine articles and book chapters, historical exhibits, paintings, material regarding the 25th Anniversary of the Bellanca Aircraft Corporation, and ephemera from the Bellanca Aircraft Corporation offices.
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Series 2: Technical Data, 1915-1958, undated

Mr. Bellanca was known as a man who often altered the designs of his aircraft as well as creating new designs. In this creative process, he generated copious amounts of sketches and specifications, most of which were not identified or dated. They were found throughout the collection. Where possible, the processing archivist has maintained the original order and folder headings. Technical information was found in the Bellanca Collection that was not part of a formal report. This information is listed alphabetically by aircraft name and/or model number. The Collection contains specifications for aircraft issued by the United States government. The researcher will also find formal reports issued by the Bellanca Corporation filed by report number. In an effort to keep abreast of new developments in the aircraft industry, Mr. Bellanca collected literature regarding other manufacturer's products. Mr. Bellanca's research material is listed alphabetically by subject. The Bellanca drawings are listed in numerical order.

- 2.1: Miscellaneous Handwritten Notes and Sketches
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This material is separated into the following subseries: Miscellaneous Handwritten Notes and Sketches, Bellanca Aircraft Technical Data, Bellanca Aircraft Corporation Reports, Technical Research Files, Bellanca Aircraft Drawing Lists, Bellanca Aircraft Drawings, and Bellanca Aircraft Drawing Indexes. The Bellanca Collection is not a complete history of the Bellanca Aircraft Corporation. Over the years, it appears that many items were loaned out by the Bellanca Family to researchers and not returned. Therefore, there are significant gaps in correspondence, formal, numbered reports, and other areas of the collection. For example, the earliest report in the Bellanca Collection is Report #28, the next report which appears is report #45.

The Giuseppe M. Bellanca Collection contains over 10,000 drawings. (At the time of processing, not all drawings were entered into the Bellanca Drawings Database. These drawings will be entered as time allows.) The drawings vary in size from 8 x 11 inches to 36 x 185 inches. There are original pencil drawings, blueprints, and blueline drawings. Over 130 models of Bellanca aircraft are represented in the Collection. There are General Arrangement, or Three-View drawings for over 80 of these models. Bellanca drawings are not easy to decipher. Most of the drawings have data blocks which contain only a finite amount of information. Often the aircraft has been identified only by serial number. In some cases the model number of the aircraft is also the drawing number. Other times, the aircraft name would be given, but no model number, i.e. Skyrocket. Also, words were abbreviated and it was left up to the processing archivist to determine their probable meaning. Despite the explanation in the scope and content notes, the Bellanca Corporation was not consistent when assigning model numbers. Letters were sometimes assigned that reflected a United States War Department designation, i.e. the VSO and the VF. By using the Bellanca Drawing indexes, the processing archivist was able to supply model numbers for some of the drawings.

7136 Bellanca Aircraft Company Drawings have been added to the National Air and Space Museum Miscellaneous Drawings Database. As time allows, the remaining Bellanca Drawings will be added to this database. An Archives Staff member will assist researchers in retrieving these materials from the database finding aid.

The Bellanca drawings were stored for over thirty years in less-than-ideal conditions. Many of the drawings were drawn on poor-quality tracing paper, and have become extremely brittle and fragile. Therefore, many of the drawings in the Bellanca Collection may not be available to researchers.
During processing of the collection, the project archivist has gained some insight about how Mr. Bellanca chose the model designations for his aircraft. The earliest system of model designations was based upon letters of the alphabet. No model designations appear for any Bellanca design until his work for Maryland Pressed Steel in 1916. The CD, which he designed for that company, was his fourth aircraft design that was built, and the letter D is the fourth letter of the alphabet. This pattern continues through the Bellanca CF. During 1926, when Mr. Bellanca worked for the Wright Corporation, he already had in mind an improved version of the CF, which was designated the CG. This aircraft received the designation WB-1 from the Wright Corporation.

When Mr. Bellanca formed his own company in 1927, the letter pattern described above reasserted itself for a time with the introduction of the Bellanca CH. It was a common practice of manufacturers of the time to also include the engine horsepower as part of the model number, so the Bellanca CH actually received its Approved Type Certificate (ATC) as the CH-200. When the next model came out, it was the CH-300 with a 300 horsepower Wright Whirlwind engine. This system remained in place through the CH-400. Names were given to some Bellanca aircraft. It appears that the names were a marketing tool meant to appeal to the buying public. With this idea in mind, the CH-300 became the "Pacemaker", the CH-400 became the "Skyrocket", and the P 100 was christened the "Airbus". In the early 1930's, the Bellanca Corporation moved away from the alphabetical designations and moved to numerical designations. Later Bellanca aircraft model designations consist of a series of numbers, such as 31-50. The first number was the wing area, in this case, 310 square feet, divided by 10. The second number was the horsepower of the engine, 500, divided by 10. This resulted in a distinctive system of model designations, which lasted until Mr. Bellanca sold the company.

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2.4: Technical Research, 1916-1958

In an effort to keep abreast of new developments in the aircraft industry, Mr. Bellanca collected literature regarding other manufacturer's products. Frequently, clipped articles from magazines, as well as brochures and advertisements for other manufacturer's aircraft were found throughout the collection. These materials are arranged alphabetically by category and/or subject.
Box 68, Folder 9  Aircraft, Chance-Vought XF4U-1 Corsair
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Box 68, Folder 13  Aircraft, Fairchild XC-941 (XC-31)
Box 68, Folder 14  Aircraft, [Fairchild] Elevator Armor for C-119, Preliminary
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Box 68, Folder 15  Aircraft, [Fairchild] PT-19
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Box 68, Folder 17  Aircraft, Ireland "Privateer"
Box 68, Folder 18  Aircraft, Macchi, 1957-1958
Box 68, Folder 19  Aircraft, American Marchetti S-55, S-56
Box 68, Folder 20  Aircraft, The [J.V.] Martin Aerodynamic Stabilizer, November 22, 1916
Box 68, Folder 21  Aircraft, McDonnell F2H-2 Banshee, Three-View
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Box 68, Folder 22  Aircraft, Nelson Dragonfly
Box 68, Folder 23  Aircraft, Noorduyn Norseman V, Descriptive Specification, September 28, 1944
Box 68, Folder 24  Aircraft, North American T-6 Placards
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Box 69, Folder 1  Aircraft, Radioplane OQ-19 Target Drone
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Box 69, Folder 2  Aircraft, Renard (R.36, R.37, R.38)
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Box 69, Folder 3  Aircraft, Stearman Aircraft Corporation, Rubber Draulic Shock Absorber Drawing
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Box 69, Folder 4  Aircraft, Unconventional Airplane Ideas, 1926
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Box 69, Folder 5  [Aircraft Systems], Clippings To Be Consulted For Northern Aircraft Plane Materials, 1958
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Box 69, Folder 6  Autopilot
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Box 71, Folder 1 Engines, Continental Motors Corporation, Correspondence and Catalogs
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Box 71, Folder 3 Engines, Continental Motors Corporation, Model Specifications
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Box 71, Folder 4 Engines, Continental Motors Corporation, Engine Drawings
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Box 71, Folder 5 Engines, Continental Motors Corporation, Engine Drawings
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Box 72, Folder 1 Engines, Continental Motors Corporation, Engine Drawings
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Box 73, Folder 2  Engines, Lycoming, Engine Drawings
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Box 73, Folder 3  Engines, Lycoming, Engine Drawings
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Box 73, Folder 4  Engines, Marquardt, Jet Engine Requests for Bellanca Small Executive Transport
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Box 73, Folder 5  Engines, Menasco Motors Incorporated
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Box 74, Folder 1  Engines, Pratt & Whitney, Correspondence, Brochures, Specifications
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Box 75, Folder 4  Engines, Wright Aeronautical Corporation, Drawings, 1930 - 1941
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Box 75, Folder 5  Engines, Wright Aeronautical Corporation, Drawings, 1947 - 1951
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Box 76, Folder 1  Engines, Wright Aeronautical Corporation, Turbojet and Turboprop Data for Navy High Performance Land Based Minelayer Aircraft
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Box 77, Folder 6  Fuselage, 1947
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Box 77, Folder 7  [ Gears]
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Box 77, Folder 9  Glass [Pittsburgh Plate Glass Co. Technical Glass Bulletins Numbers 1 -- 5, April 9, 1941 -- July 2, 1941]
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Box 77, Folder 10  Glass [Pittsburgh Plate Glass Co. Technical Glass Bulletins Numbers 6 -- 11, July 30, 1941 -- May 15, 1944]
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Box 77, Folder 13  Guided Missiles, 1953 -- 1954
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Box 78, Folder 1  Helicopters, 1951 -- 1952
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Box 78, Folder 9  Metals, Duralumin Construction
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Box 78, Folder 10  Metals, Magnesium
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Box 78, Folder 11  Metals, Magnesium, Revere Copper and Metal Incorporated
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Box 78, Folder 12  Metals, Nickel, The International Nickel Company Inc.
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Box 78, Folder 13  Steel, 1931 and 1942
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Box 78, Folder 14  Metals, "Light Metal Age", [Publication], 1950
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Box 78, Folder 15  Metals, "Metal Treatment and Drop Forging", [Publication], 1951
Image(s)

Box 78, Folder 16  Metals, "Modern Metals", [Publication], 1948
Image(s)

Box 78, Folder 17  Metals, The Guerin Process [Cutting sheet metal]
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Box 78, Folder 18  Mufflers, [Newsclipping]
Box 79, Folder 1  National Mat Company, Inc.

Box 79, Folder 2  "Personal Aircraft" [Magazine Clippings, 1951]

Box 79, Folder 3  Plastics

Box 79, Folder 4  Plastics and Plywood

Box 79, Folder 5  Polyvinyl Materials [B.F. Goodrich Company], 1946

Box 79, Folder 6  Pontoons, Aircraft Products Corporation of America, Drawings
Folder contents were not scanned.

Box 79, Folder 7  Propellers, Propeller Section, USA #27
Folder contents were not scanned.

Box 79, Folder 8  Propellers, 1933 -- 1948

Box 79, Folder 9  Radios

Box 79, Folder 10  Rivets [E. I. Du Pont de Nemours & Co.]

Box 79, Folder 11  Roxalin Flexible Finishes

Box 79, Folder 12  Sandwich Joints, Reinforced Plastic Joints

Box 79, Folder 13  Sandwich Construction, Adhesives

Box 79, Folder 14  Skis, Federal Aircraft Works

Box 79, Folder 15  Welding, Kay Products Company
2.5: Drawing Lists, 1931-1950

The following drawing lists are listed in alphabetical order and then by model number.


Box 80, Folder 4  Drawing List, Cruisair, Model 14-12-F3, November 6, 1941

Box 80, Folder 5  Approved Drawing List, Cruisemaster, Model 14-19, Serial [Number] 2000 (Prototype), Serial [Number] 2002 -- 2011 (First Lot), April 18, 1949 -- February 2, 1950

Box 80, Folder 6  Drawing List, Tow Target Model XM-24, Serial #0006 and Up

Box 80, Folder 7  Drawing List, YO-50 Airplanes, March 26, 1940 -- September 3, 1940

Box 80, Folder 8  Drawing List, YO-50 Airplanes, March 26, 1940 -- March 14, 1941

Box 80, Folder 9  Drawing List, A.T.C. #328, Bellanca [Model] 300W Pacemaker Landplane, 10/7/1931

Box 80, Folder 10 Drawing List, Model 31-55, Ships [Serial] Number 816 and Number 817, [Number] 818 and [Number] 819, December 1, 1938 -- December 22, 1938

Box 80, Folder 11 Drawing List, Model 31-55, Ships [Serial] Number 818 and Number 819, March 6, 1939
One consequence Mr. Bellanca's having worked for several different companies is that the researcher will find several drawing identification systems found throughout the Collection. The different drawings systems are in chronological order, starting with Mr. Bellanca's time with Maryland Pressed Steel, progressing through his time with the Wright Aeronautical Corporation, and the founding of his own firm. There were two different systems used by the Bellanca Aircraft Corporation. The first was an alpha-numeric system. This system appears to have used letters to indicate various parts of the aircraft, i.e. W for Wings. This system was superseded by a numeric system in the early 1930's which remained in use for the rest of the life of the company. As time allows, the following drawings will be added into the Drawings Database.

2.6: Drawings, undated

Drawings in this sub-series were not scanned.
Box 113: miscellaneous unnumbered drawings are in alphabetical order by aircraft name, then in order by model number.

Box 81, Folder 2  Wright-Bellanca WB-1 Drawings
Folder contents were not scanned.

Box 81, Folder 3  Wright-Bellanca WB-1 A Drawings
Folder contents were not scanned.

Box 81, Folder 4  Wright-Bellanca WB-1 B Drawings
Folder contents were not scanned.

Box 81, Folder 5  Wright-Bellanca WB-1 C Drawings
Folder contents were not scanned.

Box 81, Folder 6  Wright-Bellanca WB-1 D Drawings
Folder contents were not scanned.

Box 82, Folder 1  Wright-Bellanca WB-1 E Drawings
Folder contents were not scanned.

Box 82, Folder 2  Wright-Bellanca WB-1 F Drawings
Folder contents were not scanned.

Box 82, Folder 3  Wright-Bellanca WB-1 G Drawings
Folder contents were not scanned.

Box 82, Folder 4  Wright-Bellanca WB-1 H Drawings
Folder contents were not scanned.

Box 82, Folder 5  Wright-Bellanca WB-1 I Drawings
Folder contents were not scanned.

Box 82, Folder 6  Wright-Bellanca WB-1 J Drawings
Folder contents were not scanned.

Box 83, Folder 1  Wright-Bellanca WB-1 J Drawings
Folder contents were not scanned.

Box 83, Folder 2  Wright-Bellanca WB-1 K Drawings
Folder contents were not scanned.

Box 83, Folder 3  Wright-Bellanca WB-1 M Drawings
Folder contents were not scanned.

Box 83, Folder 4  Wright-Bellanca WB-1 Unidentified [Cowl] Drawings
Folder contents were not scanned.

Box 83, Folder 5  Wright Aeronautical Corporation W.F.1 Drawings
Folder contents were not scanned.

Box 83, Folder 6  Wright Aeronautical Corporation W.F.1A Drawings
Folder contents were not scanned.

Box 83, Folder 7  Wright Aeronautical Corporation Miscellaneous Drawings
Folder contents were not scanned.

Box 83, Folder 8  Wright Aeronautical Corporation Unidentified Drawings
Folder contents were not scanned.

Box 84, Folder 1  Wright-Bellanca WB-2 8A Drawings
Folder contents were not scanned.

Box 84, Folder 2  Wright-Bellanca WB-2 Drawings 8B-100
Folder contents were not scanned.

Box 84, Folder 3  Wright-Bellanca WB-2 Drawings 8B-101 -- 8B111
Folder contents were not scanned.

Box 84, Folder 4  Wright-Bellanca WB-2 Drawings 8B-112 -- 8B-121
Folder contents were not scanned.

Box 85, Folder 1  Wright-Bellanca WB-2 Drawings 8E-200 -- 8E-302
Folder contents were not scanned.

Box 85, Folder 2  Wright-Bellanca WB-2 Drawings 8L-100 -- 8L-502
Folder contents were not scanned.

Box 85, Folder 3  Wright-Bellanca WB-2 Drawings 8P-100 -- 8P-302
Folder contents were not scanned.

Box 85, Folder 4  Wright-Bellanca WB-2 Drawings 8P-500 -- 8P-608
Folder contents were not scanned.

Box 86, Folder 1  Wright-Bellanca WB-2 Drawings Preliminary -- 8T-6
Folder contents were not scanned.

Box 86, Folder 2  Wright-Bellanca WB-2 Drawings 8T-7 -- 8T-17
Folder contents were not scanned.

Box 86, Folder 3  Wright-Bellanca WB-2 Drawings 8W-100 -- 9W-117
Box 87, Folder 1  Bellanca Aircraft Corporation Alpha-Numeric Drawings A1A -- A18A
Folder contents were not scanned.

Box 87, Folder 2  Bellanca Aircraft Corporation Alpha-Numeric Drawings B -- B-804
Folder contents were not scanned.

Box 87, Folder 3  Bellanca Aircraft Corporation Alpha-Numeric Drawings C1A -- C808
Folder contents were not scanned.

Box 87, Folder 4  Bellanca Aircraft Corporation Alpha-Numeric Drawings D1 -- D4
Folder contents were not scanned.

Box 87, Folder 5  Bellanca Aircraft Corporation Alpha-Numeric Drawings F4A -- F112A
Folder contents were not scanned.

Box 87, Folder 6  Bellanca Aircraft Corporation Alpha-Numeric Drawings F119A -- F803
Folder contents were not scanned.

Box 88, Folder 1  Bellanca Aircraft Corporation Alpha-Numeric Drawings G1 -- G49
Folder contents were not scanned.

Box 88, Folder 2  Bellanca Aircraft Corporation Alpha-Numeric Drawings G50 -- G911
Folder contents were not scanned.

Box 88, Folder 3  Bellanca Aircraft Corporation Alpha-Numeric Drawings H1 -- H11
Folder contents were not scanned.

Box 88, Folder 4  Bellanca Aircraft Corporation Alpha-Numeric Drawings J -- J6
Folder contents were not scanned.

Box 88, Folder 5  Bellanca Aircraft Corporation Alpha-Numeric Drawings K11 -- K15
Folder contents were not scanned.

Box 88, Folder 6  Bellanca Aircraft Corporation Alpha-Numeric Drawings L1 -- L802
Folder contents were not scanned.

Box 88, Folder 7  Bellanca Aircraft Corporation Alpha-Numeric Drawing M700
Folder contents were not scanned.

Box 88, Folder 8  Bellanca Aircraft Corporation Alpha-Numeric Drawings P1 -- P112A
Folder contents were not scanned.

Box 88, Folder 9  Bellanca Aircraft Corporation Alpha-Numeric Drawings P301 -- P375
Folder contents were not scanned.
Folder contents were not scanned.

Box 88, Folder 10 Bellanca Aircraft Corporation Alpha-Numeric Drawings P601 -- P647
Folder contents were not scanned.

Box 89, Folder 1 Bellanca Aircraft Corporation Alpha-Numeric Drawings R1 -- R2
Folder contents were not scanned.

Box 89, Folder 2 Bellanca Aircraft Corporation Alpha-Numeric Drawing S4
Folder contents were not scanned.

Box 89, Folder 3 Bellanca Aircraft Corporation Alpha-Numeric Drawings T3A -- T818
Folder contents were not scanned.

Box 89, Folder 4 Bellanca Aircraft Corporation Alpha-Numeric Drawings U305 -- U612
Folder contents were not scanned.

Box 89, Folder 5 Bellanca Aircraft Corporation Alpha-Numeric Drawing V1
Folder contents were not scanned.

Box 89, Folder 6 Bellanca Aircraft Corporation Alpha-Numeric Drawings W1A -- W16A
Folder contents were not scanned.

Box 89, Folder 7 Bellanca Aircraft Corporation Alpha-Numeric Drawings W17-2 -- W49
Folder contents were not scanned.

Box 89, Folder 8 Bellanca Aircraft Corporation Alpha-Numeric Drawings W50 -- W81
Folder contents were not scanned.

Box 90, Folder 1 Bellanca Aircraft Corporation Alpha-Numeric Drawings W82 -- W806
Folder contents were not scanned.

Box 90, Folder 2 Bellanca Aircraft Corporation Alpha-Numeric Drawings XB1017 -- XW82A
Folder contents were not scanned.

Box 90, Folder 3 Unidentified Chart Found with Alpha-Numeric Drawings -- CV-4, Cylinder Head and Performance Curves (Wasp)
Folder contents were not scanned.

Box 90, Folder 4 Unnumbered Drawings and Sketches found with Alpha-Numeric Drawings
Folder contents were not scanned.

Box 90, Folder 5 Unnumbered Drawings Found with Pacemaker Drawings
Folder contents were not scanned.

Box 91, Folder 1 Drawings: Bellanca Standards
Folder contents were not scanned.

Box 91, Folder 2  Drawings: 1 -- 200
Folder contents were not scanned.

Box 91, Folder 3  Drawings: 2000 -- 2099
Folder contents were not scanned.

Box 91, Folder 4  Drawings: 2100 -- 2200
Folder contents were not scanned.

Box 91, Folder 5  Drawings: 2300 -- 2400
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Box 91, Folder 6  Drawings: 2500 -- 2700
Folder contents were not scanned.

Box 91, Folder 7  Drawings: 2800 -- 2900
Folder contents were not scanned.

Box 92, Folder 1  Drawings: 3000 -- 3200
Folder contents were not scanned.

Box 92, Folder 2  Drawings: 3300 -- 3500
Folder contents were not scanned.

Box 92, Folder 3  Drawings: 3600 -- 3700
Folder contents were not scanned.

Box 92, Folder 4  Drawings: 3800 -- 4300
Folder contents were not scanned.

Box 92, Folder 5  Drawings: 4400 -- 4500
Folder contents were not scanned.

Box 92, Folder 6  Drawings: 4600 -- 4700
Folder contents were not scanned.

Box 92, Folder 7  Drawings: 4800 -- 5000
Folder contents were not scanned.

Box 93, Folder 1  Drawings: 5100 -- 5200
Folder contents were not scanned.

Box 93, Folder 2  Drawings: 5300 -- 5600
Folder contents were not scanned.

Box 93, Folder 3  Drawings: 5700 -- 6200
Folder contents were not scanned.

Box 93, Folder 4  Drawings: 6300 -- 6600
Folder contents were not scanned.

Box 93, Folder 5  Drawings: 6700 -- 7400
Folder contents were not scanned.

Box 93, Folder 6  Drawings: 7500 -- 7900
Folder contents were not scanned.

Box 93, Folder 7  Drawings: 8000 -- 10000
Folder contents were not scanned.

Box 93, Folder 8  Drawings: 10000 -- Up [Drawing 10545]
Folder contents were not scanned.

Box 94, Folder 1  Blueprints and Bluelines: Bellanca Standards
Folder contents were not scanned.

Box 94, Folder 2  Blueprints: 0 -- 200
Folder contents were not scanned.

Box 94, Folder 3  Blueprints: 2000 -- 2049
Folder contents were not scanned.

Box 94, Folder 4  Blueprints: 2050 -- 2099
Folder contents were not scanned.

Box 94, Folder 5  Blueprints: 2100 -- 2199
Folder contents were not scanned.

Box 94, Folder 6  Blueprints: 2200 - 2299
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Box 95, Folder 1  Blueprints: 2300 -- 2349
Folder contents were not scanned.

Box 95, Folder 2  Blueprints: 2350 -- 2399
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Box 95, Folder 3  Blueprints: 2400 -- 2499
Folder contents were not scanned.

Box 95, Folder 4  Blueprints: 2500 -- 2599
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Box 95, Folder 5  Blueprints: 2600 - 2649
Folder contents were not scanned.

Box 96, Folder 1  Blueprints and Bluelines: 2650 -- 2699
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Box 96, Folder 2  Blueprints and Bluelines: 2700 -- 2799
Folder contents were not scanned.

Box 96, Folder 3  Blueprints and Bluelines: 2800 -- 2899
Folder contents were not scanned.

Box 96, Folder 4  Blueprints and Bluelines: 2900 -- 2999
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Box 96, Folder 5  Blueprints and Bluelines: 3000 - 3999
Folder contents were not scanned.

Box 97, Folder 1  Blueprints and Bluelines: 4000 -- 4099
Folder contents were not scanned.

Box 97, Folder 2  Blueprints and Bluelines: 4100 -- 4199
Folder contents were not scanned.

Box 97, Folder 3  Blueprints and Bluelines: 4300 -- 4399
Folder contents were not scanned.

Box 97, Folder 4  Blueprints and Bluelines: 4500 - 4999
Folder contents were not scanned.

Box 98  Blueprints and Bluelines: 5000 - 5899
Box contents were not scanned.

Box 99  Blueprints and Bluelines: 5900 - 6599
Box contents were not scanned.

Box 100  Bluelines: 6600 - 7499
Box contents were not scanned.

Box 101  Bluelines: 7500 - 7659
Box 102  Blueprints and Bluelines: 7660 - 7799  
Box contents were not scanned.

Box 103  Blueprints and Bluelines: 7800 - 7889  
Box contents were not scanned.

Box 104  Blueprints and Bluelines: 7890 - 8999  
Box contents were not scanned.

Box 105  Bluelines: 9600 -- 9849  
Box contents were not scanned.

Box 106  Bluelines: 9850 -- 11,019  
Box contents were not scanned.

Box 107  Bluelines: 11,020 -- 17,999  
Box contents were not scanned.

Box 108  Bluelines: 18,000 -- 18,049  
Box contents were not scanned.

Box 109  Bluelines: 18,050 -- 18,099  
Box contents were not scanned.

Box 110  Bluelines: 18,100 -- 18,149  
Box contents were not scanned.

Box 111  Bluelines: 18,150 -- 18,207  
Box contents were not scanned.

Box 112  Bluelines: 50,000 -- 69,999  
Box contents were not scanned.

Box 112  Miscellaneous Sketches  
Box contents were not scanned.

Box 113, Folder 1  Drawings: Bellanca Y1C-27A  
Folder contents were not scanned.

Box 113, Folder 2  Drawings: Bellanca 4 Seater, 225 Horsepower [Coach 21]  
Folder contents were not scanned.

Box 113, Folder 3  Drawings: Bellanca Cruisair Models 14-12 and 14-12-F3
Folder contents were not scanned.

Box 113, Folder 4 Drawings: Bellanca Cruisair Model 14-12-F3
Folder contents were not scanned.

Box 113, Folder 5 Drawings: Bellanca Senior Cruisair 14-13, and 14-13-2, Installation of Main and Tail Skids, Federal Aircraft Works Drawing Numbers 11R185 and 11R221A
Folder contents were not scanned.

Box 113, Folder 6 Drawings: Bellanca Cruisair / Cruisemaster
Folder contents were not scanned.

Box 113, Folder 7 Drawings: Bellanca High Speed Transport
Folder contents were not scanned.

Box 113, Folder 8 Drawings: Bellanca Model J "Miss Veedol"
Folder contents were not scanned.

Box 113, Folder 9 Drawings: Bellanca Junior Model 14-7
Folder contents were not scanned.

Box 113, Folder 10 Drawings: Bellanca [Skyrocket CH-400W] Airplane #305
Folder contents were not scanned.

Box 113, Folder 11 Drawings: Bellanca TES Test
Folder contents were not scanned.

Box 113, Folder 12 Drawings: TES II
Folder contents were not scanned.

Box 113, Folder 13 Drawings: TES III
Folder contents were not scanned.

Box 113, Folder 14 Drawings: Two Seater and Bellanca Long Distance Scout Plane
Folder contents were not scanned.

Box 113, Folder 15 Drawings: Model 17-20, Wind Tunnel Model
Folder contents were not scanned.

Box 113, Folder 16 Drawings: Model 17-20
Folder contents were not scanned.

Box 113, Folder 17 Drawings: Model 18-13, Layout L--41, Preliminary Three-View
Folder contents were not scanned.
2.7: Drawing Indexes, undated

Boxes 114 --119 contain the drawing index cards in drawing number order. The first drawings listed in this index are the "S" drawings. It appears that "S" refers to "Standard" drawings which cover many different models of Bellanca aircraft. The researcher should be aware that there are some model abbreviations used on these index cards. The letters "Pa" refer to the Bellanca Pacemaker, "Sk" refers to the Bellanca Skyrocket, "F" and "D" also refer to versions of the Skyrocket, and "Ar" refers to the Bellanca Airbus.

The Bellanca Corporation apparently used a dual filing system to index their aircraft drawings. Boxes 119 --122 contain index cards for drawings, which are in order by aircraft model and in alphabetical order by drawing title. At the end of box 122 is a section of Jig Drawings, which appear first in alphabetical order by drawing title, and then in numerical order.

Boxes 123 and 124 contain a third set of drawings indexes. The first index is in alphabetical order by drawings title, but unlike the previous index, this one is not separated by aircraft. At the end of box 124, there are two sets of "SK" drawings, or sketches. Both are in numerical order by sketch number.

Box 125 contains cards entitled E.A.I.’s. This is an unidentified abbreviation, possibly meaning Engineering Advisory Information, associated with changes made to aircraft drawings. E.A.I.’s are in numerical order from number S 31 --18222. After this numerical section, the E.A.I.’s are separated by project. Box 126 appears to contain drawing releases regarding Bellanca aircraft, while box 127 contains drawing releases regarding the Bellanca Corporation's subcontracting pursuits. Used in conjunction with E.A.I.’s, Drawing Releases appear to be forms used to record dates that various changes were made to the drawings.
Box 114, Folder 5  Bellanca Drawing Index Cards 2300 - 2399

Box 114, Folder 6  Bellanca Drawing Index Cards 2400 - 2499

Box 114, Folder 7  Bellanca Drawing Index Cards 2500 - 2599

Box 114, Folder 8  Bellanca Drawing Index Cards 2600 - 2699

Box 114, Folder 9  Bellanca Drawing Index Cards 2700 - 2799

Box 114, Folder 10  Bellanca Drawing Index Cards 2800 - 2899

Box 115, Folder 1  Bellanca Drawing Index Cards 2900 - 2999

Box 115, Folder 2  Bellanca Drawing Index Cards 3000 - 3099

Box 115, Folder 3  Bellanca Drawing Index Cards 3100 - 3199

Box 115, Folder 4  Bellanca Drawing Index Cards 3200 - 3299

Box 115, Folder 5  Bellanca Drawing Index Cards 3300 - 3399

Box 115, Folder 6  Bellanca Drawing Index Cards 3400 - 3497

Box 115, Folder 7  Bellanca Drawing Index Cards 3600 - 3599

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Box 120, Folder 1  Bellanca Drawing Index Cards, Model 28-90FB
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Box 124, Folder 7  Bellanca Drawing Index Cards, Drawing Titles - U  
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Box 124, Folder 10  Bellanca Drawing Index Cards, Drawing Titles - Miscellaneous  
Folder contents were not scanned.  
Box 124, Folder 11  Bellanca Drawing Index Cards, Drawing Titles - SK Index  
Box 124, Folder 12  Bellanca Drawing Index Cards, Drawing Titles - SK Drawings  
Box 124, Folder 13  Bellanca Drawing Index Cards, Drawing Titles - Subcontracting Drawing Index  
Box 125, Folder 1  E.A.I.s [Engineering Advisory Information?] - S31 - 18222  
Box 125, Folder 2  [Boeing] B-29 E.A.I.s
Box 125 contains cards entitled E.A.I.s. This is an unidentified abbreviation, possibly meaning Engineering Advisory Information, associated with changes made to aircraft drawings. E.A.I.s are in numerical order from number S 31 – 18222. After this numerical section, the E.A.I.'s are separated by project.

Box 125, Folder 3  Grumman F9F-5 E.A.I.s

Box 125 contains cards entitled E.A.I.s. This is an unidentified abbreviation, possibly meaning Engineering Advisory Information, associated with changes made to aircraft drawings. E.A.I.s are in numerical order from number S 31 – 18222. After this numerical section, the E.A.I.'s are separated by project.

Box 125, Folder 4  924 E.A.I.s

Box 125 contains cards entitled E.A.I.s. This is an unidentified abbreviation, possibly meaning Engineering Advisory Information, associated with changes made to aircraft drawings. E.A.I.s are in numerical order from number S 31 – 18222. After this numerical section, the E.A.I.'s are separated by project.

Box 125, Folder 5  AF [Trainer] E.A.I.s

Box 125 contains cards entitled E.A.I.s. This is an unidentified abbreviation, possibly meaning Engineering Advisory Information, associated with changes made to aircraft drawings. E.A.I.s are in numerical order from number S 31 – 18222. After this numerical section, the E.A.I.'s are separated by project.

Box 125, Folder 6  Tow Target E.A.I.s

Box 125 contains cards entitled E.A.I.s. This is an unidentified abbreviation, possibly meaning Engineering Advisory Information, associated with changes made to aircraft drawings. E.A.I.s are in numerical order from number S 31 – 18222. After this numerical section, the E.A.I.'s are separated by project.

Box 125, Folder 7  [Lockheed] C-130 E.A.I.s

Box 125 contains cards entitled E.A.I.s. This is an unidentified abbreviation, possibly meaning Engineering Advisory Information, associated with changes made to aircraft drawings. E.A.I.s are in numerical order from number S 31 – 18222. After this numerical section, the E.A.I.'s are separated by project.

Box 125, Folder 8  Westinghouse Test Stand E.A.I.s

Box 125 contains cards entitled E.A.I.s. This is an unidentified abbreviation, possibly meaning Engineering Advisory Information, associated with changes made to aircraft drawings. E.A.I.s are in numerical order from number S 31 – 18222. After this numerical section, the E.A.I.'s are separated by project.

Box 125, Folder 9  Middletown Air Depot E.A.I.s
Box 125, Folder 10  
Spitz Lab Inc. E.A.I.s

Box 125 contains cards entitled E.A.I.s. This is an unidentified abbreviation, possibly meaning Engineering Advisory Information, associated with changes made to aircraft drawings. E.A.I.s are in numerical order from number S 31 – 18222. After this numerical section, the E.A.I.'s are separated by project.

Box 126, Folder 1  
Drawing Releases, Drawings 3032 - 18222

Box 126 contains drawing releases, possibly regarding Bellanca aircraft.

Box 126, Folder 2  
Drawing Releases, Model 14-19, Drawings 7511 - 18006

Box 126 contains drawing releases, possibly regarding Bellanca aircraft.

Box 126, Folder 3  
Drawing Releases, SK Drawings

Box 126 contains drawing releases, possibly regarding Bellanca aircraft.

Box 126, Folder 4  
Drawing Releases, E.A.I.s [Engineering Advisory Information?]; Drawings 9900-9999

Box 126, Folder 5  
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Drawing Releases, S&Rs; Drawing Releases, E.A.I.s

Box 126, Folder 6  
Drawing Releases, E.O.s [Engineering Orders]

Box 126, Folder 6  
Drawing Releases, E.A.I.s

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Drawing Releases, SK Drawings

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Box 127, Folder 12  
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Box 127, Folder 14  
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Box 127, Folder 15  
Drawing Releases, Boeing Aircraft
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Box 127, Folder 16  Drawing Releases, B-29  Image(s)

Box 127, Folder 17  Drawing Releases, B-29 Inactive  Image(s)

Box 127, Folder 18  Drawing Releases, Piasecki  Image(s)

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Series 3: Personal Papers, 1908-1993

In this series, the researcher will find personal correspondence among family members, from both Giuseppe and Dorothy Bellanca's families and personal, legal and financial records for Bellanca family. As the lines between Mr. Bellanca's personal and professional lives were sometimes blurred, a fine line of separation between the two was not always possible. For example, at one time or another, two of Mr. Bellanca's brothers, John and Frank, worked for the Bellanca Aircraft Corporation and Andrew Bellanca, Mr. Bellanca's nephew, was his lawyer throughout his life. Therefore, the processing archivist suggests that the researcher look in the professional series of documents as well as Mr. Bellanca's personal papers for a more complete representation of Mr. Bellanca's correspondence.

After processing was completed, publications which previously had been offered to the NASM Branch Library were returned to the collection. They are listed in an addendum at the end of this finding aid.

The Giuseppe M. Bellanca Collection also contains many personal papers. As Mr. Bellanca had numerous business associates, who were also his friends, it was sometimes difficult to distinguish between his personal and professional lives. All materials are related to G.M. Bellanca unless otherwise identified as those of a specific family member.

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- 3.2: Publications

3.1: Personal Correspondence, 1912-1993

Box 128, Folder 1 Certificate of Citizenship and Passport Material, 1929-1956
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Box 128, Folder 2 Draft Card, 1942
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Box 128, Folder 3 Personal Correspondence between G.M. Bellanca and Dorothy Brown (Bellanca)
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Box 128, Folder 4 Copy - Marriage Certificates, Giuseppe and Dorothy Bellanca [Two Copies]
Folder contents were not scanned.

Box 128, Folder 5 Personal Correspondence, 1922
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Box 128, Folder 6 Personal Correspondence, 1923
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Box 128, Folder 7 Personal Correspondence, 1927
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Box 128, Folder 24  Personal Correspondence, 1952
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Box 128, Folder 25  Personal Correspondence, 1953
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Box 128, Folder 26  Personal Correspondence, 1954 A - L
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Box 128, Folder 28  Personal Correspondence, 1955
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Box 128, Folder 29  Personal Correspondence, 1956
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Box 128, Folder 30  Personal Correspondence, 1957 A - L
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Box 129, Folder 3  Personal Correspondence, 1959
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Box 129, Folder 4  Personal Correspondence, 1960
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Box 129, Folder 5  Personal Correspondence, 1962
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Box 129, Folder 7  Personal Correspondence, 1966
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Box 129, Folder 9  Personal Correspondence, 1975
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Box 129, Folder 10  Personal Correspondence [no date]
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Box 129, Folder 11  Property - Brown Apartments, Omaha, NE, 1928-1960
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Box 129, Folder 12  Property - Earlville, MD, 1941-1961
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Box 129, Folder 13  Property - Shorewood, Galena, MD, 1936-1963
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Box 129, Folder 14  Taxes, Earlville and Shorewood, 1960
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Box 129, Folder 15  Yacht Material, 1933-1939
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Box 130, Folder 1  Events, 1924-1939
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Box 130, Folder 2  Events, 1940-1993, and Unknown
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Box 130, Folder 3  Clubs and Organizations, 1937-1962 A - C
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Box 131, Folder 2  Organizations, Early Birds, 1936-1960
Box 131, Folder 3  [Possibilities For] Books on Bellanca, 1957-1967
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Box 131, Folder 5  Reference Requests, 1948-1976
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Box 132, Folder 1  Reference Requests, 1977 - 1981
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Box 132, Folder 2  Archives Solicitations, 1964-1970
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Box 132, Folder 3  Correspondence, Smithsonian Institution
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Box 132, Folder 4  Medical Prescriptions, 1931
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Box 132, Folder 6  Radio Broadcasts, 1940 and 1948
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Box 132, Folder 7  Datebooks, 1941 and 1942
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Box 132, Folder 8  Datebook, 1943
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Box 132, Folder 9  Datebooks, 1950 and 1954
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Box 132, Folder 10  Lists of Christmas Cards Received By the Bellancas, 1954 [and no date]
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Box 132, Folder 11  Italian Correspondence, 1927-1960
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Box 133, Folder 1  Amalgamated Bank of New York, Statement, March - June, 1924
Box 133, Folder 2  Amalgamated Bank of New York, Loose Checks and Statements, July, 1924 to January, 1925 and March 1928
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Box 133, Folder 3  Bank of the Manhattan Company, Loose Checks and Statement, 1919-1920
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Box 133, Folder 4  Bank of the Manhattan Company, Statements, 1921-1922
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Box 133, Folder 5  Bank of the Metropolis, Loose Checks, December 7, 1917 - January 3, 1917 [1918]
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Box 133, Folder 6  Delaware Trust Company, Correspondence, 1955
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Box 133, Folder 7  Delaware Trust Company, Statements, 1960
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Box 133, Folder 8  Delaware Trust Company Checkbook, 1956-1960
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Box 133, Folder 9  Delaware Trust Company, Miscellaneous Checks, 1957-1959
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Box 133, Folder 10  Delaware Trust Company, Deposit Slips, 1954-1960
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Box 133, Folder 11  Federal Reserve Bank, [1951-1953]
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Box 133, Folder 12  First National Bank, Farmingdale, NY, Statements, 1924
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Box 133, Folder 13  Pennsylvania Company, Savings Account, [1934-1948]
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Box 133, Folder 14  Union Square Savings Bank, 1938-1939
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Box 133, Folder 15  The Whitney Bank, 1943-1944
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Box 133, Folder 17  Wilmington Trust Company, Stop Payments, 1934 and 1958
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Box 133, Folder 18  Wilmington Trust Company, Account Book, 1928-1947
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Box 133, Folder 21  Wilmington Trust Company, Check Stubs and Blank Checks, 1943-1947
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Box 133, Folder 22  Wilmington Trust Company, Bank Drafts, 1934
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Box 134, Folder 1  Wilmington Trust Company, Statements, [1935-1956]
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Box 138, Folder 2  Contributions, 1957-1959
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Box 138, Folder 3  Hospital Expenses, 1960
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Box 138, Folder 4  Union Central Life Insurance, 1946-1971
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Box 138, Folder 5  Correspondence, Commercial Casualty Life Insurance Company, 1927
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Box 138, Folder 6  Insurance, Marsh and McLennan, 1955-1965
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Box 138, Folder 7  Insurance Miscellaneous, 1933-1946
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Box 138, Folder 8  Bills and Receipts, 1939-1950
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Box 138, Folder 13  Estate of G. M. Bellanca, Financial, 1962 - 1963
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Dorothy Bellanca, Check Register, September 27, 1963 - June 23, 1964
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Dorothy Bellanca, Check Register, July 3, 1967 - February 8, 1968
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Dorothy Bellanca, Check Register, February 5, 1969 - June 13, 1969
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Box 140, Folder 1  Dorothy Bellanca, Statements, Delaware Trust Company, 1970
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The following books are in alphabetical order by title. Additional books are contained in Box 175.

The following United States Government publications are in alphabetical order by title.

The following magazines are in alphabetical order by title. There is one additional magazine in Box 175.

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Box 142, Folder 13  The Economic Situation in Western Europe, Marion B. Folsom. New York: The Committee For Economic Development, 1952
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Box 142, Folder 14  Endocrinologia e Sociologia [Endocrinology and Sociology], Dr. D. Cascio. New York: 1940
Folder contents were not scanned.

Box 142, Folder 15  Notes on the Foreign Situation Based on a Trip Abroad, Ernest T. Weir. Pittsburgh, PA. 1953
Folder contents were not scanned.

Box 142, Folder 16  Le Problème de l'Aviation, J. Armengaud. Paris: Librairie Ch. Delegrave, 1908
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Box 142, Folder 20  A Study of Airplane Performance Parameters, Frederick R. Weymouth
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Box 143, Folder 1 Engineering Division, Air Service, Handbook of Instructions for Aircraft Designers, Second Edition, February, 1921
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Box 144, Folder 21  Aviation Week, June 6, 1955

Box 145, Folder 1  Aviation Week and Space Technology, March 9, 1959
Box 145, Folder 2  Bakelite Review, July, 1939
Box 145, Folder 3  Bulletin de la Chambre Syndicale des Industries Aéronautics, September - October, 1925
Box 145, Folder 4  Catalogue de Livres d'Occasion sur L'Aéronautique et les Sciences Qui S'y Rattachant, March 1934
Box 145, Folder 5  Curtiss-Wright Review, July 1930
Box 145, Folder 6  De Havilland Gazette, June 1951
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Box 145, Folder 8  Douglas Service Company, Inc., Douglas Service, 1944-1945
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The fourth series of the Bellanca Collection is the photographs. Photographic subjects include Bellanca aircraft, factory views, and family members. The Bellanca Company had a set of Master Photograph files which consisted of six volumes. Each of the photographs in the first five volumes of the Master Photograph Files has a number in the lower right-hand corner. Within the Master Photograph Files, these photographs are in reverse order with the highest number appearing at the beginning of the file. No negatives were found for the photographs in the Master Photograph Files. Some negatives were found for other photographs in the collection. Where possible, the processing archivist has printed the negative number on the back of the appropriate photograph.

The researcher will find photographs of Bellanca aircraft, including the Bellanca Aircraft Corporation's Master Photograph Files, photographs of the Bellanca factory and factory workers, and photographs of Giuseppe M. Bellanca, business associates, and family members.

Miscellaneous photographs were filed according to subject: Bellanca Aircraft, Bellanca Subcontracting Pursuits, Family Photographs, and Miscellaneous.

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Box 151, Folder 18  Photographs - Bellanca XRE-1

Box 151, Folder 19  Photographs - Bellanca RE-3

Box 151, Folder 20  Photographs - Bellanca CH-400 Skyrocket

Box 151, Folder 21  Photographs - Bellanca Skyrocket F

Box 151, Folder 22  Photographs - Bellanca Skyrocket F-2

Box 151, Folder 23  Photographs - Bellanca Senior Skyrocket Model 31-55A

Box 151, Folder 24  Photographs - Bellanca (August T.) Skyrocket II

Box 151, Folder 25  Photographs - Bellanca XSOE-1

Box 151, Folder 26  Photographs - Bellanca T14-14

Box 151, Folder 27  Photographs - Bellanca TES (Tandem Experimental Sesquiplane)

Box 151, Folder 28  Photographs - Wright-Bellanca WB-1

Box 151, Folder 29  Photographs - Wright-Bellanca WB-2 (Columbia)
Box 151, Folder 30 Photographs - Artist's Concept - Bellanca Model 17-110 Image(s)
Box 151, Folder 31 Photographs - Artist's Concept - Bellanca Model 20-115 Image(s)
Box 151, Folder 32 Photographs - Bellanca Model 28-70 Image(s)
Box 151, Folder 33 Photographs - Bellanca Models 28-90 and 28-90B Image(s)
Box 151, Folder 34 Photographs - Bellanca Model 28-92 Image(s)
Box 151, Folder 35 Photographs - Bellanca Model 77-140 Image(s)
Box 151, Folder 36 Photographs - Replica Columbia by Preston Snyder Image(s)
Box 152, Folder 1 Photographs - Higgins-Bellanca Cargo Aircraft Wind Tunnel Model Image(s)
Box 152, Folder 2 Photographs - Bellanca Tow Target Image(s)
Box 152, Folder 3 Photographs - Unidentified Graphs Image(s)
Box 152, Folder 4 Photographs - Bellanca Personnel and Factory Image(s)
Box 152, Folder 5 Photographs - Cargo Plane Wind Tunnel Models Image(s)
Box 152, Folder 6 Photographs - Subcontracting - Boeing Image(s)
Box 152, Folder 7 Photographs - Subcontracting - Curtiss Image(s)
Box 152, Folder 8 Photographs - Subcontracting - Fairchild
Box 152, Folder 9  Photographs - Subcontracting - Grumman
  Image(s)

Box 152, Folder 10 Photographs - Subcontracting - Martin
  Image(s)

Box 152, Folder 11 Photographs - Subcontracting - Philco
  Image(s)

Box 152, Folder 12 Photographs - Subcontracting - Republic
  Image(s)

Box 152, Folder 13 Photographs - Airspeed Oxford
  Image(s)

Box 152, Folder 14 Photographs - Bonmartini Landing Gear
  Image(s)

Box 152, Folder 15 Photographs - Bellanca Airfield
  Image(s)

Box 152, Folder 16 Photographs - Bellanca XSE-1 Nitrate Negative Descriptions
  Image(s)

Box 152, Folder 17 Photographs - Giuseppe M. Bellanca
  Image(s)

Box 153, Folder 1  Photographs - Bellanca Family
  Image(s)

Box 153, Folder 2  Photographs - Bellanca Family Photo Album
  Image(s)

Box 153, Folder 3  Photographs - Personalities
  Image(s)

Box 153, Folder 4  Photographs - Underwood and Underwood Proofs
  Image(s)

Box 153, Folder 5  Photographs - Unidentified Aircraft
  Image(s)

Box 153, Folder 6  Photographs - Miscellaneous (Including Bellanca Model CF)
Box 153, Folder 7  Photographs - Miscellaneous Notes From Photograph File

Box 154, Folder 1  Bellanca Aircraft Corporation Master Photograph File Number 1 (Chronological)
[Photograph Numbers 1 - 240]

Box 154, Folder 2  Bellanca Aircraft Corporation Master Photograph File Number 2 (Chronological)
[Photograph Numbers 243 - 321]

Box 155, Folder 1  Bellanca Aircraft Corporation Master Photograph File Number 3 (Chronological)
[Photograph Numbers 322 - 370]

Box 155, Folder 2  Bellanca Aircraft Corporation Master Photograph File Number 4 (Chronological)
[Photograph Numbers 374 - 439]

Box 156, Folder 1  Bellanca Aircraft Corporation Master Photograph File Number 5 (Chronological)
[Photograph Numbers 442 - 537]

Box 156, Folder 2  Photographs Found in Back of Master Photograph File Number 5

Box 156, Folder 3  Bellanca Aircraft Corporation Master Photograph File Number 100
(Miscellaneous Not Numbered)

Box 157  Photograph Album - S.G. Sandoz: Photographs of Bellanca Activities 1929

Box 158  Photograph Album - Engineering Department

Box 158  Photograph Album - A.H. Thurmond

Box 158  Photographs found in back of A.H. Thurmond Photo Album

Box 159  Bellanca Negatives 1A - 639A
Box contents were not scanned.
Box 160  
Bellanca Negatives 637 - 676  
Box contents were not scanned.

Box 161  
Bellanca Negative Numbers 678 - Unnumbered  
Box contents were not scanned.

Box 161, Folder 1  
Negatives - Bellanca CE  
Folder contents were not scanned.

Box 161, Folder 2  
Negatives and Transparencies - Bellanca CF  
Folder contents were not scanned.

Box 161, Folder 3  
Negatives - Bellanca CH, CH-200, CH-300  
Folder contents were not scanned.

Box 161, Folder 4  
Negatives - Bellanca Crusair/Cruisemaster Family  
Folder contents were not scanned.

Box 161, Folder 5  
Negatives - Bellanca - De Havilland DH-4  
Folder contents were not scanned.

Box 161, Folder 6  
Negatives - Bellanca Model K  
Folder contents were not scanned.

Box 161, Folder 7  
Negatives - Bellanca Parasol Monoplane with Three Cylinder Engine  
Folder contents were not scanned.

Box 161, Folder 8  
Negatives - Bellanca Parasol Monoplane with Seven Cylinder Engine  
Folder contents were not scanned.

Box 161, Folder 9  
Negatives - Wright-Bellanca WB-1  
Folder contents were not scanned.

Box 161, Folder 10  
Negatives - Wright-Bellanca WB-2 "Columbia"  
Folder contents were not scanned.

Box 161, Folder 11  
Negatives - Cargo Plane Wind Tunnel Model  
Folder contents were not scanned.

Box 161, Folder 12  
Negatives - Subcontracting - Republic  
Folder contents were not scanned.

Box 161, Folder 13  
Negatives - Giuseppe M. Bellanca  
Folder contents were not scanned.

Box 161, Folder 14  
Negatives - Myrtle Brown
Folder contents were not scanned.

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<thead>
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<th>Box 161, Folder 15</th>
<th>Negatives - Personalities</th>
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<td>Box 161, Folder 17</td>
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<td>Box 161, Folder 18</td>
<td>Negatives - Miscellaneous</td>
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</tbody>
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Series 5: Miscellaneous and Oversize Material, 1923-1976

This series contains ephemera of the Bellanca Collection: Scrapbooks, Loose Newspaper Clippings, and Artwork, Ephemera and Magazine Clippings.

Boxes 169-174 contain broken drawing fragments that are too fragile for viewing at this time. If it was possible to determine the drawing numbers, those numbers have been listed in their respective boxes.

The Bellanca Collection included 27 motion picture films. In May of 2000, this film was transferred to the NASM Film Archives. Researchers wishing to access this part of the collection should contact the NASM Film Archivist.

<table>
<thead>
<tr>
<th>Box</th>
<th>Description</th>
<th>Image(s)</th>
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<td>162</td>
<td>Scrapbook - Miscellaneous Magazine Clippings and Advertisements, 1925 - 1941</td>
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<td>163</td>
<td>Scrapbook - Miscellaneous News Clippings, 1927-1928</td>
<td>Image(s)</td>
</tr>
<tr>
<td>163</td>
<td>Scrapbook - Miscellaneous News Clippings, 1927-1931</td>
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<td>Scrapbook was not scanned.</td>
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<tr>
<td>164</td>
<td>Scrapbook - Miscellaneous News Clippings, 1925-1931</td>
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<td>164</td>
<td>Scrapbook - Miscellaneous News Clippings, 1927-1934, Inscription to Mr. (Mrs.) G.M. Bellanca</td>
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<td></td>
<td>from Mrs. Thomas Brown [Mostly regarding Myrtle Brown, Aviatrix, Mrs. Bellanca’s sister]</td>
<td>Image(s)</td>
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<tr>
<td>165</td>
<td>Scrapbook - Miscellaneous News Clippings, 1928-1931</td>
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<td>167</td>
<td>Bellanca 14-9 Junior Painting and Mounted Picture</td>
<td>Box contents were not scanned.</td>
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<td>167</td>
<td>Painting - HC-57’s (Higgins-Bellanca)</td>
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<td>167</td>
<td>Pencil Drawing - HC-57’s (Higgins-Bellanca)</td>
<td>Box contents were not scanned.</td>
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</table>
Box 167  Two Pencil Drawings, Bellanca CF
Box contents were not scanned.

Box 167  Pencil Drawing in sink mat, Bellanca Aircraft [Pacemaker?] on "Skies", signed to G.M.B. from the artist, Easter, 1930
Box contents were not scanned.

Box 167  Colored Pencil Drawing
Box contents were not scanned.

Box 167  Two Ink Drawings, Giuseppe Bellanca
Box contents were not scanned.

Box 167  Six Pen and Ink Drawings, Famous Bellanca Aircraft
Box contents were not scanned.

Box 167  Air Force Organizational Chart, Bellanca Aircraft Corporation, May 10, 1951
Box contents were not scanned.

Box 167  Two Rolled Photographs
Box contents were not scanned.

Box 167  Two Glass Plate Negatives, Bellanca Parasol
Box contents were not scanned.

Box 167  Rolled Drawing, Property, Shorewood Farm, Galena, MD
Box contents were not scanned.

Box 167  Guiberson Diesel
Box contents were not scanned.

Box 167  Advertising Booklet, "The Wartime Work of Bellanca Aircraft Corporation"
Box contents were not scanned.

Box 167  Magazine - "Time Faces in the News" [Time Magazine Covers, 1923-1976]
Box contents were not scanned.

Box 167  One Folder of Oversize Magazine Clippings, 1941-1953
Box contents were not scanned.

Box 167  "Collier's", December 25, 1948
Box contents were not scanned.

Box 167  "Saturday Evening Post" with "Saturday Evening Post" clippings, April 11, 1953
Box contents were not scanned.
Box 167  Mounted Sunday Comic, "Hall of Fame of the Air", Giuseppe Bellanca, by Eddie Rickenbacker and Clayton Knight
Box contents were not scanned.

Box 167  Model 19-34, Landing Gear Mock Up
Box contents were not scanned.

Box 167  Model 39-60M Wing Rib, Station 22 Lower, 6.6" Outboard, Wing Panel Joint
Box contents were not scanned.

Box 167  Parts of Fairings for Wind Tunnel Model
Box contents were not scanned.

Box 167  Certificate of Farm War Service
Box contents were not scanned.

Box 167  Certificate of Membership, Wings Club
Box contents were not scanned.

Box 167  Certificate of Membership, Air Force Association
Box contents were not scanned.

Box 167  Certificate of Membership, Society of Automotive Engineers
Box contents were not scanned.

Box 167  Three Membership Pins
Box contents were not scanned.

Box 167  One License Plate
Box contents were not scanned.

Box 168  Miscellaneous Oversize Photographs
Box contents were not scanned.

Box 169  Unidentified Charts
Box contents were not scanned.

Box 169  Unidentified Aircraft Drawing
Box contents were not scanned.

Box 169  Artist's Concept of British Bellanca Plant, Belfast Site, Fragile
Box contents were not scanned.

Box 169  Unidentified Large Folded Drawing
Box contents were not scanned.
Box 170  Portion of Drawing 4320, XSE-1, Fragile
Box contents were not scanned.

Box 170  Portion of Drawing 4037, XSE-2, Fragile
Box contents were not scanned.

Box 170  Portion of Drawing 4921, Skyrocket Model F, Fragile
Box contents were not scanned.

Box 170  Property Drawings for the Property of Claudina Bellanca, NY
Box contents were not scanned.

Box 170  Unidentified Charts
Box contents were not scanned.

Box 170  Unidentified Drawings, Twin Turboprop
Box contents were not scanned.

Box 171  Most of Drawing B135, Unidentified Aircraf, Fragile
Box contents were not scanned.

Box 171  Portion of Drawing 4778, C-27A, Fragile
Box contents were not scanned.

Box 171  Portion of Drawing 4833, C-27B, Fragile
Box contents were not scanned.

Box 172  Portion of Drawing 4348, XSE-2, Fragile
Box contents were not scanned.

Box 172  Portion of Drawing 4379, XSE-2, Fragile
Box contents were not scanned.

Box 172  Portion of Drawing 4947, Model 31-50, Skyrocket Model F, and JE-1, Fragile
Box contents were not scanned.

Box 172  Portion of Drawing 4949, Skyrocket Model D #633, Fragile
Box contents were not scanned.

Box 172  Portion of Drawing, 4961, Skyrocket Model F, Fragile
Box contents were not scanned.

Box 173  Portion of Drawing 5024, Army Attack Model A, General Arrangement, Fragile
Box contents were not scanned.

Box 173  Portion of Drawing 5007, XSE-2, Fragile
Box contents were not scanned.

Box 173  Portion of Drawing, General Arrangement (XSE-2 ?), Fragile
Box contents were not scanned.

Box 174  DH-4 Drawings, Fragile
Box contents were not scanned.

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Series 6: Addendum, 191[?] - 1990

At the time of processing, the following books and one magazine were given to the National Air and Space Museum Branch Library for possible inclusion in their collection. After their review, it was decided that these items will remain with the Bellanca Collection. As with the books in box 142, these books are in alphabetical order by title. The magazine (The Aeroplane, June 22, 1951) is filed after the books.

Box 175, Folder 1  
Image(s)

Box 175, Folder 2  
"Calcolo a torsione dei cilindri cavi a parete sottile molteplicemente connessi" ["Torsion Calculation for Hollow Cylinders with Flexible Walls with Multiple Connections"], Carlo Riparbelli. Trieste, Italy: Stabilimento Tipographico Nazionale, 1935
Image(s)

Box 175, Folder 3  
Image(s)

Box 175, Folder 4  
"The Esso Co-Pilot", Esso Inc., 1947
Image(s)

Box 175, Folder 5  
Image(s)

Box 175, Folder 6  
Image(s)

Box 175, Folder 7  
Image(s)

Box 175, Folder 8  
Image(s)

Box 175, Folder 9  
"Osservazioni Sui Fasciami Portanti in Aviazion" ["Notes on Important Present Activities in Italian Aviation"], Carlo Riparbelli. Milan: Associazione Italiana di Aerotecnica Sindacato Provinciale Fascista Ingegneri, 1937
Image(s)

Box 175, Folder 10  
"Profile of an American Aircraftsman", Francis P. Antel. Palm Beach, FL: Literary Investment Guild, Ltd., 1967
Box 179, Folder 8  Newspaper Clippings, 1938
Box 179, Folder 9  Newspaper Clippings, 1939
Box 179, Folder 10 Newspaper Clippings, 1940
Box 179, Folder 11 Newspaper Clippings, 1941
Box 179, Folder 12 Newspaper Clippings, 1942
Box 179, Folder 13 Newspaper Clippings, 1944
Box 179, Folder 14 Newspaper Clippings, 1945
Box 179, Folder 15 Newspaper Clippings, 1946
Box 179, Folder 16 Newspaper Clippings, 1947
Box 179, Folder 17 Newspaper Clippings, 1948
Box 179, Folder 18 Newspaper Clippings, 1949
Box 179, Folder 19 Newspaper Clippings, 1950
Box 179, Folder 20 Newspaper Clippings, 1951
Box 179, Folder 21 Newspaper Clippings, 1952
Box 179, Folder 22 Newspaper Clippings, 1953
Box 179, Folder 23 Newspaper Clippings, 1954
Box 179, Folder 24 Newspaper Clippings, 1955
Box 179, Folder 25 Newspaper Clippings, 1956
Box 179, Folder 26 Newspaper Clippings, 1957
Box 179, Folder 27 Newspaper Clippings, 1958
Box 179, Folder 28 Newspaper Clippings, 1959
Box 179, Folder 29 Newspaper Clippings, 1960
Box 179, Folder 30  Newspaper Clippings, 1961-1969
Box 179, Folder 31  Newspaper Clippings, 1970-1991
Box 179, Folder 32  Newspaper Clippings [No Date]

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