



Smithsonian

National Air and Space Museum

Application for Certificate of Airworthiness for
Export for Curtiss Condor T-32 (Condor II),
Signed by Edward V. "Eddie" Rickenbacker

Jessamyn Lloyd

2011

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Collection Overview

Repository:	National Air and Space Museum Archives
Title:	Application for Certificate of Airworthiness for Export for Curtiss Condor T-32 (Condor II), Signed by Edward V. "Eddie" Rickenbacker
Date:	January 22, 1937
Identifier:	NASM.XXXX.0945
Creator:	United States. Department of Commerce. Aeronautics Branch
Extent:	0.05 Cubic feet (1 folder)
Language:	English .
Summary:	Curtiss Condor T-32 (Condor II), registration no. NC12353, c/n 21, was the first aircraft of its type to be built by Curtiss under Aircraft Type Certificate (ATC) 501, issued March 1933. This collection consists of two identical notarized, signed copies, dated January 22, 1937, of a US Department of Commerce, Aeronautics Branch form, Application for Certificate of Airworthiness for Export for Curtiss Condor T-32 (Condor II) (listed here as model T-32C Special), c/n 21.
Digital Content:	Image(s): Application for Certificate of Airworthiness for Export for Curtiss Condor T-32 (Condor II), Signed by Edward V. "Eddie" Rickenbacker

Administrative Information

Acquisition Information

Unknown, material found in collection, NASM.XXXX.0945.

Processing Information

Arranged and described (2011) and encoded (2022) by Jessamyn Lloyd.

Preferred Citation

Application for Certificate of Airworthiness for Export for Curtiss Condor T-32 (Condor II), Signed by Edward V. "Eddie" Rickenbacker, NASM.XXXX.0945, National Air and Space Museum, Smithsonian Institution.

Restrictions

No restrictions on access

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Biographical / Historical

Curtiss Condor T-32 (Condor II), registration no. NC12353, c/n 21, was the first aircraft of its type to be built by Curtiss under Aircraft Type Certificate (ATC) 501, issued March 1933. The aircraft was later redesignated the T-32C after it was brought up to AT-32 standards, including the addition of controllable pitch propellers and National Advisory Committee for Aeronautics (NACA) cowlings on the engines, and was issued a new ATC number 547. The aircraft was originally owned by Eastern Air Lines (Eastern Air Transport) who sold it to North American Aviation, Inc. North American sold the aircraft to Servicio Aereo Colombiano (SACO), Colombia, South America in 1937 where its registration was changed to C-35. SACO sold the aircraft to SCADTA International Air Transport (Colombia) in 1939 where the registration became C-100, who sold it to Transportes Aereos Centro-Americanos (TACA) in Nicaragua in 1942 when the registration was changed to AN-ABG. The aircraft was subsequently in Mexico under the registrations XA-FAJ and XB-GIT.

Scope and Contents

This collection consists of two identical notarized, signed copies, dated January 22, 1937, of a US Department of Commerce, Aeronautics Branch form, Application for Certificate of Airworthiness for Export for Curtiss Condor T-32 (Condor II) (listed here as model T-32C Special), c/n 21. The recorded owner for the aircraft is North American Aviation, Inc. and the foreign purchaser is listed as Servicio Aereo Colombiano, Colombia, South America. Both copies of the application are signed by Edward V. "Eddie" Rickenbacker in his capacity as Vice-President of North American Aviation, Inc. The application form includes detailed information on the aircraft as well as various components including the propeller (Hamilton Controllable Pitch); engines (two Wright Cyclone 9 [SGR-1820F-2] 9-Cylinder Radial engines); equipment; and instruments.

Arrangement

Collection is two copies of a single document.

Names and Subject Terms

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

Subjects:

Aeronautics
Curtiss Condor T-32 (Condor II)

Types of Materials:

Application forms