

HISTORY - NORSEMAN Mk VI, C/N 367:

Mk VI, C/N 367, USAAF S/N 43-5376. The aircraft was delivered to the USAAF Air Transport Command in January 1944 and transferred to the RFC in September 1945 for disposal as excess. Shortly thereafter, it was sold to an unknown owner, registered NC63742 (See next to last para.). Later, it somehow got to Peru and registered OB-QAE-153 - owner/operator also unknown. In December 1957, it was re-registered in Peru as OB-LHA-153 with Summers Institute of Logistics - reputed to be a C.I.A. organization. In August 1963, the aircraft was "donated" to the University of Brasilia Foundation - also believed to be a C.I.A. organization, registered PT-CDG. In December 1971, it was "sold" back to the Summers Institute who, in turn, "sold" it to Jungle Aviation and Radio Service, Waxhaw, North Carolina, registered N47801.

Jungle Aviation and Radio Service designs and installs electronic systems in C.I.A. aircraft. Waxhaw, population about 1100, is located in heavily forested country, south of Charlotte and near the South Carolina border. In August 1973, Prompt Air Charter Enterprises, Inc., Milford, Michigan, acquired the aircraft, "as is - where is," on floats and sitting on the shore of a reservoir in Rock Hill, South Carolina, about 30 miles from Waxhaw. The buyer hired a pilot and a helper to ferry it to Lake Winnebago, Wisconsin, for repairs and recover.

Prompt Air Charter operated C/N 367 until August 1981, at which time it was sold to George Maryk, Lac du Bonnet, MB, registered CF-KAS. Thereafter, it was owned by a series of operators, ending with Hanna Air Services Ltd., Ganges, BC, who purchased it in August 1994 and used it for charter work until severely damaged in a landing accident at Kuper Island, BC, in March 1995. The aircraft was salvaged and purchased by Jerry Arnold, Winnipeg, MB. KAS has been rebuilt by Northland Aircraft Service, Ignace, ON, and is once again airworthy and flying.

The U.S. Federal Aviation Administration claims to have no records pertaining to the issuance of Registration NC63742. Copies of registration documents, Certificates of Airworthiness and Cancellation of Registration issued when the aircraft was exported to Brasil, are "not available." Strangely, "63742" and "47801" have not been issued for another aircraft subsequent to cancellation of the original issues for C/N 367. The FAA does have complete records on the aircraft from the time of its return from Brasil to the date of sale to George Maryk in Canada.

The U.S. Registration Certificate for N47801 and the Canadian Civil Aircraft Register for CF-KAS both carry the USAAF Serial Number 43-5376 in lieu of the Constructor's Number 367. The FAA normally will not issue a Registration or Airworthiness Certificate without a C/N cited on each document. C.I.A. standard practice is to remove Manufacturer's identification plates before using any of their aircraft but leave any military identification plates installed in the aircraft.

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