

NOORDUYN "NORSEMAN" - TOTAL PRODUCTION

<u>Model</u>	<u>Constructor's Numbers</u>	<u>Quantity</u>
Mk I	1	1
Mk II	2 Through 4 Inclusive	3
Mk III	5 and 6	2
Mk IV	7 Through 99 Inclusive	93
Mk VI	100 Through 849 Inclusive	750
Mk V	N29-1 Through N29-48 Inclusive, N29-50 Through N29-53 Inclusive, and N29-55	53
Mk VII	CCF 129-1	<u>1</u>
Totals:		903

Notes:

1. Mk I and II aircraft were powered with Wright R-975-E3 420 rated h.p. engines. In October 1949, the Mk I was converted to the Pratt & Whitney R-985-14B 450 rated h.p. engine. Mark III aircraft were powered with Pratt & Whitney SC "Wasp" 450 h.p. rated engines. Mk IV, V, VI and VII aircraft were powered with Pratt & Whitney R-1340-AN1 550 rated h.p. engines.
2. C/N 5 (CF-BAM) Delivered as Mk III - Converted to Mk IV after delivery.
3. C/N 6 (CF-BAU) Built and flown as Prototype Mk IV - Converted to Mk III prior to delivery.
4. C/N 7 (CF-BAV) and C/N 8 (CF-BAN) were planned for production as Mk III aircraft, but were built and delivered as Mk IVs.
5. C/N 51 (RCAF #2478) Converted by CCF to Mk V and re-identified as C/N CCF-51 (CF-IGG).
6. C/N 52 (RCAF #2479) Converted by CCF to Mk V and re-identified as C/N CCF-52 (C-FHPY).
7. C/N 55 (RCAF #2484) converted by CCF to Mk V and re-identified as C/N CCF-55 (C-FJIN).

8. A Mk VI, C/N 364, was converted to the Mk V configuration in 1992 by Gordon H. Hughes. Registered C-FFQI.
9. Components of Mk V, C/N N29-54, were manufactured but the aircraft was never assembled or flown.
10. One Mk VI, C/N 568, U.S. Registration NC33177, was converted by Noorduyn Aviation for All American Airways (now USAir) to the Mk V configuration and further modified as required for in-flight pick-up and delivery of mail.

These Data Compiled and Recorded by Robert H. Noorduyn 15 May 1988
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