

PRODUCTION SUMMARY:

Eighteen DGA-8s were produced by the Howard Aircraft Company from 1936 to 1938 under Type Certificate No. 612 (approved 7/15/36), and five of these airframes are currently known to exist (2014), with three of those having been converted to model DGA-11. TC 612 is currently owned by the Howard Aircraft Foundation, Inc.

NC14835 S/N 71 Registration cancelled 10/1/1942

This was the experimental prototype airframe built for obtaining a CAA Type Certificate, and it was later modified to meet the approved DGA-8 configuration. It was impressed into the USAAC to be used as a cross country trainer in 1942, as the sole model UC-70C, and given S/N 42-63351. It was later condemned and finally stricken from military records in December 1942 (probably scrapped).

NC14871 S/N 72 Registration cancelled 8/18/1949 (destroyed)

This DGA-8 was originally purchased by Daniel Peterkin (then President of Morton Salt Co.), and became the prototype for the new model DGA-11 on 12/5/37. This included the installation of a Pratt & Whitney Wasp Jr. SB engine, first with the tapered DGA-8 style cowl and later with the DGA-15 style cowling.

NC14873 S/N 73 Currently registered to Leslie Sargent

This airplane was originally purchased by Walden Shaw (founder of Yellow Cab Co.), and next owned by the Pure Oil Company from 1938-1940. Its last flight to date was December 24, 1947, and it had accumulated a total flight time of 1599 hours. It is currently under long-term restoration by Les and Sparky Sargent.

NC14872 S/N 74 Registration cancelled 3/31/1948

Last registered owner was Olivia J Burke.

NC14870 S/N 75 Registration cancelled 4/13/1948

This airplane was exported to Cuba and became known as the "Cuban 8."

NC14874 S/N 76 Registration cancelled 4/2/1938

NC14885 S/N 77 Registration cancelled 1/26/1942 (destroyed)

CF-BET S/N 78 Canadian registration cancelled

This was the first DGA-8 on floats and exported to Canada where it was operated by Mercury Air Service. Scrapped in Canada.

NC14887 S/N 79 Currently registered to William Witt

Converted to model DGA-11 on 9/23/62. In storage, not currently airworthy.

Ex-NC14888 S/N 80 Registration cancelled as N17Y on 8/19/2011

Converted to model DGA-11 on 8/3/65. In storage, not currently airworthy, advertised for sale. Last registered to H. B. Rueschenberg, sale reported to FAA.

NC18204 S/N 81 Registration cancelled 5/10/1948

This was the first DGA-8 with the shortened main landing gear.

NC18282 S/N 82 Registration cancelled 2/3/1938

Flown to Mexico (Cloyd Clevenger).

NC18283 S/N 83 Registration cancelled 2/3/1938

Flown to Mexico (Cloyd Clevenger).

NC18209 S/N 84 Registration cancelled 1/19/1942 (destroyed)

Ex-NC55 S/N 85 Registration revoked by FAA

This was the first of four DGA-8s purchased new by the CAA. Last registered as N9462H to Bruce F. Woodson, and Mr. Woodson reports the aircraft no longer exists (stolen).

Ex-NC56 S/N 86 Registration cancelled as N56E on 8/22/2013

Purchased new by the CAA. It is currently under restoration to airworthy condition by John Burton, Terry Bruce and Rick Hamilton for Jack Venaleck.

NC57 S/N 87 Registration cancelled 5/18/1965 (destroyed)

Purchased new by the CAA. Converted to model DGA-11 on 4/1/50. Last owned by John Casparis of Alpine, TX.

Ex-NC58 S/N 88 Currently registered as N57E to Michael Terry

Purchased new by the CAA. Converted to model DGA-11 on 6/12/61. Currently airworthy.