

World War I aircraft built by Carl Swanson and flown by Jerry Thornhill

SPAD XIII - FAA #N14574

Total hours flown: 32:25 hours from 5-17-75 to 11-9-75

Lycoming engine with 200 horsepower

Nieuport 28 - FAA #N27226

Total hours flown: 22 hours from 10-23-76 to 5-22-77

Lycoming engine with 170 horsepower

SPAD VII - FAA #N9104A

Total hours flown: 98:10 hours from 6-5-78 to 8-4-79

Lycoming engine with 160 horsepower

Nieuport 27 - FAA #N5597M

Total hours flown: 40:45 hours from 5-27-80 to 7-6-80

Le Rhone engine with 80 horse power

New engine installed –

Total hours flown: 11:40 hours from 8-22-80 to 11-2-80

Gnome 9N engine with 160 horsepower

Total time with both engines: 52:25 hours

Siemens Schuckert D IV- FAA #N1094G

Total hours flown: 6:35 hours from 10-2-81 to 5-30-82

Gnome 9N engine with 160 horsepower

Note: Entrained water created moisture in the fuel resulting in a forced landing on Memorial Day. The plane ultimately ended upside down and remarkably I was able to crawl out from under and help put it upright and push it to the hanger. This was my closest brush with the grim reaper. The propeller and rudder were destroyed but repaired in time to take it to the Oshkosh Air Show where it was sold at auction.

Halberstadt D IV - FAA #N1388J

Total hours flown: 42:45 from 6-29-83 to 8-3-83

E.N.M.A. Super Tigre engine with 150 horsepower

Note: Normal for this engine, the cylinder heads are up instead of down

Sopwith Camel F1 - FAA #N4463

Total hours flown: 35:55 hours from 8-21-85 to 10-5-96

Gnome 9N engine with 160 horsepower

Note: This plane was primarily built by Jerry Thornhill with the help of Carl Swanson. In 1996 the Camel was sold to Peter Jackson of New Zealand and now resides at the Blenheim Airport on the north end of the south island.