



# Convair CV-240 VBF reloaded Production List

Basic and Add-On liveries delivered by VBF  
for Microsoft Flight Simulator FS2004 (ACOF)

Order by Construction Number



<b>Package:</b>	<b>Convair CV-240 in House Livery 1947</b>		
<b>Basepack required</b>	Livery included in CV-240 VBF CA-18 Base Pack		
<b>Livery Zip File:</b>	Zip File included in CV-240 VBF CA-18 Base Pack		
<b>Mdl-file included</b>	cv-240_s.mdl	<b>Texture folder:</b>	texture.cac_NX90594_01
<b>Operator:</b>	<b>Consolidated Aircraft Corporation</b>		
<b>Reg.-ID</b>	NX90849	<b>c/n:</b>	1
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
First flight March 16, 1947, in 1948 reregistered <b>N24501</b> , converted to Convair CV240-21 in December 1950, delivered to General Motors Corporation on April 13, 1951, bought by Garret Corporation on February 23, 1959, converted to CV-240-0 and reregistered <b>N112G</b> , bought by Aero Service Corporation on October 31, 1963, reregistered <b>N192L</b> on October 7, 1964, reregistered <b>N195L</b> in 1965, in November 1968 bought by Hennis Flight Inc., on October 4, 1971 bought by Carolina Aircraft Corporation, in November 1971 bought by Little Judy Industries, sold to National Bank of Tulsa in 1973, bought by Becker Brothers Inc. in 1974, bought by Norman Industries in 1976 and reregistered <b>N240BN</b> , bought by Perkiomen Airways in 1978, withdrawn from use and stored at Opa Locka, Florida, bought by Southern Aero Traders in November 19, 1980, bought by Karvair on December 26, 1986, withdrawn from use and broken up at Opa Locka, Florida			
<b>Version:</b>	01	<b>Date</b>	September 2010

# VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240 American Airlines 1950</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_aal_N94200_01.zip		
<b>Mdl-file included</b>	cv-240_st.mdl	<b>Texture folder:</b>	Texture.aal_N94200_01
<b>Operator:</b>	<b>American Airlines</b>		
<b>Reg.-ID</b>	N94200	<b>c/n:</b>	002
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
Convair CV-240-0, <b>N94200</b> , cn 002, delivered to American Airlines on December 29, 1948, named "Flagship San Diego", later renamed "Flagship Acadia", bought by Dundel Corporation on December 31, 1957, sold to Cruzeiro do Sul on May 12, 1958, registered <b>PP-CET</b> and named "Regulus", purchased by Francis Y Sogi in November 1967 and registered <b>N21122</b> , sold to Charlotte Aircraft Corporation in June 1969, withdrawn from use and broken up.			
<b>Version:</b>	01	<b>Date</b>	September 2010

# VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240-2 PAA in colors of 1954</b>		
<b>Basepack required</b>	cv240VBFcb16_basepack		
<b>Livery Zip File:</b>	cv240VBFcb16_paa_N90656_01		
<b>Mdl-file included</b>	cv240_n.mdl	<b>Texture folder:</b>	texture.paa_N90656_01
<b>Operator:</b>	Pan American World Airways		
<b>Reg.-ID</b>	N90656	<b>c/n:</b>	14
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
Convair CV-240-2, delivered to Pan American World Airways on September 30, 1948 and registered <b>N90656</b> . Bought by VARIG on November 11, 1957 and registered <b>PP-VCV</b> . Withdrawn from use and broken up at Sao Paulo-Congonhas, Brasil, May 1970.			
<b>Version:</b>	01	<b>Date</b>	October 2010

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240-1 Western Airlines in colors of 1959</b>		
<b>Basepack required</b>	Livery included in CV-240 VBF CB-16 Base Pack		
<b>Livery Zip File:</b>	Zip File included in CV-240 VBF CB-16 Base Pack		
<b>Mdl-file included</b>	cv-240_vt.mdl	<b>Texture folder:</b>	texture.wal_N8404H_01
<b>Operator:</b>	<b>Western Airlines</b>		
<b>Reg.-ID</b>	N8404H	<b>c/n:</b>	17
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
<p><b>N8404H</b> was delivered to Western Air Lines on June 16, 1948; bought by Air Carrier Service Corporation on April 1, 1961; sold to North Japan Airlines in 1961 and registered <b>JA5087</b>; NJA merged with Japan Domestic Airlines on April 15, 1964; leased to Southwest Airlines in 1966; bought by Air Service Inc. on November 29, 1968 and reregistered <b>N8404H</b>; sold to Coastal Aviation Inc. on October 4, 1969; sold to Time Aviation Services Inc. on January 21, 1974; in 1988 withdrawn from use and broken up.</p>			
<b>Version:</b>	01	<b>Date</b>	September 2010

# VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240 VARIG in colors of 1969</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_vrg_PP-VCP_01		
<b>Mdl-file included</b>	cv240_s.mdl	<b>Texture folder:</b>	texture.vrg_PP-VCP_01
<b>Operator:</b>	VARIG - Viação Aérea Rio Grandense S.A.		
<b>Reg.-ID</b>	PP-VCP	<b>c/n:</b>	24
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
Convair CV-240-2, cn 24, delivered to Pan American World Airways on April 30, 1948 and registered <b>N90658</b> . Bought by VARIG on October 15, 1954 and registered <b>PP-VCP</b> . In May 1970 withdrawn from use and broken up at Sao Paulo-Cononhas, Brasil.			
<b>Version:</b>	01	<b>Date</b>	November 2010

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240 Trans-Australia Airlines in colors of 1954</b>		
<b>Basepack required</b>	cv240VBFcb16_basepack		
<b>Livery Zip File:</b>	cv240VBFcb16_taa_VH-TAO_01		
<b>Mdl-file included</b>	cv-240_v.mdl	<b>Texture folder:</b>	texture.taa_VH-TAO_01
<b>Operator:</b>	<b>Trans-Australia Airlines</b>		
<b>Reg.-ID</b>	VH-TAO	<b>c/n:</b>	32
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
Convair CV-240-5, cn 32, delivered to Trans Australia Airlines on December 30, 1948, registered <b>VH-TAO</b> and named "RMA George Bass", later renamed "RMA John Fawkner". Bought by Remmert Werner on November 25, 1959, leased to Whitney Fairbanks and registered <b>N18M</b> . After returned to Remmer Werner sold to Monsanto Chemical Company in June 1969. Bought by Aerolinas Colonia in February 1970, withdrawn from use and stored at Colonia, Uruguay.			
<b>Version:</b>	01	<b>Date</b>	September 2010



# VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240-8 Ethiopian Airlines 1956</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_eth_ET-T-22_01.zip		
<b>Mdl-file included</b>	cv-240_st.mdl	<b>Texture folder:</b>	Texture.eth_ET-T-22_01
<b>Operator:</b>	<b>Ethiopian Airlines 1956</b>		
<b>Reg.-ID</b>	ET-T-22	<b>c/n:</b>	38
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
<p>Convair CV-240-8, registered by Consolidated Vultee Aircraft Corporation with reg.-ID <b>N90581</b>. Delivered to Jorge Pasquel (Mexico) on February 7, 1949 and registered <b>XB-DOX</b>. Bought by Air Fleets in 1952 and sold to TEXACO. In 1954 reregistered by TEXACO <b>N1820</b>. Bought by Sabena on March 17, 1955 and registered <b>OO-AWV</b>. Sold to Ethiopian Airlines in July 1956 and registered <b>ET-T-22</b>. Bought by Allied Stores Corp. (Israel) on July 8, 1960 and registered <b>4X-APC</b>. Reregistered <b>N717X</b> by Allies Stores Corp. on February 28, 1962. Bought by F. B. Ayer &amp; Associates Inc. on February 23, 1966 and registered <b>N704HC</b>. Bought by Miami Aviation Corp. on February 25, 1966. Bought by Southhaire Inc. on March 18, 1966, reregistered <b>N7177</b>. Bought by Parker &amp; Ransom Aircraft on April 27, 1966. Bought by Certified Check &amp; Title Corporation on May 24, 1966. Bought by Charlotte Aircraft Corporation on October 15, 1973. Bought by Christian Airmens Fellowship on December 30, 1974. Bought by Mission Air Lift Inc. on November 1, 1976, Crashed after engine failed on take off at Clewiston, Florida on September 4, 1978</p>			
<b>Version:</b>	01	<b>Date</b>	September 2010

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240-2 PAA in colors of 1948</b>		
<b>Basepack required</b>	cv240VBFcb16_basepack		
<b>Livery Zip File:</b>	cv240VBFcb16_paa_NC90663_01		
<b>Mdl-file included</b>	cv240_n.mdl	<b>Texture folder:</b>	texture.paa_NC90663_01
<b>Operator:</b>	Pan American World Airways		
<b>Reg.-ID</b>	NC90663	<b>c/n:</b>	55
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
Convair CV-240-2, delivered to Pan American World Airways on May 21, 1948, registered <b>NC90663</b> , named "Clipper Caracas". Later reregistered <b>N90663</b> . Bought by Mid-Continent Airlines on March 9, 1950. Merged with Braniff Airways on August 15, 1952. Sold to Linee Aeree Italiane on March 20, 1953. Bought by The Babb Co Inc. in 1956 and registered <b>N9845F</b> . Bought by Air Jordan in 1956 and registered <b>JY-ACB</b> . Crashed after striking ground at Dabouk, northwest of Amman, Jordan, on January 22, 1959.			
<b>Version:</b>	01	<b>Date</b>	October 2010



# VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240-1 Western Airlines in colors of 1949</b>		
<b>Basepack required</b>	cv240VBFcb16_basepack		
<b>Livery Zip File:</b>	Cv240VBFcb16_wal_N8410H_01		
<b>Mdl-file included</b>	cv-240_vt.mdl	<b>Texture folder:</b>	texture.wal_N8410H_01
<b>Operator:</b>	<b>Western Airlines</b>		
<b>Reg.-ID</b>	N8410H	<b>c/n:</b>	70
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
Delivered to Western Airlines on June 29, 1948 and registered N8410H. Bought by Hughes Aircraft Corporation on February 23, 1961. Later transferred to Hughes Tool Corporation. Crashed after landing at Encampment, Wyoming on September 02, 1969. Asymmetrical thrust reversal caused the plane to swerve off the side of the runway. The landing gear then collapsed as the aircraft struck the edge of the parking ramp.			
<b>Version:</b>	01	<b>Date</b>	December 2010

# VIRTUAL BIRDS FACTORY



**NEW**

<b>Package:</b>	<b>Convair CV-240-0 Central Airlines in colors of 1964</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_ctl N74850		
<b>Mdl-file included</b>	cv240_sb.mdl	<b>Texture folder:</b>	texture.ctl_n74850_01
<b>Operator:</b>	<b>Central Airlines, Meacham Field in Ft. Worth, Texas</b>		
<b>Reg.-ID</b>	N74850	<b>c/n:</b>	74
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
<p>Convair CV-240-0, cn 74, was completed on June 10, 1948 and delivered to American Airlines on June 19, 1948, where she was registered NC94237 and named "Flagship Akron", later renamed "Flagship Lake Ontario". She was bought by Central Airlines on December 15, 1960 and reregistered N74850. On July 29, 1966 she was converted by General Dynamics to CV-600 and sold to Frontier Airlines on October 01, 1967. While the aircraft was stored since March 03, 1969, she was transferred to the Wells Fargo Bank in 1973. On February 19, 1975 American Jet Industries, Van Nuys, CA bought her and on April 08, 1976 the Convair was registered for Garsco Inc. and leased to Wright Airlines, which bought her on April 12, 1982. Golden Pacific leased her in August 1983, but on June 19, 1984 she was sold to Short Bros (USA) Inc. On May 29, 1985 the aircraft was bought by SMB Stage Lines which sold her on December 11, 1985 to Robert F Grammer, Irving, TX, while the operation by SMB continued. On December 11, 1990 the N74850 was delivered to Robert F Grammer, Irving, TX. Since May 1991 she was wearing Kitty Hawk titles. Aircraft Leasing Inc. bought her on April 28, 1992. Finally she was cancelled from the register in August 1995.</p>			
<b>Version:</b>	01	<b>Date</b>	April 2011

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240-0 in Alaska Airlines Livery</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_asa_N51331_01		
<b>Mdl-file included</b>	cv-240_s.mdl	<b>Texture folder:</b>	texture.asa_N51331_01
<b>Operator:</b>	<b>Alaska Airways</b>		
<b>Reg.-ID</b>	N51331	<b>c/n:</b>	76
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
<p>Delivered on June 30, 1948 to American Airlines, reg.id <b>N94238</b>, named "Flagship Little Rock", later "Flagship Erie". Sold to Dundel Corp. February 24, 1958. Leased to Continental Airl. March 22, 1959. Returned to Dundel Corp. on September 12, 1959. Bought by Beldex Corporation August 20, 1961. Bought by Nomura (America) Corporation on May 17, 1962. Sold to Air Ferry International Inc. in May 1962. Leased by TOA Airways on June 1, 1962 registered <b>JA5110</b>. Bought by Miami Aviation Corp. on April 5, 1965, registered <b>N51331</b>. Bought by Aircraft Trading &amp; Leasing on June 15, 1965. Sold to Cordova Airl. at the same day. Cordova Airways was merged with Alaska Airlines on February 1, 1968. Bought by Pacific Nevada Airl. on January 30, 1973. Returned to Alaska Airlines in May 1973. Bought by Byco Air Services on November 30, 1973, Bought by Pacific Airl. on April 9, 1975. Repossessed by Crocker National Bank on January 1976, withdrawn from use and stored at Long Beach, California, finally broken up.</p>			
<b>Version:</b>	01	<b>Date</b>	September 2010

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240-4 Deutsche Flugdienst GmbH 1959</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_dfg_D-BEPE_01		
<b>Mdl-file included</b>	cv-240_n.mdl	<b>Texture folder:</b>	texture.dfg_D-BEPE_01.
<b>Operator:</b>	Deutsche Flugdienst GmbH		
<b>Reg.-ID</b>	D-BEPE	<b>c/n:</b>	79
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
<p>Convair CV-240-4, delivered to KLM Royal Dutch Airlines on August 31, 1948, named "Albert Cuyp" and registered <b>PH-TEC</b>. Reregistered <b>PH-CEC</b> on March 2, 1954. Bought by Deutsche Flugdienst GmbH on November 27, 1957 and registered <b>D-BEPE</b>. Sold to Houston Aviation Products on November 3, 1961 and registered <b>N13648</b>. Bought by Ozark Airlines on July 2, 1962 and registered <b>N2400Z</b>. Bought by Mohawk Airlines on December 23, 1964. Reregistered to Mohawk Airlines Delaware with registration <b>N8327C</b> on January 27, 1965. Bought by Fairchild-Hiller Corporation on December 2, 1966. Bought by Southwestern Skyways Inc. on April 18, 1968. Bought by Holman &amp; Moody Inc. on September 15, 1969. Bought by Embry-Riddle Aeronautical University on April 8, 1970. Bought by Rich Ice Cream Company on April 10, 1970. Bought by Billy Matthews on September 19, 1974. Bought by Reno L. Davis on October 14, 1974. Bought by Thomas Road Baptist Church on November 23, 1977. Bought by Reno L. Davis in August 1982. Bought by Jesus Christ's Eternal Abundance Life on August 29, 1986. Bought by Aircraft Sales Inc. in February 1991. Ultimate fate unknown.</p>			
<b>Version:</b>	01	<b>Date</b>	November 2010

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240-0 Trans-Texas Airways in colors of 1964</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_taa N94239_01		
<b>Mdl-file included</b>	cv240_sb-mdl	<b>Texture folder:</b>	texture.tta_N94239_01
<b>Operator:</b>	Trans-Texas Airways, Houston, Texas		
<b>Reg.-ID</b>	N94239	<b>c/n:</b>	80
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
<p>The first flight Convair CV-240-0 with cn 80 was on July14, 1948. It was delivered to American Airlines on July 23, 1948, registered <b>N94239</b> and named "Flagship Lake Superior". On August 10, 1964 it was bought by Trans-Texas Airways. In December 1967 cn 80 was converted to Convair CV-600. N94239 was last spotted at Tucson International (TUS) in a derelict condition in 1986 (s. AIRLINERS.NET).</p> <p>Trans-Texas Airways started in 1944 as Aviation Enterprises and was transferred into Trans-Texas Airways in 1947. Trans-Texas Airlines was one of the many small airlines to form the US air system and operated until 1969 when the airline became Texas International.</p>			
<b>Version:</b>	01	<b>Date</b>	November 2010



# VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240 Canadian Pacific 1953</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_cap_CF-CUV_01		
<b>Mdl-file included</b>	cv-240_st.mdl	<b>Texture folder:</b>	Texture.cap_CF-CUV_01
<b>Operator:</b>	<b>Canadian Pacific Airlines</b>		
<b>Reg.-ID</b>	CF-CUV	<b>c/n:</b>	94
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
Convair CV-240-3, reg.-id <b>CF-CUV</b> , cn 94, delivered to Continental Airlines October 22, 1948 with registration N90845. Bought by Canadian Pacific Air Lines March 19, 1953. Sold to TOA Airways in February 1964 and registered <b>JA5118</b> . In 1968 withdrawn from use and broken up.			
<b>Version:</b>	01	<b>Date</b>	September 2010



## VIRTUAL BIRDS FACTORY



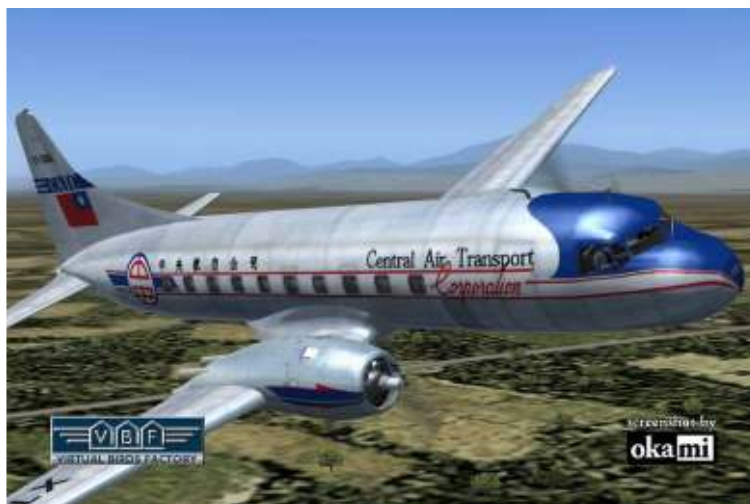
<b>Package:</b>	<b>Convair CV-240 KLM in livery of 1949</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_klm_PH-TEE_01		
<b>Mdl-file included</b>	cv-240_n.mdl	<b>Texture folder:</b>	texture.klm_PH-TEE_01
<b>Operator:</b>	<b>KLM Royal Dutch Airlines</b>		
<b>Reg.-ID</b>	PH-TEE	<b>c/n:</b>	111
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
Convair CV-240-4, delivered to KLM on November 3, 1948, registered <b>PH-TEE</b> and named "Jan Steen". Bought by Swissair, registered <b>HB-IRY</b> and named "Luzern" on November 17, 1953. Sold to Mohawk Airlines, registered <b>N1012C</b> and named "Airchief Ticonderoga" on August 25, 1956. In January 1967 bought by Fairchild-Hiller Corporation. In November 1968 bought by Houston Aviation Products, withdrawn from use and stored. In 1975 broken up at Houston, Texas.			
<b>Version:</b>	01	<b>Date</b>	September 2010

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240 Swiss Air Lines in colors of 1949</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_swr_HB-IRP_01		
<b>Mdl-file included</b>	cv-240_n.mdl	<b>Texture folder:</b>	texture.swr_HB-IRP_01
<b>Operator:</b>	Swiss Air Lines		
<b>Reg.-ID</b>	HB-IRP	<b>c/n:</b>	113
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
Convair CV-240-11, delivered to Swiss Air Lines on February 11, 1949, registered <b>HB-IRP</b> and named "Graubünden", a Swiss county. Bought by Mohawk Airlines on January 10, 1957, registered <b>N1013C</b> and named "Airchief Erie". Bought by Fairchild-Hiller Corporation in January 1967. Bought by Houston Aviation Products in November 1968, withdrawn from use and stored. Broken up at Houston, Texas in 1975			
<b>Version:</b>	01	<b>Date</b>	September 2010

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240-14 Central Air Transport in colors of 1949</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_cat_XT-606_01		
<b>Mdl-file included</b>	cv240_s.mdl	<b>Texture folder:</b>	texture.cat_XT-606_01
<b>Operator:</b>	Central Air Transport (CAT), Republic of China		
<b>Reg.-ID</b>	XT-606	<b>c/n:</b>	129
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
<p>The Convair CV-240-14, cn 129, was completed on January 01, 1949. She was delivered to CATC on February 28, 1949 and bought by Civil Air Transport Inc. on December 19, 1949, where she was registered N8303C. In December 1952 she was transferred to CAT SA, Panama. On June 3, 1955 the Convair was bought by Mohawk Airlines and got the name "Airchief Seneca". On September 1956 she was reregistered N1016C. General Dynamics Corporation bought her on January 28, 1960 and registered her N1016G. On July 21, 1960 the aircraft was bought by Air Carrier Service Corp. which sold her to Japan Domestic Airlines on April 15, 1964. On April 30, 1966 she was bought by Universal Trading Corp and returned to General Dynamics Corp with registration N24029 on April 28, 1966. Finally Houston Aviation Products Corp bought the Convair on February 12, 1968 and in May 1969 she was scrapped at Houston, TX.</p>			
<b>Version:</b>	01	<b>Date</b>	April 2011

# VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240 Swiss Air Lines in colors of 1954</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_swr_HB-IRS_01		
<b>Mdl-file included</b>	cv-240_n.mdl	<b>Texture folder:</b>	texture.swr_HB-IRS_01
<b>Operator:</b>	Swiss Air Lines		
<b>Reg.-ID</b>	HB-IRS	<b>c/n:</b>	132
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
Convair CV-240-11, cn 132, delivered to Swiss Air Lines on February 26, 1949, registered <b>HB-IRS</b> and named "Glarus", a Swiss county. Bought by Mohawk Airlines on May 5, 1957, registered <b>N1017C</b> and named "Airchief Chippewa". Bought by Fairchild-Hiller Corporation in December 1966. Bought by Houston Aviation Products in November 1968, withdrawn from use and stored. Broken up at Houston, Texas in 1975			
<b>Version:</b>	01	<b>Date</b>	November 2010

# VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240-11 Mohawk Airlines in colors of 1959</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_moh_N1019C_01		
<b>Mdl-file included</b>	cv240_st.mdl	<b>Texture folder:</b>	texture.moh_N1019C_01
<b>Operator:</b>	Mohawk Airlines, Utica, NY, United States		
<b>Reg.-ID</b>	N1019C	<b>c/n:</b>	134
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
Delivered to Swissair on February 17, 1949, registered <b>HB-IRV</b> and named "Nuenburg". Bought by Mohawk Airlines on November 2, 1956, registered <b>N1019C</b> and named "Air Chief Narrangansett". Leased to Transocean Air Lines on November 12, 1956. Returned to Mohawk Airlines on April 1, 1957. Bought by Fairchild Hiller Corporation in January 1967. Bought by Houston Aviation Products in November 1968. Withdrawn from use and stored. Finally broken up at Houston, Texas in 1975.			
<b>Version:</b>	01	<b>Date</b>	October 2010

# VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240-11 Mohawk Airlines in colors of 1964</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_moh_N1020C_01		
<b>Mdl-file included</b>	cv240_st.mdl	<b>Texture folder:</b>	texture.moh_N1020C_01
<b>Operator:</b>	Mohawk Airlines, Utica, NY, United States		
<b>Reg.-ID</b>	N1020C	<b>c/n:</b>	144
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
<p>Convair CV-240-11, cn 144, delivered to KLM on February 28, 1949, registered <b>PH-TEL</b> and named "Jacob van Ruisdeal". Reregistered PH-CEL on March 16, 1954. Bought by Swissair on July 7, 1954, registered <b>HB-IMA</b> and named "Tessin". Bought by Mohawk Airlines on August 29, 1956, registered <b>N1020C</b> and named "Air Chief Tioga". Bought by Fairchild Hiller Corporation in December 1966. Bought by Nathaniel Hawthorne College in November 1968. Bought by Trans Florida Airlines in 1977. Bought by Bahama Air Ferries in March 1994 and leased to Trans Florida Airlines. More whereabouts are unknown.</p>			
<b>Version:</b>	01	<b>Date</b>	November 2010



# VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240 KLM in livery of 1954</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_kl- PH-CEM_01.zip		
<b>Mdl-file included</b>	cv240_n.mdl	<b>Texture folder:</b>	texture.klm_PH-CEM_01
<b>Operator:</b>	<b>KLM Royal Dutch Airlines</b>		
<b>Reg.-ID</b>	PH-CEM	<b>c/n:</b>	145
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
<p>Convair CV-240-4, cn 145, delivered to KLM Royal Dutch Airlines on February 28, 1949 and registered <b>PH-TEM</b>, named "Meindert Hobbema". Re-registered <b>PH-CEM</b> on March 6, 1954. Bought by Deutsche Flugdienst GmbH on October 28, 1957 and registered <b>D-BOBA</b>. Leased to Lufthansa on September 12, 1960. Deutsche Flugdienst GmbH was renamed to Condor Flugdienst on November 1, 1961. Bought by Houston Aviation Products on October 3, 1962. Bought by Ozark Airlines on October 16, 1962. On May 14, 1965 re-registered for Mohawk Airlines with registration <b>N8328C</b> and named "Airchief Delaware". Bought by Fairchild-Hiller Corporation on December 2, 1966. On November 28, 1967 re-registered <b>N1011F</b>. Bought by American Bank of Commerce on February 4, 1969. On July 6, 1970 re-registered <b>N100W</b>. On June 13, 1973 bought by Dophin Aviation Inc. Bought by United Faith Foundation on October 6, 1973. Re-registered <b>N707AW</b> on November 29, 1973. Bought by Lambe Aircraft Sales on September 21, 1976. Bought by Stanner Air Inc. in January 1977. Bought by Valley Flying on April 21, 1977. Bought by Pegasus International Travel Club on April 4, 1979. Bought by Richard Stern on June 29, 1980. Bought by Air Wing International Inc. in July 1982. Bought by Southeast Air Express Inc on April 21, 1988. Bought by FMP of Miami on March 10, 1989. Leased to Eagle Wings in September 1990. Bought by Missionair Inc in January 1993. Bought by Caribbean Inc. in January 1995. Leased to Eagle Wings in November 1995.</p>			
<b>Version:</b>	01	<b>Date</b>	November 2010

# VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair CV-240-12 Sabena Airlines 1949</b>		
<b>Basepack required</b>	cv240VBFca18_basepack		
<b>Livery Zip File:</b>	cv240VBFca18_sab_OO-AWP_01.zip		
<b>Mdl-file included</b>	cv-240_nt.mdl	<b>Texture folder:</b>	texture.sab_OO-AWP_01
<b>Operator:</b>	<b>SABENA Airlines 1949</b>		
<b>Reg.-ID</b>	OO-AWP	<b>c/n:</b>	153
<b>Tail-Nr.</b>		<b>Fisc/no:</b>	
<b>Aircraft History</b>			
Convair CV-240-12, reg.-id <b>OO-AWP</b> , cn 153, delivered to Sabena on March 19, 1949. Sold to Polish Airlines LOT on October 7, 1957 and registered <b>SP-LPA</b> . Bought by World Associates on January 28, 1966, registered N653W. Sold to Westernair of Albuquerque in January 1966. Purchased by Polaris Air Transport on June 1, 1966, registered <b>LN-KAP</b> and named "Vega", bought by Mey Air on October 4, 1969, in June 1973 withdrawn from use and stored, finally broken up in Oslo-Fornebu, Norway.			
<b>Version:</b>	01	<b>Date</b>	September 2010

## VIRTUAL BIRDS FACTORY



Package:		Convair CV-240-12 Sabena Airlines 1952	
Basepack required	cv240VBFca18_basepack		
Livery Zip File:	cv240VBFca18_sab_OO-AWS_01.zip		
Mdl-file included	cv-240_nt.mdl	Texture folder:	texture.sab_OO-AWS_01
Operator:	SABENA Airlines 1952		
Reg.-ID	OO-AWS	c/n:	156
Tail-Nr.		Fisc/no:	
Aircraft History			
Convair CV-240-12, c/n 156. Delivered factory-fresh to Sabena on March 30, 1949, registered <b>OO-AWS</b> and used on the company's European network from May 1949 on. Repainted during the summer of 1951 in the white-topped Sabena livery, with further modifications made to the tail livery in 1953. Served with the airline until replaced by the Convair CV-440 Metropolitan in 1956, sold to LOT of Poland on October 14, 1957, and re-registered <b>SP-LPC</b> . As such initially used by LOT on international routes and later, after its replacement by Viscounts and IL-18s, on domestic routes, until sold on January 17, 1966 to Westernair of Albuquerque and re-registered <b>N656W</b> . Sold to World Associates on January 29, 1966. Bought by the North Dakota Farmers Union Corporation on July 15, 1966. Bought by John Erickson Associates on November 10, 1972. Bought by U.C. Leasing Inc. on November 22, 1972, Bought by Northwest Agrichemical Inc. on November 11, 1975. Bought by Air Development Corporation on April 20, 1976. Bought by Citation Air Inc. on March 28, 1977. Bought by Jim Malone Aircraft Sales on December 12, 1977. Bought by Jim Yancey on February 2, 1978. Bought by Air Machines Inc. on October 18, 1979. Bought by Outlaw Aircraft Sales Inc on October 26, 1979. Leased to Panther Air in July 1983. Returned to Outlaw Sales Inc. in 1984.			
Version:	01	Date	November 2010

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>USAF Convair CT-29A (CV-240-17) in colors of 1964</b>		
<b>Basepack required</b>	Livery included in CV-240 VBF military Base Pack		
<b>Livery Zip File:</b>	Zip File included in CV-240 VBF military Base Pack		
<b>Mdl-file included</b>	t-29a.mdl	<b>Texture folder:</b>	texture.usaf_0-91917_01
<b>Operator:</b>	<b>United States Air Force (MATS)</b>		
<b>Reg.-ID</b>		<b>c/n:</b>	184
<b>Tail-Nr.</b>	0-91917	<b>Fisc/no:</b>	49-1917
<b>Aircraft History</b>			
Convair CV-240-17 (CT-29A), cn 184, delivered to USAF in 1950. It was operated by the USAF 7405th Support Sqdn in Europe as a spy aircraft in the Cold War. Aviation Safety Network reports that the aircraft was damaged beyond repair and caught fire 4.1 mls NE of Wiesbaden AB after engine power was lost shortly after takeoff from runway 07 at Wiesbaden AB on February 09, 1967. It was written off. Piston Airliner Production list says it was withdrawn from use and stored in 1973			
<b>Version:</b>	01	<b>Date</b>	September 2010

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>USAF Convair T-29A (240-17) in colors of 1961</b>		
<b>Basepack required</b>	cv240VBFmilitary_basepack		
<b>Livery Zip File:</b>	cv240VBFmilitary_usaf_0-91922_01		
<b>Mdl-file included</b>	t-29a.mdl	<b>Texture folder:</b>	texture.usaf_0-91922_01
<b>Operator:</b>	U.S. Air Force Tactical Air Command		
<b>Reg.-ID</b>		<b>c/n:</b>	189
<b>Tail-Nr.</b>	0-91922	<b>Fisc/no:</b>	49-1922
<b>Aircraft History</b>			
Convair T-29A (240-17) was delivered to U.S. Air Force in 1950 and assigned to the USAF Tactical Air Command, where she got a very unique livery showing the squadron patch on the tail. The aircraft was stored at Monthan Air Force base (Arizona) in December 1973. On May 3 <sup>rd</sup> , 1977 she was sold to Allied Aircraft Sales Inc. and broken up.			
<b>Version:</b>	01	<b>Date</b>	February 2011

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>USAF Convair T-29B (240-27) in colors of 1952</b>		
<b>Basepack required</b>	cv240VBFmilitary_basepack		
<b>Livery Zip File:</b>	cv240VBFmilitary_usaf_15133_01		
<b>Mdl-file included</b>	t-29	<b>Texture folder:</b>	texture.usaf_15133_01
<b>Operator:</b>	U.S. Air Force Military Air Transport Service MATS		
<b>Reg.-ID</b>		<b>c/n:</b>	264
<b>Tail-Nr.</b>	15133	<b>Fisc/no:</b>	51-5133
<b>Aircraft History</b>			
<p>The Convair with cn 264 was one of a bunch of T-29B-CO (CV-240-27) delivered to the U.S. Air Force September 16, 1952 and on July 15, 1953 assigned to the 1299 Transport Squadron of Military Air Transport Service (MATs). She was equipped with standard high density seating for staff transport and painted in the typically MATs livery of the early fifties. On July 13, 1956 she was converted to VC-131A standard and fitted with the weather mapping radar used extensively on the model CV-440 and on many CV-340 models. The last operator of this Convair was the 86th Tactical Fighter Wing based at Stuttgart (Germany). She came to AMARC on May 06, 1975 and was sold off for scrap on November 23, 1994.</p>			
<b>Version:</b>	01	<b>Date</b>	March 2011



# VIRTUAL BIRDS FACTORY



**NEW**

<b>Package:</b>	<b>USAF Convair VT-29E in colors of 1960</b>		
<b>Basepack required</b>	cv240VBFmilitary_basepack		
<b>Livery Zip File:</b>	cv240VBFmilitary_usaf_15171_01		
<b>Mdl-file included</b>	vt-29e_.mdl	<b>Texture folder:</b>	Texture.usaf_15171_01
<b>Operator:</b>	U.S. Air Force		
<b>Reg.-ID</b>		<b>c/n:</b>	302
<b>Tail-Nr.</b>	15171	<b>Fisc/no:</b>	51-5171
<b>Aircraft History</b>			
<p>The Convair with cn 302 was build as a model T-29B (CV-240-27) and delivered to the U.S. Air Force on March 19, 1953. While she was operated by the Special Activities Squadron Headquarter (SAS) since November 30, 1959, she was converted to VT-29E on May 13, 1960. The Convair was also set up for VIP transport of a 2 Star General and equipped with the weather mapping radar used extensively on the model CV-440 and on many CV-340 models. In July 1975 the aircraft was withdrawn from use at the U.S. Air Force and stored at Davis Monthan Air Force Base, Arizona. On October 27, 1977 Southwestern Alloys became the new owner of this aircraft and registered her N9018Y. In May 1980 the aircraft was bought by Lee County Mosquito Control, Fort Myers, FL and registered N840M. She was sold to General Air Services Inc. on October 19, 1983. When bought by YAC Aircraft Inc, Homestead, FL in June 1984 she was taken from the register.</p>			
<b>Version:</b>	01	<b>Date</b>	May 2011

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>USN Convair T-29B (CV-240-27) in colors of 1966</b>		
<b>Basepack required</b>	cv240VBFmilitary_basepack		
<b>Livery Zip File:</b>	cv240VBFmilitary_usn_51-7906_01		
<b>Mdl-file included</b>	t-29b.mdl	<b>Texture folder:</b>	texture.usn_0-51-7906_01
<b>Operator:</b>	U.S. Navy		
<b>Reg.-ID</b>		<b>c/n:</b>	318
<b>Tail-Nr.</b>	51-7906	<b>Fisc/no:</b>	51-7906
<b>Aircraft History</b>			
Convair T-29B (240-27) "Flying Classroom", tn <b>51-7906</b> , cn 318, in Markings of U.S. Navy, Training Squadron 29 (VT-29), Naval Air Station Corpus Christi, Texas, 1966. Delivered to U.S. Air Force in 1953. Transferred to U.S. Navy on January 29, 1963. Withdrawn from use and stored at Davis Monthan Air Force Base, Arizona in April 1976. For preservation donated to Pima County Air Museum on August 26, 1981 and placed on display.			
<b>Version:</b>	01	<b>Date</b>	August 2010

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>Convair ET-29C Federal Aviation Agency in colors of 1964</b>		
<b>Basepack required</b>	cv240VBFmilitary_basepack		
<b>Livery Zip File:</b>	Cv240VBFmilitary_faa_N246_01		
<b>Mdl-file included</b>	et-29c.mdl	<b>Texture folder:</b>	texture.faa_N246_01
<b>Operator:</b>	<b>Federal Aviation Agency (FAA)</b>		
<b>Reg.-ID</b>	N246	<b>c/n:</b>	cn 364
<b>Tail-Nr.</b>	0-21125	<b>Fisc/no:</b>	52-1125
<b>Aircraft History</b>			
Convair CV-240-27, delivered to U.S. Air Force on January 4, 1954 as T-29C with tn <b>52-1125</b> . Converted for MATS Air Force Communications Service AFCS as AT-29C for military flight inspection. In 1962 redesignated to ET-29C. In 1963 transferred to Federal Aviation Agency (FAA) and registered <b>N251</b> . On November 5, 1964 reregistered <b>N247</b> . On December 3, 1964 reregistered <b>N246</b> . Returned to U.S. Air Force in 1972 and reregistered with tn <b>52-1125</b> . In February 1975 withdrawn from use and stored at Davis Monthan AFB, Arizona. Ultimate fate unknown.			
<b>Version:</b>	01	<b>Date</b>	September 2010

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>USAF Convair VT-29D (240-52) in colors of 1964</b>		
<b>Basepack required</b>	cv240VBFmilitary_basepack		
<b>Livery Zip File:</b>	cv240VBFmilitary_usaf_25825		
<b>Mdl-file included</b>	t-29d.mdl	<b>Texture folder:</b>	texture._usaf_25825
<b>Operator:</b>	<b>United States Air Force (SAC)</b>		
<b>Reg.-ID</b>		<b>c/n:</b>	52-24
<b>Tail-Nr.</b>	25825	<b>Fisc/no:</b>	52-5825
<b>Aircraft History</b>			
<p>The Convair with cn 52-24, build as a Convair T-29D (240-52), entered the US Air Force in 1954. She later was converted to VT-29D standards and assigned to the Strategic Air Command where she got the typical blue band covered with white stars and SAC insignia on the rear fuselage. In January 1975 she was stored at Davis Monthan Air Force Base, Arizona. On November 23, 1977 the aircraft was bought by Allied Aircraft Sales and broken up.</p>			
<b>Version:</b>	01	<b>Date</b>	March 2011

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>U.S. Coast Guard Convair HC-131A</b>		
<b>Basepack required</b>	cv240VBFmilitary_basepack		
<b>Livery Zip File:</b>	cv240VBFmilitary_uscg_52-5787_01		
<b>Mdl-file included</b>	c-131a_b.mdl	<b>Texture folder:</b>	Texture.uscg_52-5787_01
<b>Operator:</b>	<b>U.S. Coast Guard</b>		
<b>Reg.-ID</b>		<b>c/n:</b>	53-7
<b>Tail-Nr.</b>	5787	<b>Fisc/no:</b>	52-5787
<b>Aircraft History</b>			
Convair HC-131A (CV-240-53), tn <b>52-5787</b> , cn 53-7, delivered to U.S. Air Force in 1954 as C-131A, converted to HC-131A and transferred to U.S. Coast Guard in 1976, in 1982 withdrawn from use and stored. Ultimate fate unknown.			
<b>Version:</b>	01	<b>Date</b>	September 2010

## VIRTUAL BIRDS FACTORY



<b>Package:</b>	<b>USAF Convair C-131A (CV-240-53) in colors of 1965</b>		
<b>Basepack required</b>	cv240VBFmilitary_basepack		
<b>Livery Zip File:</b>	cv240VBFmilitary_usaf_0-25790_01		
<b>Mdl-file included</b>	c-131a.mdl	<b>Texture folder:</b>	texture.usaf_0-25790_01
<b>Operator:</b>	<b>United States Air Force (MATS)</b>		
<b>Reg.-ID</b>		<b>c/n:</b>	cn 53-10
<b>Tail-Nr.</b>	0-25790	<b>Fisc/no:</b>	52-5790
<b>Aircraft History</b>			
Convair C-131A (CV-240-53), delivered to U.S. Airforce in 1954, assigned to Military Air Transport Service (MATS). Converted to HC-131A and transferred to United States Coast Guard (USCG) on April 30, 1976, reregistered 5790. Bought by Hawkins & Powers Aviation Inc. in February 1986. In August 1988 withdrawn from use, donated to the Robins Air Force Base Museum and placed on display			
<b>Version:</b>	01	<b>Date</b>	September 2010

### References:

A.B. Eastwood & J. Roach, Piston Engine Airliner Production List, The Aviation Hobby Shop, Great Britain 1996

J.M. Gradidge in collaboration with John M. Davis, Douglas D. Olson and Dr John A. Whittle, The CONVAIRLINERS Story, Air-Britain Publication 1998

### NOTAM:

Convair CV-240 VBF Production lists older than this issue can be deleted.  
Thank you.