

SEMI-CUSTOM APPARATUS

REGISTERED NUMBER L-100 (1927) to L-2411 (12/30/46)

Introduction

While many people think that the "L" in the L-series Registered Numbers stands for the Lycoming engine that was used in many of them, the original motors were built by Buda, starting in 1927. It was not until the 400 Series that the Lycoming engine came into use in 1935. Why the "L" was chosen for the prefix is unknown, but it is possible that a Lycoming design was the first to be considered, albeit, replaced by the Buda. I'm afraid that this will continue to be an unanswered question, and probably the mystery will never be solved.

As with the other Registered Number Lists in this series, this one is compiled from many different sources, many of which conflict with one another. As it is, these conflicts were solved by choosing the most often used entry in the other lists.

Where Registered Numbers skip several numbers, such as - between L-636 and L-700 - it is an indication of a new Series of apparatus. The missing numbers were never used. However, at the beginning of the 700 Series, many orders were cancelled and changed to the new Series. These changelings are noted. Because of these changes, fewer pre-700 Series apparatus were built than the Registered Numbers indicate. This helps to explain why there were numbers up to L-2411.

In addition, during the World War II era, it will be noted that some pieces were cancelled and are shown as "NO PRIORITY". Materials being in short supply, the U.S. Government had indicated that these communities had to make do with what they had, and would not offer them a Priority listing.