

From the South American Summary file:

Uruguay

The Aeronautic Militare Uruguay received Lend-lease assistance which included PT-19 A-FAs and PT-19B-FAs commencing 1942 and post war received a number of PT-26s. Some reports give "fifty PT-19 and PT-26 were delivered in 1942" but this seems unlikely as PT-26s would not be available at that time.

More definite are the 12 PT-19A, 9 PT-19B that came by Lend-Lease and probably fifty surplus PT-26s were purchased (possibly with US aid) in Canada in 1946. Of the latter, only FT705 is positively identified. A number of each variant made it to the Uruguayan civil register, see detailed list.

The Servicio de Aeronáutica de la Marina Uruguaya received three PT-23A-SLs with Lend-Lease assistance and from the AMU/FAU came one PT-26, which was w/o in 1957.

There may have been two PT-19s displayed in Uruguay; PT-19B #634 was displayed at the Museo Aeronautico, Montevideo and PT-19 #675 at Pando - it is possible that these were one and the same. Sadly, on the 4th December 1997 a disastrous fire at the Museo Aeronautico destroyed many of the exhibits, but the PT-19B #634 escaped major damage and is thought to be the example photographed under repair in April 1998.

Also seen at that time, during a visit by a group of British aviation enthusiasts, were the parts of five other Fairchild PTs; including two derelict PT-26 fuselages.

CX-BCU, which had been stored and hangared at a Montevideo airfield came to the UK in the early 1990s and was restored and registered as G-BVCV. Very regrettably this aircraft crashed in August 1998, killing owner Richard Fox. The damaged aircraft was sold to a group in Norway, last heard of stored at Kjeller.

From the Latin American aircraft file:

Uruguay

A number of the various Fairchild M62 variants were supplied to Uruguay during and after WWII. Whilst all the PT-19 and PT-23 examples diverted can now be identified with confidence the same cannot be said of the 50 surplus PT-26s obtained in Canada, circa 1946. The Aeronáutica Militar Uruguaya received the following 12 PT-19A-FAs and 9 PT-19B-FAs, whereas the Servicio Aeronáutico de la Armada received just three PT-23A-SLs. According to Andrade's "Latin-American Military Aviation"; the three radial powered trainers were later converted to Ranger power and joined by a PT-26 transferred from AMU/FA. Uruguay stocks when the naval air arm was reorganised as the Aviación Naval in 1951.

PT-19A USAAF serials and US departure dates from AAF individual aircraft record cards:

model	c/no.	AAF s/no.	Uruguayan i/d.,etc.	depart US.
PT-19A-FA	T42-3208	42-33542		15.9.42.
PT-19A-FA	T42-3209	42-33543		15.9.42.
PT-19A-FA	T42-3210	42-33544		15.9.42.
PT-19A-FA	T42-3211	42-33545		15.9.42.
PT-19A-FA	T42-3364	42-33698		28.9.42.
PT-19A-FA	T42-3365	42-33699		28.9.42.
PT-19A-FA	T42-3366	42-33700		2.10.42.
PT-19A-FA	T42-3367	42-33701		4.10.42.
PT-19A-FA	T42-3417	42-33751		12.10.42.
PT-19A-FA	*T42-3418	42-33752	621; CX-BCU; G-BVCV	13.10.42.
PT-19A-FA	T42-3419	42-33753		13.10.42.
PT-19A-FA	T42-3420	42-33754		13.10.42.

No record cards yet for these PT-19Bs

model	c/no.	AAF s/no.	Uruguayan i/d.,etc.	depart US.
PT-19B-FA	T43-5668	42-83081		-
PT-19B-FA	T43-5669	42-83082		-
PT-19B-FA	T43-5670	42-83083		-
PT-19B-FA	T43-5671	42-83084		-
PT-19B-FA	T43-5702	42-83115		-
PT-19B-FA	T43-5703	42-83116		-
PT-19B-FA	T43-5704	42-83117		-
PT-19B-FA	T43-5705	42-83118		-
PT-19B-FA	T43-5706	42-83119		-

PT-23 USAAF serials and US departure dates from AAF individual aircraft record cards:

PT-23A-SL	*274SL	42-49945	A-201 (Armada)	29.3.44.
PT-23A-SL	*275SL	42-49946	A-202 (Armada)	29.3.44.
PT-23A-SL	*276SL	42-49947	A-203 (Armada)	29.3.44.

PT-26	?	?	A-204 (Armada) crashed 1957.	
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PT-26A-FE	*FT705	42-71120		C. 1946
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Notes

C/nos. marked “*” are confirmed, the remainder are calculated.

FT705 is the only positively identified Uruguayan PT-26 of the 50 procured in 1945/46.

(Since writing the above I have been sent the following details from the plate of one of the PT-26 relics held in outdoor storage --- “42-4124”. The most obvious interpretation is that this is the Fairchild c/no. T42-4124, which corresponds to Cornell Mk.I, FH775.)

Other probables can be found amongst the civil register details below.

Uruguayan civil registered examples.

Based on the CX-reg. published in A/B "Archive" during 1985 and '86 and to which I can now add some probable identities. *My additions in italics:*

regn.	desgn.	quoted i/d	regn. date	further
CX-ATK	PT-26	3FH868	1957	"operated by Aero Club Canelones." <i>C/no. a poss. corruption of RAF FH868/T42-4217, a PT-26-FA.</i>
CX-AUF	PT-26A	3FH772	1957	"Mauricio Dubinsky, Montevideo. W/o 19.6.69." <i>C/no. a possible corruption of RAF serial FH772. C/no. would then be T42-4121 - a PT-26-FA, but see CX-AUJ below.</i>
CX-AUJ	PT-26A	T42-4121	1957	"ex-FAU B1-674. Aero Club del Uruguay, Montevideo. Damaged 26.8.67?" <i>Note this PT-26-FA c/no. compromises the RAF serial of CX-AUF above.</i>
CX-AUU	PT-26A	3FH786	1958	"Leased to Circulo Aerodeportive Montevideo. Canx by 1972." <i>C/no. a possible corrupted PT-26-FA RAF serial, FH786/T42-4135.</i>
CX-AUV	PT-26A	T42-2825	1958	"ex-FAU 624. ex-FV340, 42-65825. Leased to Circulo Aerodeportive, Montevideo." <i>Quoted c/no. is not appropriate, however <u>42-2825</u> is a valid <u>PT-19A</u> AAF serial.)</i>
CX-AVG	PT-19B	T42-3109	?	"L. Alejandro Morganti, Montevideo." <i>Does not coincide with a c/no. of a known Uruguayan delivery. Possibly an error for T42-3209, see list above.</i>
CX-AXC	PT-26A	3FT768	?	"Leased to Aero Club Rocha. To Aero Museum, Venezuela." <i>C/no. a possible corrupted RAF serial, FT768 was a PT-26A-FE</i>

CX-AXK	PT-19B	T43-3275	1960?	<p>“ex 42-83119. Cia Fumicar, Montevideo. Cancelled or not taken up.”</p> <p><i>PT-19B 42-83119 was delivered to Uruguay but it's c/no. Should be T43-5706.</i></p> <p><i>PT-19A, T43-3275/42-33609 served in the USAAF and is not thought to have been diverted to Uruguay, unless it is a post war acquisition.</i></p>
CX-AXV	PT-19B	T42-2925	12.60	<p><i>Not an appropriate c/no. Believed to be ex-Chile 42-82925/CC-XBH/CC-KMC that was c/no. T43-5512 and has been listed as derelict at Ángel S Adami airfield, Montevideo.</i></p>
CX-AYD	PT-19	41-17322	?	<p>“Luis A. Morgino, Montevideo, stored dismantled at Meilla 5.80.”</p> <p><i>Not a suitable s/no. for a PT-19, could just be a Ranger engine USAAF s/no.</i></p>
CX-AZT	PT-19A	T42-3344	?	<p>“Luis Ceriani, Salto.”</p> <p><i>This c/no. ties-up to PT-19A 42-33678 that served in the USAAF and is not thought to have been diverted to Uruguay, unless it is a post war acquisition.</i></p>
CX-BBH	PT-19B	42-88084	?	<p><i>Probably an error for 42-83084 which was diverted to Uruguay, see list above.</i></p>
CX-BCL	PT-19A	T43-5669	?	<p>“Leased to Aero Rocha. In 1982 it was sold to Museo Aeronautico de Caracas, Venezuela.”</p> <p><i>Quoted c/no. ties-up to PT-19B 42-83082 that was diverted to Uruguay, see list. Have found no sign of this a/c on display in Venezuela.</i></p>
CX-BCU	PT-19A	?	?	<p>“West India de Uruguay, Montevideo; to Walter Imoda Matturro, Montevideo.” All i/ds now confirmed by inspection: T42-3418, 42-33752, also FAU 621, became G-BVCV.</p>
CX-CDD	PT-26A	?	?	<p>“ex 42-71155. Raul Santa Cruz, Melo. c/no. quoted as ‘71155’.”</p> <p><i>This may be correct , 42-71155 was PT-26A 14579(RCAF)/FT740(RAF).</i></p>

Each of the suggested **PT-26** or **PT-26A** above served in Canada and survived to be surplused. Interestingly, all the above candidates (and including FT705 and FH775) appear to originate from the same RCAF disposal "Free Issue" transfer order: T.O.MC 12489 from #5 REMU Picton to Niagara Falls, NY, dated 8 August 1946. That the entire Uruguayan PT-26 fleet originate from this Lend-Lease return transfer of 49* ex-RCAF Cornells remains a possibility.

I have only managed to identify 49 Cornells with this transfer order no.

Uruguay has a number of survivors. The only one shown in A/c Museums & Collections, Vol 10 was at Uruguay's Museo Aeronautico and was a PT-19B "634"; which was damaged in the conflagration there, on 4th Dec 1997. Of the Fairchild listed in earlier reports; the PT-19, "675" at Pando is not mentioned; CX-BCU came to UK; and of the two reportedly transferred to Venezuelan museums, CX-AXC and CX-BCL, I can find no further mention -- see the Venezuela lists.

During Tony Hancock's trip to S. America he was unable to confirm whether the PT-19 on display at Museo Aeronautico was completely destroyed as had been reported. However, the example he photographed, partially stripped in the museum buildings in 1998, carries the remaining top 4"/5" of a 3-digit serial which is unlikely to have been in the "600" series, or one of the above civil registrations. A photo of 634, taken before the fire would be a great help. In addition, the remains of five other Fairchild PTs were seen at the Museo including two derelict and unidentified PT-26 fuselages in the outside storage area.

There has been a suggestion (from Eduardo Luzardo, via Gary Kuhn) that the currently displayed (i.e., 2001) example, was restored in Chile and painted as the burnt-up 634, is actually 675 (*the example was listed as at Pando*), converted back from PT-26 to PT-19, and stored as a "cell" at the museum. If this is the case it would rule out the current exhibit being a restoration of the stripped PT-19 that Tony Hancock photographed.

updated January 2003 and Sept 2006