

# OUR AIRCRAFTS

## THE BOEING STEARMAN BIPLANE!

The classic lines of the famous Boeing PT-17 Stearman biplane trainer go back to a simple time in aviation. Designed before WWII, the earlier models crossed the continent like most bi-planes flying airmail or being part of flying Circuses.

# Stearman

In the late 30's its rugged construction and honest handling made it perfect for initial flight training. The Stearman was the number one choice for military training in the USA in WWII. Like the Tiger Moth was in Britain and the Stieglitz in Germany. The Stearman was usually the first airplane a pilot would fly when becoming a U.S. Naval Aviator or Army Air Corps Cadet.

Our aircraft here (army type 533) actually served as a US Navy trainer from 1942 to 1945 and gave hundreds of fresh pilots their first step towards earning the coveted gold Navy Wings.



The Stearman easily conjures up the feeling of being a barnstormer or pilot in a traveling Flying Circus in flight. The rush of the wind in your hair, open blue skies above, the sounds and vibrations of that Big Round Engine and the bracing wires are symphony for the aviation enthusiast,

So imagine yourself in the Cockpit of a 1930s Trainer. Fly a Biplane, an Authentic Warbird and feel like a Hero from a Bygone Era.

**\*-\*The Stearman is a fantastic flight for first-timers and seasoned professionals alike. For the ones who love the sensation of riding a Harley Davidson in the skies.**

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## THE WACO UIC!

In the early 1930's, Waco aircraft were well known for their strength and reliability. A stable "saloon car of the air", the UIC offered an unheard of 200kph cruising speed coupled with draft-free comfort for up to four passengers. In 1932, the "Cabin Waco" was THE choice for discerning businessmen and politicians in 13 countries.

Our Waco UIC from 1933 has an extremely impressive history. Owned by Bob Tyce of K-T Flying Service in Honolulu, Hawaii, this aircraft was actually flying on the morning of December 7<sup>th</sup>, 1941. On that "day of infamy", Bob was attacked and shot at by two Japanese Zeros flying from the Akagi. Bob managed to escape and landed at nearby John Rodgers field (now Honolulu, International).



Unfortunately the field was then attacked by the same enemy

aircraft and Bob was killed, becoming America's first casualty in the war!

**The Waco is the choice for a memorable Aviator Experience for both you and your family or friends together. For those who like it more cozy and comfortable like in a Cadillac. But appreciate to travel in style while still seeing all from above.**

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## AERONCA CHAMP 1946



The Aeronca 7AC Champion was a highly popular light 2 seat aircraft in the USA, similar to the CUB, that has been winning the hearts of pilots since 1944. Its honest, easy-going flight characteristics just seem to have a way of soothing the nerves and restoring the soul of everyone who flies it. The official designation of the airplane was 7AC and it used the A-65 Continental. Tandem Trainer, which was designed primarily for use in the Civilian Pilot Training Program, but many Cadets as well have earned their wings by being trained in the Aeronca Champion.

**The Aeronca is a perfect choice for your first test flight and enjoying the scenery with the best view at slow speed.**

**If you like it nice and easy without messing up your hair too much this is the plane for you! It is also a cheaper alternative. If you are pilot it also allows you start on your tailwheel experience.**



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## STAGGERWING BEECHCRAFT 1939

### Facts about NC2801 a model F17-D

This is our family plane which is now under full restoration.

Each Staggerwing was normally custom built by hand with leather interior etc., carrying up to 5 passengers.

Our aircraft is from 1939, a Beechcraft F-17D model initially purchased by industrialist Henry DuPont (remember the famous paint), of Wilmington DE, from the Wichita factory, shortly after his founding of the Atlantic Aviation Corporation. With the outbreak of war in the USA, this aircraft, like many other civilian Staggerwings, was impressed into service with the US Army Air Corps. It was mainly used during the war to transport generals and diplomats. To this day it still retains several Army modifications, including its fuselage

# Beechcraft



flare tubes. In January, 1945 the aircraft returned to the US civil register as the first aircraft operated by Ozark Airlines, flying between Springfield and Saint Louis, Missouri. Ozark was bought by TWA in 1986. We bought it from a Northwest Airlines Captain. The plane had been sitting in a hangar in Seattle Oregon for a many years. The former owner, having lost his medical, kept hoping to fly again but finally had to give it up. It had not been inspected or flown in 8 years. It has been last restored in 1987 and now it needs a lot of care and attention. On its 300 horsepower Jacobs engine, we have installed a Radial Engines Ltd. fuel injection modification to improve the Beechcraft's performance figures and fuel economy, without destroying its classic look. Fuel consumption has been reduced from 70 down to 55 liters per hour at 140knots. We have also installed the latest avionics and it is certified for IFR flying.

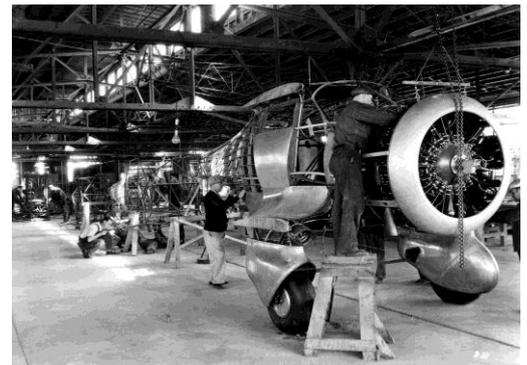
We have flown this Staggerwing all over the USA - from Seattle, Washington, down to the Bahamas, through San Francisco, Las Vegas, The Grand Canyon and some other amazing places. Where ever we stopped we made a remarkable entry. The plane is just very popular.

It was shipped here to Sweden in 2008 from our facility near New Orleans in a container before being reassembled. We kept it in our Hangar in Sjöbo/Sövde while flying it here in Europe. We brought it down now to Pratello for a full restoration where we will work on it while operating the Flight Center.



## Historical Background

During the depression Walter H. Beech (1891-1950) an aircraft executive, considered as one of the founders of the aircraft industry in Wichita, Kansas, and an airplane designer T.A. Wells built the first Staggerwing specifically for the business executive. Powerful and fast, it flew for the first time on November 4, 1932, setting the standard for private passenger airplanes for many years to come. It was the Learjet of the 1930's!!! Even Howard Hughes owned one!



The Beechcraft model 17 commonly referred to as the Staggerwing, due to the wings positioned in a negative stagger. The upper wing is behind the lower; a design that was supposed to increase visibility, improve control at all speeds and reduce stall possibilities. The retractable landing gear was also an uncommon feature for that time; it reduced wind resistance and allowed emergency belly landings, considered as an added safety measure. It was combined with streamlining and light weight materials. The F-17 was a specially redesigned model by W.Beech, featuring a lengthened fuselage that improved the aircraft's landing characteristics. The ailerons were relocated on the upper wings, eliminating any interference with the air flow over the flaps. A foot-operated brake was applied that was synchronized with the rudder pedals. This gave impressive performance compared to other bi-planes and made it a favorite also among pilots—its use of powerful radial engines (ranging from 225 to 710 horsepower) made it faster than most military aircraft of the era.

Its speed/ high performance made it also popular in air races in the 1930's. An early version of Model 17 won the 1933 Texaco Trophy Race. In 1935, a British diplomat, Capt. H.L Farquhar, successfully flew around the world in a Model B17R. Louise Thaden and Blanche Noyes, piloting a Model C17R, together won the prestigious Bendix Trophy Race in 1936. The first time women had won that race! Jacqueline Cochran set several women's speed records flying in a Staggerwing, established an altitude record of over 30,000 feet (9.144 meters), and finished third in the 1937 Bendix Trophy Race. 781 Beech Model 17 were manufactured in eight different series during 16 years of production. It ended in 1948 with the last aircraft leaving the factory in 1949. The Staggerwing so remains a true classic that was in advance for its time.

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