

REMEMBER WHEN...

by Earl See

No. 18 in a series of illustrating sales literature of light planes from a bygone era.

This series illustrates sales brochures of light aircraft that entered development or production following World War II. Unfortunately, an anticipated aviation boom did not occur, and many of these airplanes and aircraft companies exist only in the history of American aviation. However, these illustrations allow us to remember when optimism in the future of light planes was at its zenith.

For those of us who recall the period, a boom in general aviation was to take place following World War II. It was anticipated that returning airmen would trade their wartime aircraft, flown in hostile skies, for light planes flown over peaceful American terrain. The return of many veteran pilots, aviators and airmen was to be the catalyst behind the figurative statement "an airplane in every garage," and it gave impetus to artists' conceptions of smiling families flying to vacation destinations in futuristic light planes. Aviation magazines of the day reinforced this vision by depicting modern-day housing developments with a runway and individual taxiways leading up to each new home.

Aircraft companies and subcontractors shared this optimism as they converted their wartime facilities into the manufacturing of general-aviation aircraft. Soon their drawing boards were busy as they transitioned from the manufacturing of bomber and pursuit aircraft of war to the postwar pursuit of building light planes. In some cases, and for expediency, their aircraft were prewar or updated designs. Other companies, however, capitalized on wartime knowledge and transferred newly developed technology into modern and innovative aircraft designs.

New light-plane designs and prototypes from major aircraft manufacturers, including Douglas, Grumman, Lockheed, North American and Republic, entered into development. Additionally, new light planes from many other aircraft companies entered the developmental stage at the end of the war (see listing of aircraft). Concurrently, production was resumed on prewar aircraft, including the Erco *Ercoupe*, Globe *Swift*, and the Luscombe *Silvaire*.

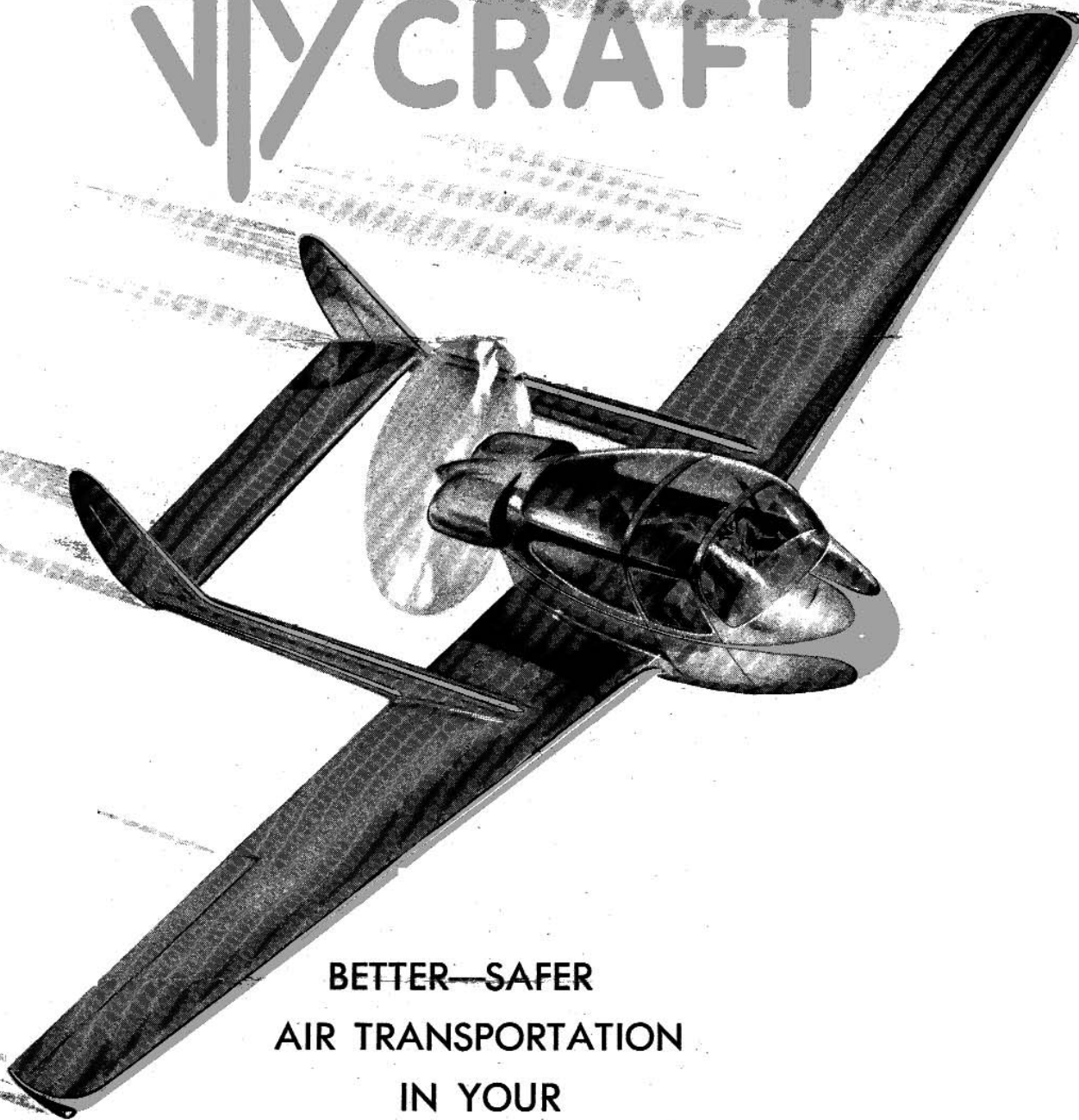
However, the aviation boom was not to be. Many war-weary pilots turned their vision from the sky to earthbound goals, including home, automobile, family and peacetime employment. Also, the exigencies and economic conditions at the time helped to fuel the death knell of the aviation boom.

Light Planes in Development or Production following WWII

Aero-Flight Streak
Aeronca Arrow, Champion, Chief, Chum, Sedan
All American Ensign
American Eaglet
Anderson Greenwood AG-14
Beechcraft Bonanza
Bellanca Cruisair Senior (Vol. 53, No.3)
Call-Air A-2
Cessna 120/140 and 190/195 (Vol. 52, No. 2)
Commonwealth Cloudster, Skyranger (Vol. 53, No. 4)
Consolidated-Vultee Flying Automobile
Cornelius Super Sport
Culver V (for victory) (Vol. 50, No. 3)
Douglas Cloudster II (Vol. 52, No. 2)
Emigh Trojan
Erco Ercoupe (Vol. 51, No. 4)
Eshelman Winglet
Fairchild F-24, F-47, M-84
Fulton Airphibian (roadable airplane)
Funk B-85-C
General Aircraft Skyfarer
Globe Swift (Vol. 51, No. 2)
Goodyear Duck
Grumman Kitten
Hockaday Comet
Interstate (unnamed)
Johnson Rocket
Kaiser-Hammond Y-2
Lanier Paraplane
Lockheed Little Dipper, Big Dipper
Lockheed 60 (Vol. 54, No. 2)
Luscombe Model 10, Silvaire, Silvaire Sedan (Vol. 50, No.1)
Meyers 125/145 (Vol. 52, No. 4)
Monocoupe 90AL-115
Mooney Mite
Naugle Mercury
North American Navion (Vol. 51, No.1)
Piper Skycoupe, Skycycle, Skysedan, Super Cruiser
Republic Seabee (Vol. 50, No. 2)
Shinn 2150-A (Vol. 54, No. 1)
Skylark Skycraft
Stinson 108 Voyager (Vol. 52, No. 1)
Strat (four-place all-metal monoplane)
Summit HM-5
Superior Satellite
Taylor Aerocar (roadable airplane)
Taylorcraft BC 12 D (Vol. 52, No. 3)
Thorp Sky Scooter
Volmer Jensen Jaybird
Waco Aristocraft (Vol. 50, No.4)
Weatherly-Campbell Colt

REMEMBER WHEN...

SKY CRAFT



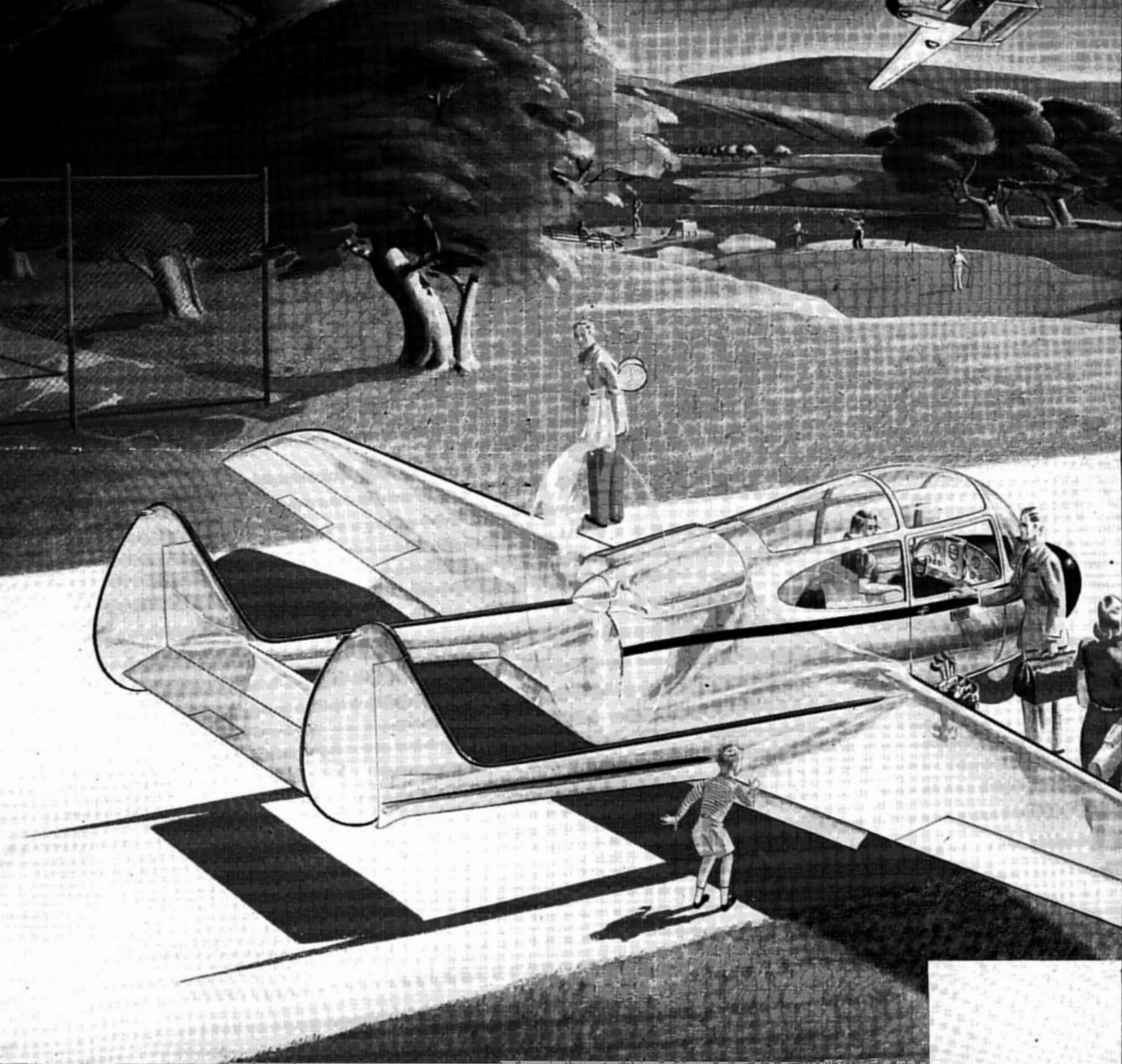
BETTER—SAFER
AIR TRANSPORTATION
IN YOUR
PERSONAL PLANE

DESIGNED AND MANUFACTURED BY



AIRPLANE & PARTS CRAFTSMEN SINCE 1934

Venice, California



... beauty—feather-power—dependable safety

Designed to be sleek, graceful, swift as an arrow in flight, yet as rugged as our toughest "fighters," the Skycraft will be more dazzling in appearance, more "ship" than you would ever dream possible in your personal plane. Powerful, but light as a feather to control, its refinement and big plane features assure the maximum of safety . . . an enjoyable peace of mind in flight.

... commodious cabin

The smartness of the spacious Skycraft interior will make you proud to show the new Skycraft in any company. The luxury of appointments . . . harmonizing trim and upholstery . . . chromium plating, rich wood finish effects . . . deep, springy seats to help reduce long-flight fatigue, and many other refinements have been designed into the Skycraft for your comfort and safety.



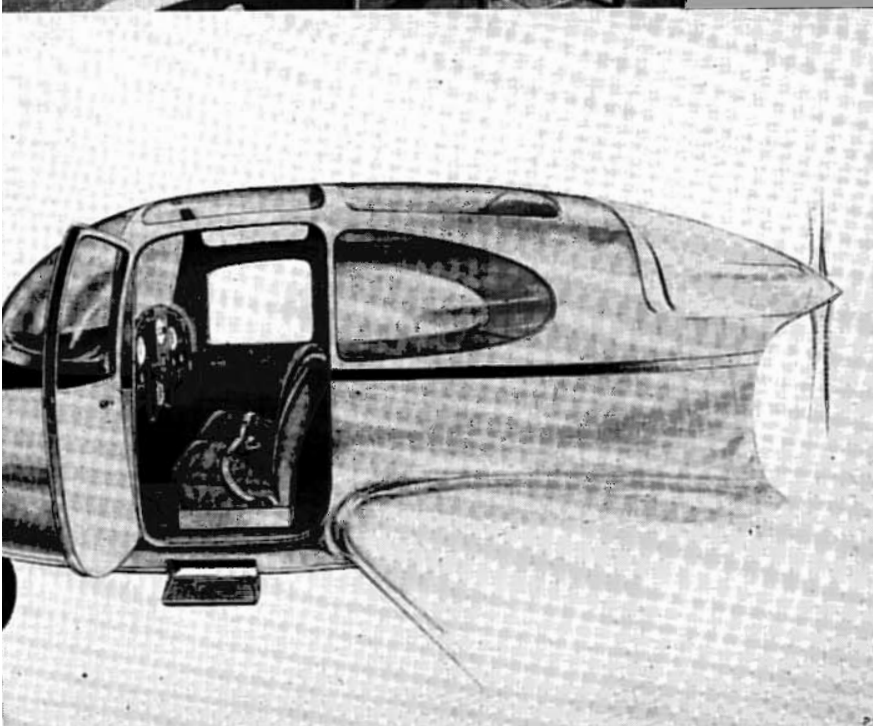
Power . . . speed . . . safety . . .
utility . . . practicability . . . economy
are all designed into your new



Designed by one of America's foremost aeronautical engineers, the new Skycraft will possess many features of speed, power, safety, and economy never before built into the personal plane. From the tip of its sleek nose to its slender twin booms, you will find that the Skycraft produces an ease of flying and of landing . . . of extra speed and maneuverability . . . of comfort and security for one or the whole family, on business or on pleasure . . . it's the safe, smart, practical airplane the experienced pilot and the eager novice have hoped some day to own.

Precision-Manufacturers of Warcraft Parts

Builders of the prewar Skylark, a pleasure craft of exceptional performance, and of Skycraft, the new ultra plane of the future, the Skylark Manufacturing Company devote their facilities during wartimes to the precision-manufacture of motor mounts, flame dampers, truss assemblies and other parts vital to the combat planes of the allied nations. We are far past the design and mock-up stage, and moving into all-out production on the new Skycraft as fast as conditions permit.



The Performance from the Advanced Design of the



LINE OF COMMERCIAL AIRPLANES

Makes Flight Practical and Enjoyable!

Into the heart of the new Skycraft, beyond the sleek lines and smart interior, the skill of an acknowledged master of design, the craftsmanship of outstanding airplane and parts manufacturers has built the dependable, superior performance sought by forward-thinking Americans. Here is the practical, efficient flying pleasure important to those who enjoy flying now, and to the thousands who hope to enjoy the benefits of flying in the near future.

The specifications of the largest SKYCRAFT (Model 445-190L) are given on this page. There will be five models and all are essentially the same low-wing pusher airplane, variations being in power plants, seating and luggage arrangements.

STANDARD EQUIPMENT

Standard safety features in addition to such compliance include Wing Flaps for steeper landing and climbing angles, slower landing speed and quicker take off; Tricycle, Full-braked Landing Gear for shorter take off and landing runs; Steerable Nose Wheel; Air Speed Meter; Compass; Altimeter; Tachometer, oil temperature and oil pressure; Dual Ignition; Glove and Map Compartments. A variable pitch propeller is an option affording a further increase in performance.

SPECIFICATIONS

Engine	Range of 100 to 190 H.P. in the Lycoming, Continental and Franklin.	
Wing span, Ft.		37.5
Length, Ft.		24.5
Height, over body, Ft.		6.0
Height, over rudder, Ft.		6.8
Wheel tread, Ft.		9.0
Wheel base, Ft.		8.6
Wing area, including Flaps and Ailerons, Sq. Ft.		200
Flaps (4) Sq. Ft.		30
Ailerons (2) Sq. Ft.		23

FULL LOAD WEIGHTS and PERFORMANCE

4 passengers @ 170 (or equivalent)	680 lbs.
Luggage @ 20	80 lbs.
Fuel, 45 gals.	270 lbs.
Oil, 3 gals.	23 lbs.
Normal load	1,053 lbs.
Optional equipment	187 lbs.
Disposable load	1,240 lbs.
Airplane net	1,440 lbs.
Airplane gross	2,680 lbs.
Power Loading (lbs./H.P.)	14.1
Wing Loading (lbs./Sq. Ft.)	13.4
H.P./Pass	47.50
Speed, stalling (M./H.)	49
Speed, cruising	135
Speed, maximum	150
Cruising range (miles)	600
Initial climb (Ft./Min.)	800
Service ceiling (Ft.)	16,000

All Skycraft models are eligible for use with Class 1 airports in compliance with rulings of the Civil Aeronautics Administration, U. S. Dept. of Commerce.

DE LUXE MODELS

De Luxe models include a maximum of 187 pounds of additional, optional equipment such as a dual control, extra instruments, heater, flares and landing lights, two-way radio, variable pitch propeller, chutes, tools and miscellaneous, and special interior appointments at the choice of the purchaser.

AIR TAXI

Model 545 Skycraft is designed specifically for Air Taxi Service. Can accommodate five on trips up to 150 miles.

LOOK TO SKYCRAFT TODAY FOR TOMORROW

We are confident of better, safer, air transportation for you in the new Skycraft . . . a splendor of line . . . an advancement in performance that offers exceptional value.



DESIGNED AND MANUFACTURED BY

Skylark Manufacturing Co., Inc.

AIRPLANE AND PARTS CRAFTSMEN SINCE 1934

350 Washington Blvd.

Venice, California