

REMEMBER WHEN...

By Earl See

No. 23 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 Commander 200 (Vol. 55, No. 4)
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)
Bendix Model 55 Tailwind
Call-Air A-2
Cessna 120/140 and 190/195 (Vol. 52, No. 2)
Champion Aircraft
Colonial Aircraft Corp. Skimmer IV (Vol. 55, No. 3)
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
Gem Aircraft Sky Gem (Vol. 55, No. 1)
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, Model 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
Piper Super Cub (Vol. 54, No. 4)
Republic Seabee (Vol. 50, No. 2)
Shinn 2150-A (Vol. 54, No. 1)
Skylark Skycraft (Vol. 54, No. 3)
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
Wheelair Model 111

REMEMBER WHEN...



Tri-Traveler

America's lowest-priced
quality light plane with
tricycle landing gear

NOW . . . all the
advantages of tricycle
landing gear without the
high price penalty



CHAMPION

Traveler Deluxe

The most popular light plane in use today. World recognized and approved for its utility and rugged durability. The Traveler Deluxe and the Tri-Traveler include the following additional equipment at no additional cost: Complete electrical system; fully shielded ignition system; navigation and landing lights; hydraulic brakes; parking brakes; all metal propeller with Jet-flo spinner; built in tie-down rings; 26 gallon wing fuel tanks; color matched interior and exterior.

- Engine . . . Four-cylinder air-cooled Continental model 90C-12F, mounted on rubber. Rated at 95 horsepower for takeoff.
- Construction . . . Welded tubular airframe entirely corrosion proofed. Wings have all-aluminum ribs. Grade A fabric color-doped with Glidden Butyrate—17 coats of dope used!

. . . SPECIFICATIONS . . .

DIMENSIONS:

length	21 feet 8 inches
height	7 feet
wingspan	35 feet 2 inches
aspect ratio	7.25 to 1
chord	5 feet
stabilizer span	10 feet 2 inches
stabilizer incidence	—5 degrees
wing incidence	1 degree positive
dihedral	2 degrees
fin offset	1 inch left

WEIGHTS:

empty	929 pounds
gross	1450 pounds
useful load	521 pounds
baggage	50 pounds
wing loading	8.5 psf
power loading	16.1 php

PERFORMANCE:

cruising speed	112 mph
maximum speed	135 mph
landing speed	40 mph
rate of climb	900 fpm
cruising range	500 miles
fuel capacity	26 gallons

—Color-styled interiors—Air-ride foam-rubber seat cushions—thick floor carpets—upholstered door and side panels—handy map case built in the door—Safe-close door latch with key lock.

—Plenty of thick absorbent soundproofing throughout the entire cabin area hushes the engine to a whisper.

—Spacious upholstered baggage compartment—accessible in flight—holds up to 50 pounds of luggage or equipment.

—Shatter-resistant instrument panel, including *all* these instruments: Recording tachometer, sensitive altimeter, oil temperature gauge,



oil pressure gauge, generator light, compass, air-speed indicator. (Full-Gyro instrument panel available as optional equipment.)

—*Hot* heat for cold-weather flying—conditioned air heater with dashboard control.

—Dual controls—fly your Champion from either the front or rear seat. Use front seat for solo for maximum visibility.

—Adjustable front seat for more relaxed flying—set it where *you* want to sit. Front seat big as your easy chair—wide rear seat.

CHAMPION AIRC

... SPECIFICATIONS ... CHAMPION

Tri-Traveler

DIMENSIONS:	length	21 feet 8 inches
	height	8 feet 8 inches
	wingspan	35 feet 2 inches
	aspect ratio	7.25 to 1
	chord	5 feet
	stabilizer span	10 feet 2 inches
	stabilizer incidence	-5 degrees
	wing incidence	1 degree positive
	dihedral	2 degrees
	fin offset	1 inch left
WEIGHTS:	empty	968 pounds
	gross	1450 pounds
	useful load	482 pounds
	baggage	50 pounds
	wing loading	8.8 psf
PERFORMANCE:	power loading	16.5 php
	cruising speed	108 mph
	maximum speed	135 mph
	landing speed	40 mph
	rate of climb	900 fpm
	cruising range	500 miles
	fuel capacity	26 gallons

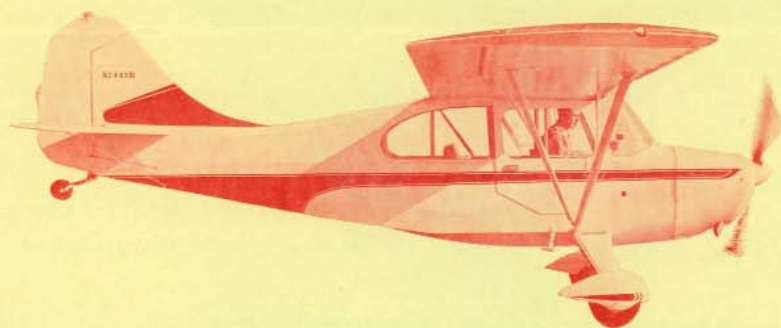
Shorter takeoff runs—Champion Tri-Traveler hurries into the air after a 250-foot run—less than a football field. And no zigzagging for visibility on the ground. Shorter landings—Champion Tri-Traveler floats down at 40 miles an hour—hydraulic brakes stop Tri-Traveler within 100 feet of touchdown. Your Champion Tri-Traveler can work out of a half-acre field.

Rugged Tri-Traveler tricycle landing gear soaks up the worst bumps—makes a fairway out of any rough. And the Tri-Traveler landing gear is *always down, always locked*—no worries about safety. No-bounce landing-gear design means easier taxiing over rough fields. And a tricycle landing gear means easier steering on the ground.

- Engine . . . Four-cylinder air-cooled Continental model 90C-12F, mounted on rubber. Rated at 95 horsepower for takeoff.
- Construction . . . Welded tubular airframe entirely corrosion proofed. Wings have all-aluminum ribs. Grade A fabric color-doped with Glidden Butyrate—17 coats of dope used!

Room . . . with a View!

Traveler Deluxe



"Control-tower"
visibility all ways
in the air
or on the ground

THE BASIC CHAMPION

The basic Traveler—makes low-cost flying a reality for farmers and flying clubs, student pilots and businessmen. Operating costs less than \$3.00/hour—including maintenance and allowance for engine overhaul. The Traveler is a full-size plane, with the same basic airframe as the Traveler Deluxe including the SKY-Vu wraparound windshield and extra-big side windows.

Powered by the 95-horsepower Continental engine, the Traveler includes all these Champion features (tachometer, training-type altimeter, oil temperature gauge, oil pressure gauge, dash-mounted compass, airspeed indicator), heater, engine primer, dual controls—in front and rear, foot-operated mechanical service brakes, laminated propeller, built-in tie-down rings, 26-gallon wing tanks.

Equipment other than standard optional at extra cost.

Traveler



RAFT CORPORATION OSCEOLA WISCONSIN