



PRESSEINFORMATION

PT-17 Stearman

Reg. OE-AMM

What's the difference between a Boeing Stearman and an early Cessna, or an early Beechcraft, for that matter? Well, what about "day & night".

What do all these birds have in common, though?

Wichita, Kansas

What else? Well, it had been Cessna aircraft company's founder Clyde Cessna who influenced a young Lloyd Stearman to start building airplanes. It had been Walter Beech with whom Lloyd Stearman honed his flying skills.

All three of them worked for the Swallow Aircraft Company then teamed up to found Travel Air. Lloyd Stearman then founded Stearman Aircraft Co and after a stint with Lockheed in California, Lloyd Stearman returned to Wichita to rejoin the Stearman Aircraft Co which by then was owned by Boeing Aircraft Company & United Aircraft (forerunner of today's United Airlines.)

Lots of aviation history in there.

The model 75 Stearman became the backbone for training young military aviators for the US Army Air Corps and the Navy.

In Canada they were named "Kaydet", a name THAT STUCK EVER SINCE.

More than 10.000 were built.



Our Stearman started life in 1943 as an army PT-13 model originally powered by a 220 HP Lycoming radial.

In the 50's of the last century (in 1956 to be exact) it was modified into a duster / sprayer agricultural aircraft in California and for the first time fitted with a 450 HP R-985 Pratt & Whitney engine.

For Those of you who remember Alfred Hitchcocks "North by northwest" a 450 Cropduster Stearman flown by the late Frank Talmann, stuntflyer of hollywood fame, chased Cary Grant through the cornfields.

The Flying bulls found it in California several years ago and we restored it to a standard airworthiness configuration with a 450 Pratt & Whitney junior wasp.

A couple of weeks ago we flew it for the first time.

The sound at take-off: "Harley Davidson" on wings.

While the original 220 hp Stearmans were leisurely climbers, our testpilot Matthias Dolderer described our Stearman climbing away "like a homesick angel", once all the Pratt's 450 horses are released.

In the air, stately, but with a good roll rate on account of our 4 aileron modifications.

On the ground, well, use your feet during roll-out after landing, and be careful with those powerful brakes.

Sense the direction she wants to leave the runway and head for the bushes, before she does it.



THE FLYING BULLS

Otherwise what follows is a classic "groundloop".

That is a manoeuver a Stearman does all by herself, and once started the pilot is demoted to passenger status. The airplane will give him a 360 degree view of the airport that he could well live without.

How does she fly?

Right hand on the stick, left hand on the throttle lever, feet firmly planted on the rudderpedals.

Airspeeds: climb: at 85 mph, cruise at 85mph or faster, depending on hairstyle, descent at 85 mph (this is miles per hour, before some mariners "knot'ed up aviation").

That's all you need to know.

This technique is called "stick & rudder" flying...



Technical Specifications

Boeing E75 Stearman (PT13D)

Registration	OE-AMM
Manufacturer	Boeing
Year of construction	1943
S/N	75-5032
Power plant	Pratt & Whitney Junior Wasp R-985 14 B
Power	450 HP/PS
Cubic capacity	approx. 16l
Cruising speed	90 kts / 170 km/h
Max. speed	160 kts / 300 km/h
Service ceiling	14.000 ft / 4.250 m
Max. operational time	4 h
Range	360 nm / 660 km
Fuel Consumption	approx. 42 l/h
Wingspan	32,2 ft / 9,8 m
Length	24,9 ft / 7,6 m
Height	9,2 ft / 2,8 m
Empty Weight	2.865 lbs / 1.300 kg
MTOW	3.520 lbs / 1.600 kg
Seats	1 Pilot / 1 passenger
Specials	Rebuilt to P & W Wasp Junior