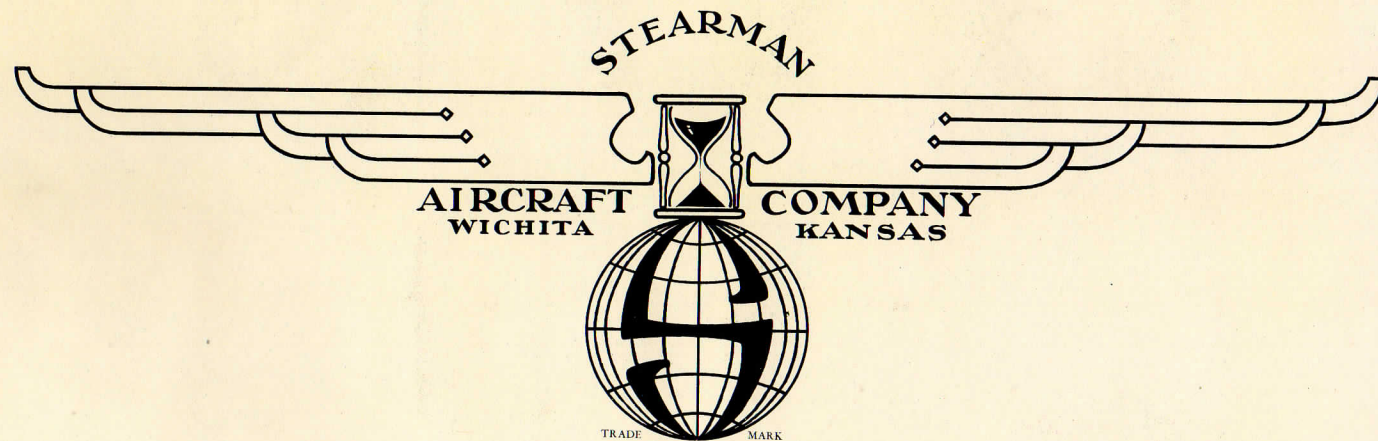




STEARMAN

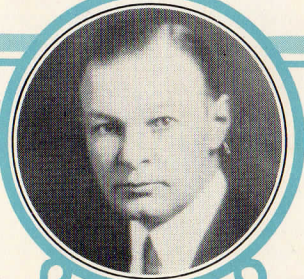


A DIVISION OF UNITED AIRCRAFT & TRANSPORT CORP.

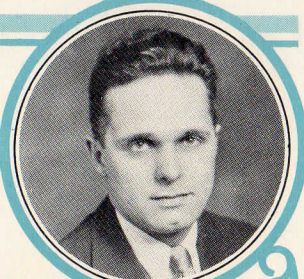
Stearman products are sold under licenses
covering all of the patents owned by mem-
bers of the Manufacturers Aircraft
Association, Inc.



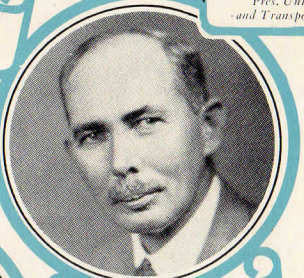
LLOYD C. STEARMAN
President
Stearman Aircraft Co.



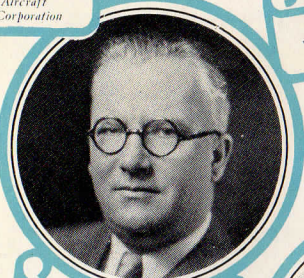
F. B. RENTSCHLER
Pres. United Aircraft
and Transport Corporation



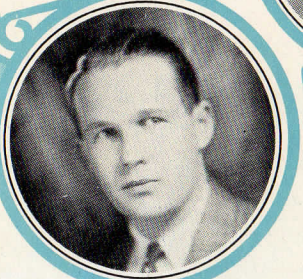
MAC SHORT
Vice-Pres. and Chief Engineer
Stearman Aircraft Co.



WALTER INNES, JR.
Vice-Pres. and Genl. Mgr.
Stearman Aircraft Co.



J. EARL SCHAEFER
Secretary and Sales Manager
Stearman Aircraft Co.



FRANCIS H. LOVE
Pres. United Aircraft Exports, Inc
Stearman Export Representative



GEO. S. WHEAT
Vice-Pres. United Aircraft and
Transport Corporation

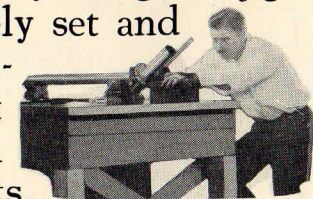
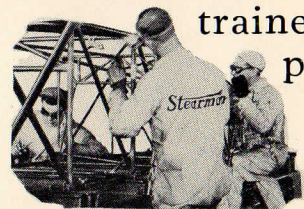
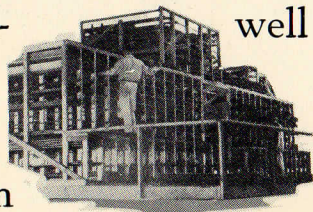
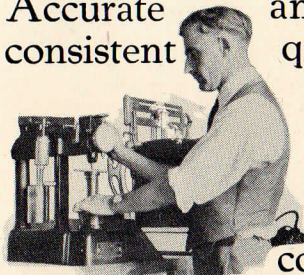
STEARMAN AIRCRAFT COMPANY

PLEDGE

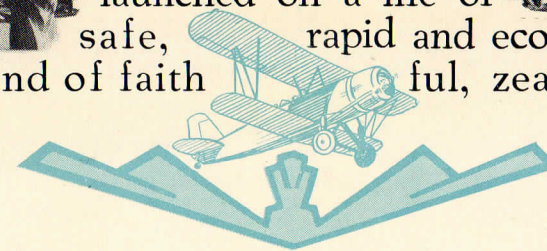
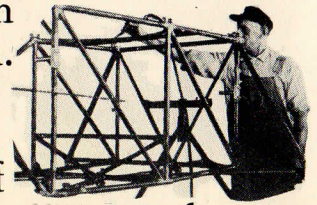
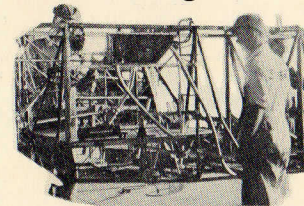
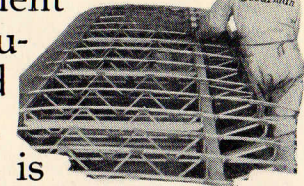
TO YOU — WE PLEDGE THAT
THE NAME STEARMAN SHALL
STAND FOR A QUALITY OF THE
HIGHEST ORDER, FOR A WORK-
MANSHIP OF THE MOST EXACT-

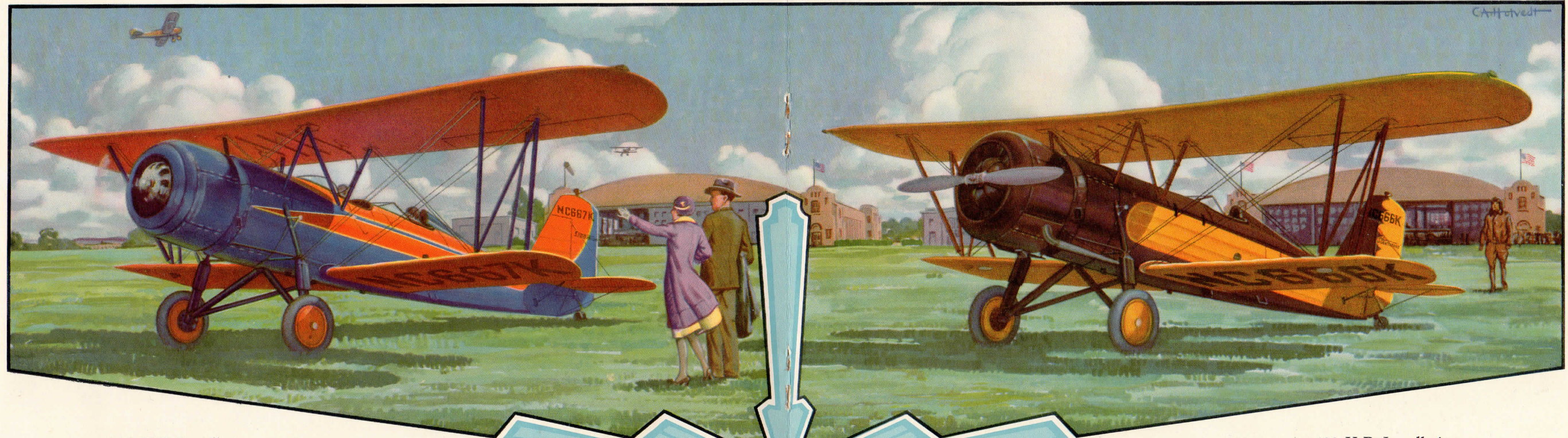
ING CHARACTER, FOR A FAIR-
NESS IN OUR DEALINGS WITH
YOU, OF A KIND THAT WILL
MAKE OUR BUSINESS STRUC-
TURE STRONG AND ENDURING.

Accurate and scientific testing apparatus assures consistent quality. All metals used in Stearman production are Rockwell tested. Tubing is carefully sized, oiled and stored in honey-combed racks. It is then withdrawn as required and fabricated by especially trained welders working to accurate limits prescribed by scientifically designed jigs. Tolerances are definitely set and consistently maintained with frequent thorough inspections, thus assuring an accurate fit between all mated parts.



Wings, too, are carefully built by nimble fingered Stearman trained workmen. Instrument panels are assembled to provide beauty in appearance and utility in operation. Corrosion of all metals is combatted by scientific plating and a special external and internal treatment of all tubing. Assembly is then begun with diligent and thorough inspection continued to completion. Another Stearman is soon flying and is launched on a life of safe, rapid and economical transportation, and of faithful, zealous service.



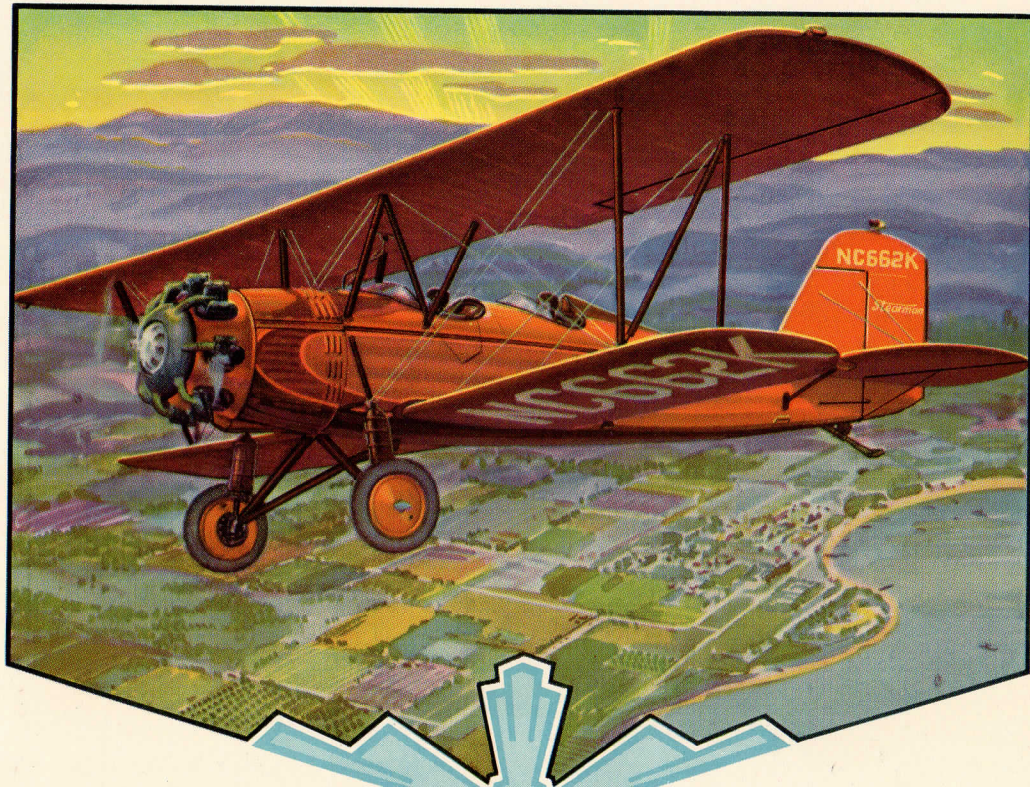


300 H.P. Installation

400 H.P. Installation

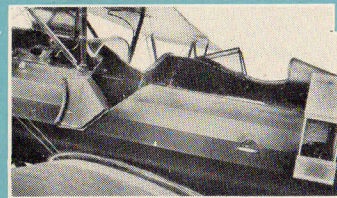
The Stearman
JUNIOR SPEED MAIL
Series

Color Paintings made from Actual Photographs

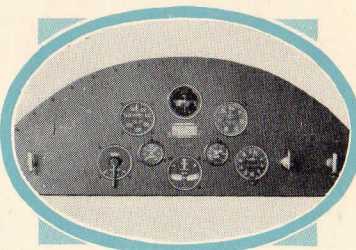


Model C-3-R
THE BUSINESS SPEEDSTER

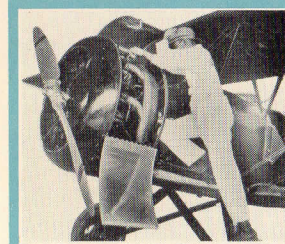
Two large accessible baggage compartments make for convenience and comfort in a Stearman Junior Speedmail. A large passenger cockpit provides ample leg room and exceptional comfort.



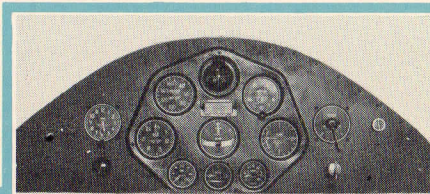
The scientifically arranged indirectly lighted instrument panel on the Stearman Junior Speedmail is a thing of beauty as well as utility.



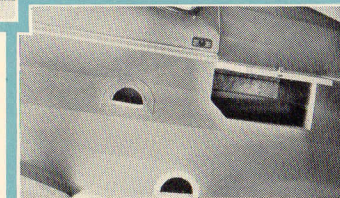
The Venturi cowling on the Stearman Junior Speedmail is so designed as to provide excellent aerodynamic results and easy maintenance of motor as well as engine accessories.



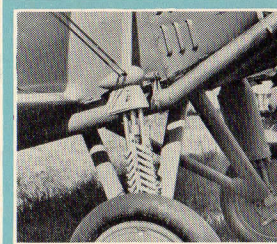
The Business Speedster instrument panel combines efficiency and beauty, providing those instruments necessary for safety under all ordinary flying conditions.

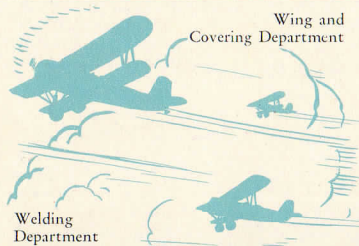


A large conveniently located baggage compartment makes for convenience and adds materially to the traveling comforts and pleasure provided by the Stearman Business Speedster.



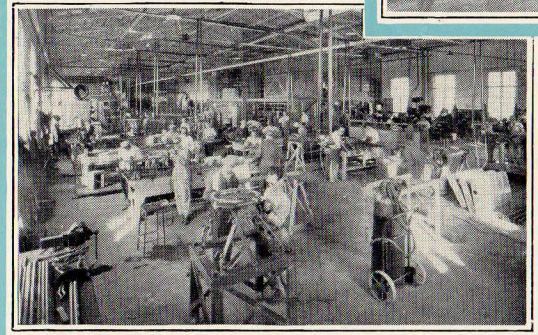
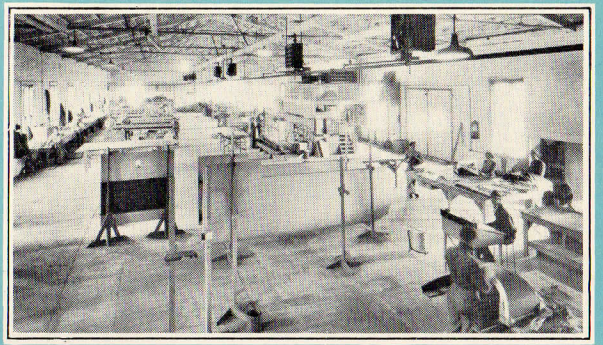
The Stearman Rubber Draulic Landing Gear used on the Business Speedster combines in a positive manner all the advantages of hydraulics and shock cord to produce a soft, comfortable landing.



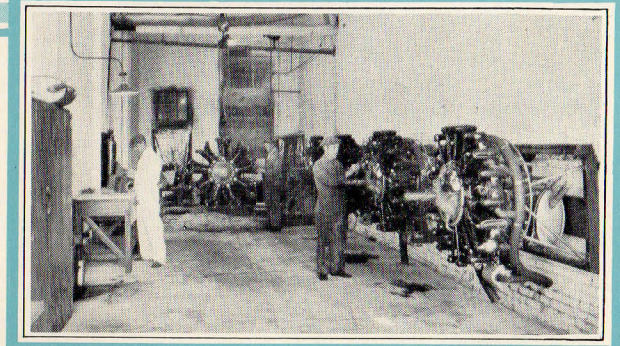


Welding Department

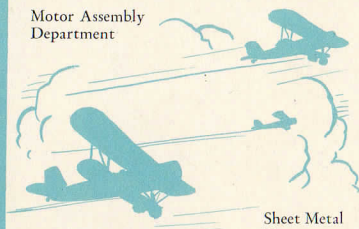
Wing and Covering Department



The Stearman factory is more than four walls and a roof—it is the home of an ideal—an ideal significant of the Stearman pledge to build well and sell honestly.

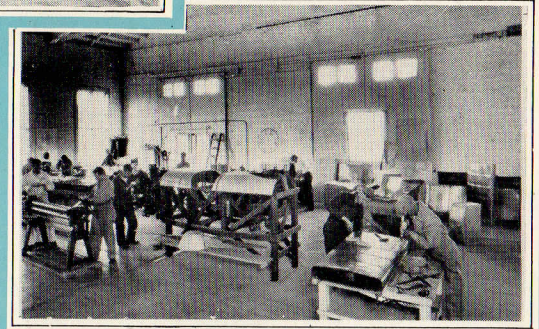
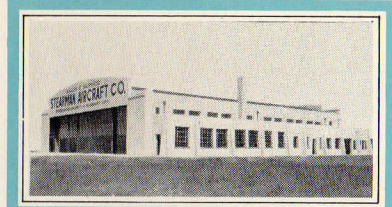


Motor Assembly Department



Sheet Metal Department

Your Stearman should deliver satisfactory uninterrupted transportation. To that end the service facilities of the Stearman Hangar are dedicated.



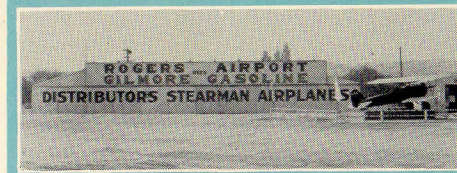
HANFORD'S TRI-STATE AIR LINES
Hanford's Airport, Sioux City, Ia.



SKYWAYS, INC.
Boston Airport, Boston, Mass.



WINGS, INC.
Texaco Airport, Shreveport, La.



ROGERS AIRCRAFT, INC.
Rogers Airport, Los Angeles, Cal.



GEO. A. WIES, Roosevelt Field,
Garden City, Long Island, N. Y.



SKYWAYS, INC.
Cleveland Airport, Cleveland, O.



GARLAND AIRCRAFT CORP.
Garland Airport, Tulsa, Okla.



VARNEY AIR SERVICE
Oakland Airport, Oakland, Cal.



*** The writer has flown your job considerably both day and night and its all-round performance and design is certainly splendid. It might interest you to know that the writer flew this job to Mexico City on October 1st, carrying the first international air mail ever delivered to that city, and arriving on the field on schedule a minute. The ship created quite a lot of interest and favorable comment. Incidentally we placed an order yesterday with your dealers at Tulsa, Okla., for another one of these jobs.

With every good wish for your continued success, we are,
Yours very truly,
Texas Air Transport, Inc.
Sam Hall
Operations Manager.



*** We arrived safely in Detroit yesterday after covering over six thousand miles from Hartford, Conn., in the East, to Phoenix, Ariz., in the West, and from El Paso, Tex., in the South to Denver, Col., in the North.

Only in an airplane such as produced by your Company could this have been possible. At no time did we have any difficulty whatsoever in taking our very heavily loaded ship off of the highest field and our ship was really heavily loaded, in fact the mechanics at practically every field made the comment that we should have a Ford tri-motor in order to carry all of our luggage.

It might interest you to know that during our trip we averaged about one hundred six miles an hour and consumed about twelve and one-half gallons per hour of gas and a little better than a pint of oil; this in spite of the fact that the ship had over one hundred and sixty-five hours on it before I left Detroit.

Yours very truly,
M. G. South

25 FARMHOUT STREET
MICHIGAN
HARBORFRONT

*** I have been so pleased with my Stearman that I want to congratulate you on manufacturing such a splendid lighter plane. After six hours solo on much lighter planes I soloed my Stearman without any difficulty and passed my license test in it when I had completed my ten hours solo time.

This goes to show what an easy plane it is for a woman to fly. Since then I have flown it constantly in all kinds of weather and can honestly say I would never own anything but a Stearman.

Yours truly,
Mary B. Pierce
(Mrs. W. Parker, Tucson)

W. A. Clark, III
240 West Sixth Street
Los Angeles

*** I have had the pleasure of flying many planes but I am not hesitant at all in saying that I have never had a plane perform like my Stearman does motored with the Wright Whirlwind motor. I assure you it has given myself and my pilot, Jack Lynch, complete satisfaction, and we have now become real boosters for the Stearman Aircraft Company.
With kindest regards, wishing you all success for 1929, I remain,
Very sincerely yours,
W. A. Clark, III

C. J. PAULSEN, PHIL.
DISTRIBUTOR
Mamer Flying Service, Inc.
BUHL AIRPLANES
STEARMAN AIRPLANES
PARKWAY, WASHINGTON

*** Our selection of the Stearman Whirlwind powered ship for the difficult job of Air Forest Patrol, has been more than justified by the remarkably excellent service these ships have rendered.

Almost daily throughout the summer months, our Stearman Planes were required to cruise over the rugged, timber covered mountains of Washington, Idaho, and Montana in search of Forest Fires.

No ship except one that is adaptable to every condition of airworthiness, could possibly qualify for the job of Forest Patrol. Whether it was pulling up to 15,000 feet for photography, or getting off loaded on a restricted emergency field, 6000 feet above sea level; or fighting thru the turbulent air over a forest fire, the Stearman never once faltered.

Your very truly,
D. B. Mamer
Mamer Flying Service, Inc.

*** The pleasures of flying were only realized when I received delivery a week ago on my C3B model, Stearman. The flying qualities present themselves more each hour that I fly it.
It is with great pleasure that I write you to tell of my complete satisfaction.
Yours very truly,
J. Mamer

JAMES A. KENNEDY
1001 TULSA, OKLA.

General Information Dynamic and Performance Data

	BUSINESS SPEEDSTER 225 H.P.	JUNIOR SPEEDMAIL 300 H.P.	JUNIOR SPEEDMAIL 300 H.P.	JUNIOR SPEEDMAIL 400 H.P.
Model Numbers	C3R	4C	4D	4E
A. T. C. Numbers	251	304	305	292
Type	OLB	OLB	OLB	OLB
No. of seats	3	3	3	3
No. seats as mail	1	1	1	1
Make of engine	Wright J-6-7	Wright J-6-9 or Wasp	P. & W. Wasp Jr.	P. & W. Wasp "C"
Rated H.P. @ 2,000 RPM	225	300	300	420
Span Overall	35'	38'	38'	38'
Wing Area	288'	307'	307'	307'
Length Overall	24' 11"	26' 11"	26' 11"	26' 4"
Height Overall	9' 3"	9' 10"	9' 10"	9' 10"
Gear Tread	7' 6"	8' 0"	8' 0"	8' 0"
Weight Empty	1,741 lbs.	2,256 lbs.	2,297 lbs.	2,434 lbs.
Useful Load	1,013 lbs.	1,544 lbs.	1,503 lbs.	1,510 lbs.
Pay Load	400 lbs.	663 lbs.	622 lbs.	629 lbs.
Normal Gross Weight	2,754 lbs.	3,800 lbs.	3,800 lbs.	3,936 lbs.
Wing Loading	9.38 lbs./sq. ft.	12.38 lbs./sq. ft.	12.37 lbs./sq. ft.	12.82 lbs./sq. ft.
Power Loading	12.00 lbs./HP	12.67 lbs./HP	12.66 lbs./HP	9.37 lbs./HP
Maximum Speed full load (sea level)	133 MPH	145 MPH	143 MPH	158 MPH
Cruising Speed full load (sea level) 1700 RPM	110 MPH	118 MPH	115 MPH	128 MPH
Landing Speed (sea level)	42 MPH	50 MPH	50 MPH	53 MPH
Climb, sea level, full load.....Ft. per min.	1,000	1,000	1,000	1,400
Climb, sea level, full load.....Ft. per 10 min.	7,600	7,000	7,000	9,800
Service Ceiling	16,000 ft.	15,000 ft.	15,000 ft.	18,000 ft.
Fuel capacity, gals.	68	106	106	106
Oil Capacity, gals.	8	10	10	10
Normal range, miles	680	730	750	650
Cubic feet cargo space as mail plane	26	48	48	48

O—Open L—Land B—Biplane C—Cabin

THE STEARMAN AIRCRAFT CO.
A DIVISION OF UNITED AIRCRAFT & TRANSPORT CORP.
WICHITA, KANSAS