

Camair 480B and 480C

Developed from the White Brother's WE-1 prototype, production rights were secured by the Cameron Iron Works' Camair Division in 1953. It would take until May 1955 before the Camair 480 was finally awarded its Civil Aviation Authority certification.

Between 1954 and 1959 Camair would complete 25 examples of the 480, before poor sales closed the Galveston, TX production line.

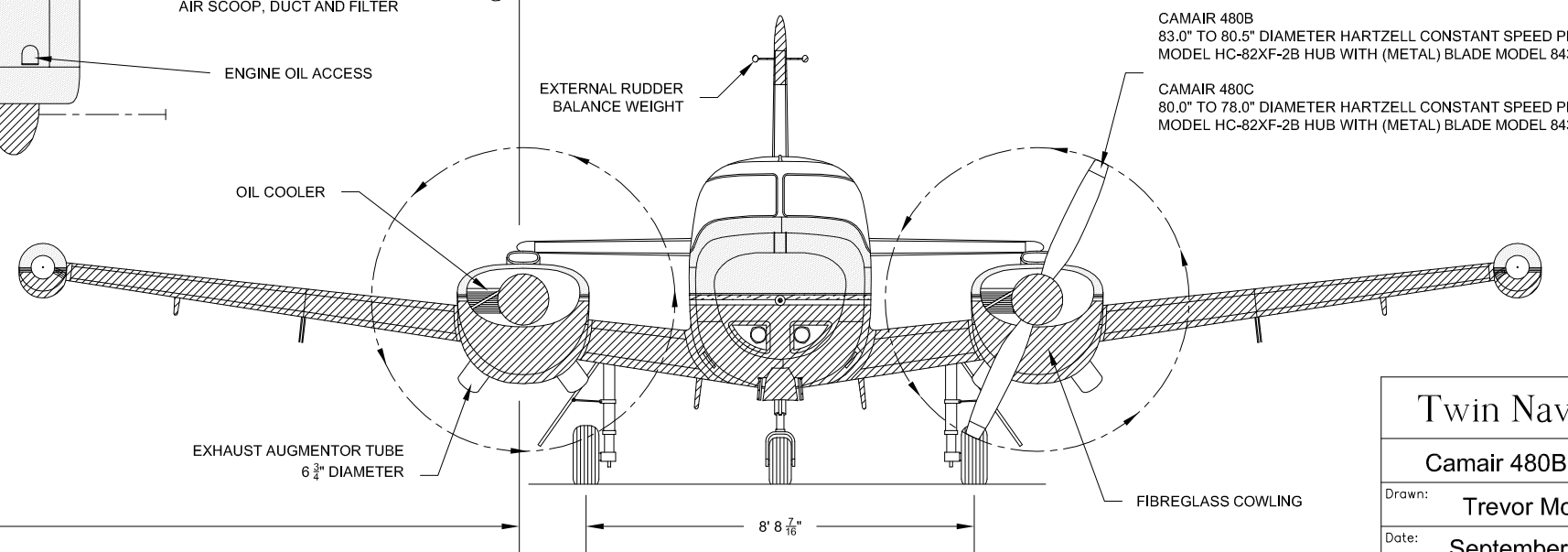
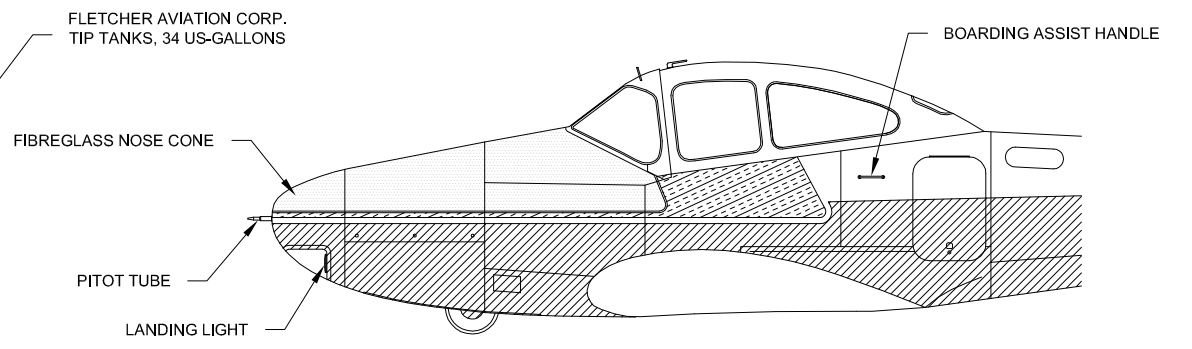
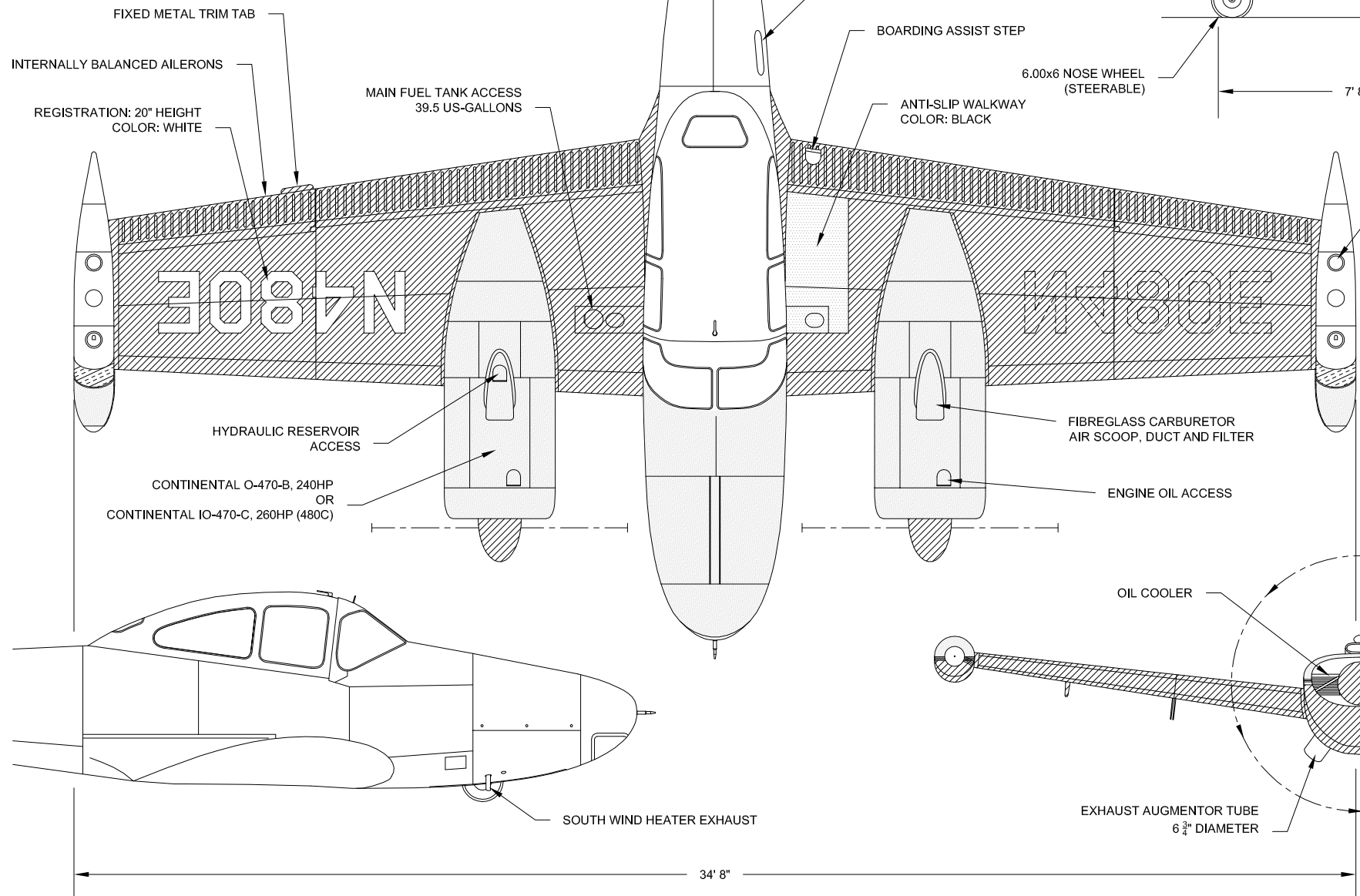
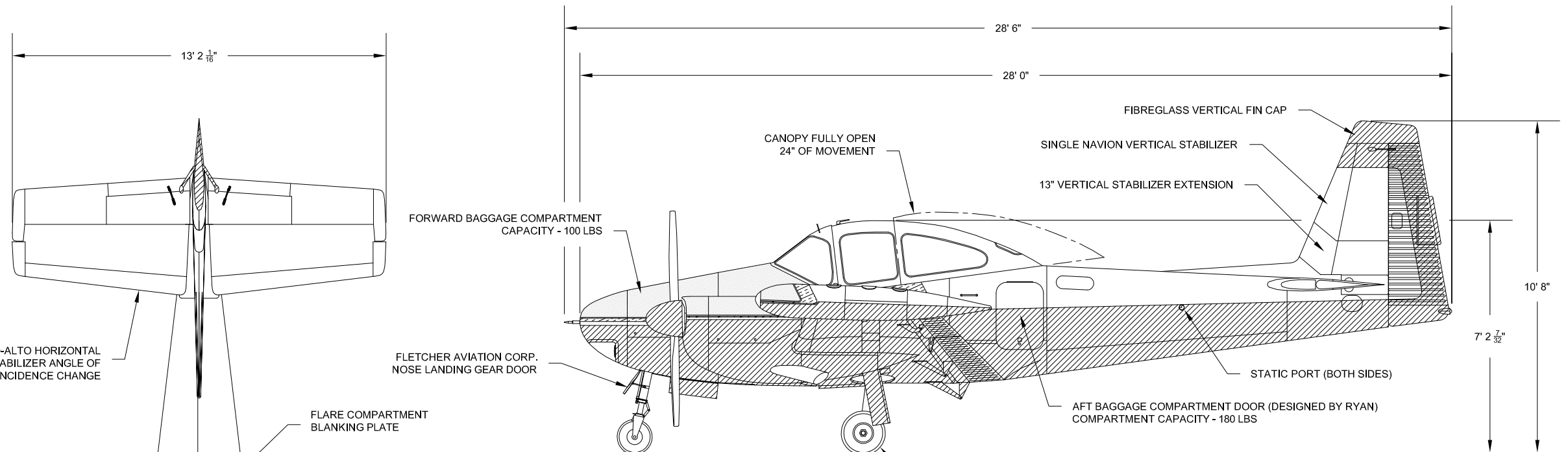
The Camair was then purchased by Bill Taylor, who built three more 480s in a Pennsylvania factory before moving once again to Florida. Taylor introduced fuel injected engines and several minor aerodynamic improvements in three examples, called the 480C (which caused the 480 to be redesignated the 480B). In 1969 Taylor found himself occupied with several lucrative NASA contracts and sold the Camair to Fred Garcia. Garcia finished converting the last two aircraft in New York in 1968.

COLOR NOTES:

CAMAIRS WERE PAINTED IN A VARIETY OF DIFFERENT SCHEMES, ALTHOUGH A STANDARD PATTERN WAS OFFERED. N480E WAS THE SECOND AIRFRAME BUILT BY CAMAIR (S/N: 1-052), AND SERVED AS A DEMONSTRATOR FOR A SHORT TIME.

OVERALL AIRFRAME: WHITE

ACCENT COLOR: RED
BLACK
GOLD



CAMAIR 480B
83.0" TO 80.5" DIAMETER HARTZELL CONSTANT SPEED PROPELLER MODEL HC-82XF-2B HUB WITH (METAL) BLADE MODEL 8433-2

CAMAIR 480C
80.0" TO 78.0" DIAMETER HARTZELL CONSTANT SPEED PROPELLER MODEL HC-82XF-2B HUB WITH (METAL) BLADE MODEL 8433-4

Twin Navion.com	
Camair 480B and 480C	
Drawn:	Trevor McTavish
Date:	September 4, 2007
Scale:	1/48
Sheet:	1/1