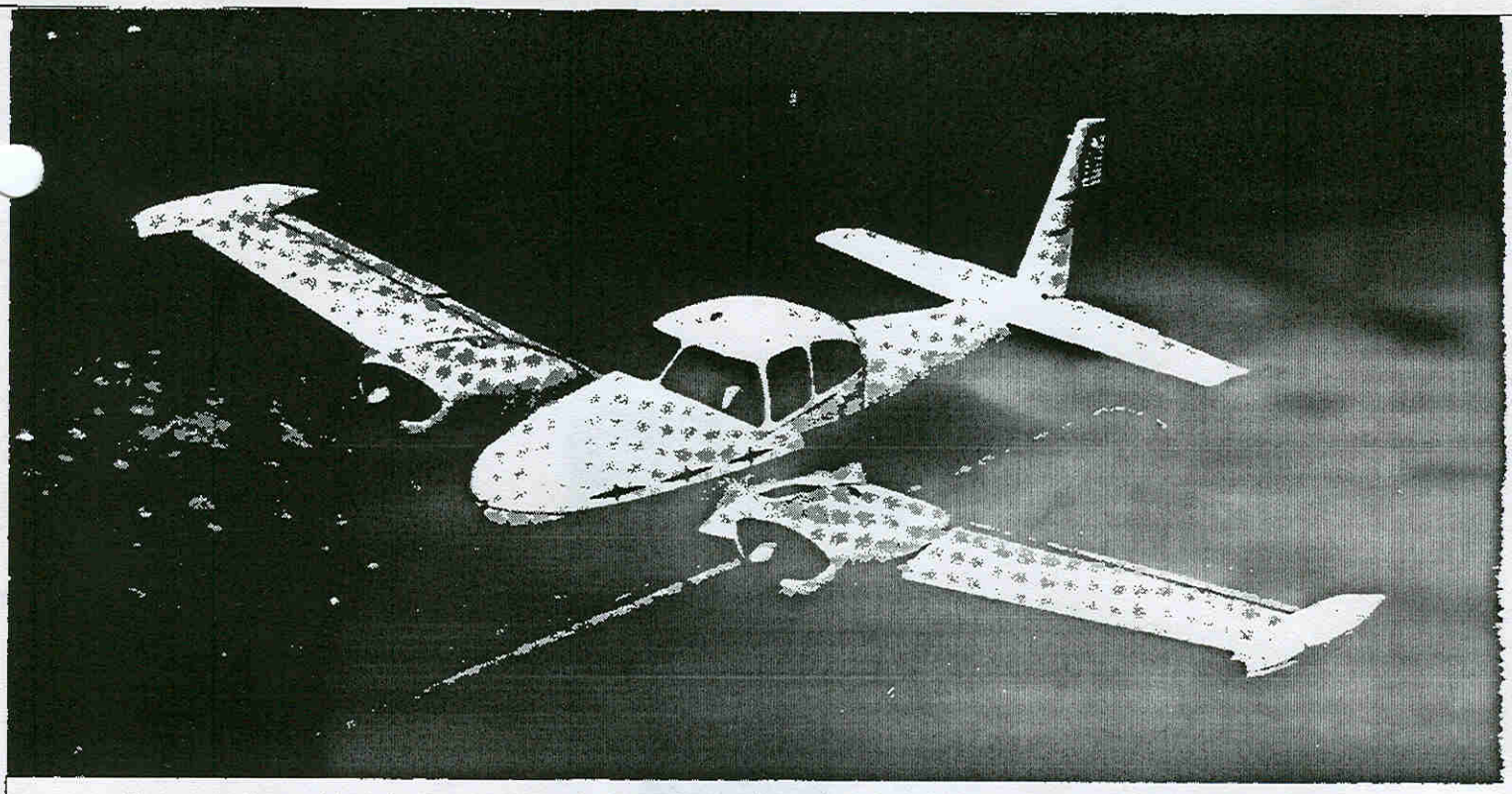


First production model of the Camair 480 is shown in this first-flight photo. Nacelles and fuselage nose have been cleaned up. Engines are 240-hp. Model O-470-B Continentals driving constant-speed Hartzell propellers. Ten units are on production line at Galveston, Texas.

—(FLIGHT MAGAZINE Photos by W. D. Murdy.)

Production For Camair 480

By GEORGE E. HADDAWAY

WE cranked up the 170 last month and paddled down to Galveston to take our first gander at the production model of the Camair 480 twin Navion conversion.

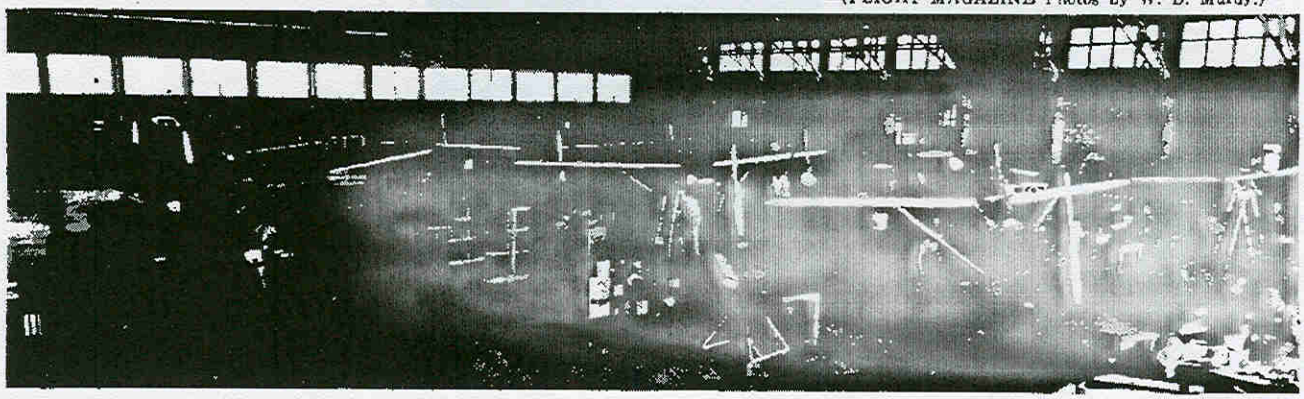
It's quite an airplane.

While accurately calibrated test flights are yet to be had, we predict it's going to be in the 180 to 190 mile-an-hour cruising class at 8,000 feet pulling 75% power. This prediction, which could be either an overstatement or an understatement, is based on 15 hours of cross-country time in the orginal prototype and a study of the refinements incorporated in the production model now undergoing final ATC tests at the Camair factory—plus results of a test flight Camair pilot Bill Todd made during which he indicated 175 mph. with gear down, flaps up at 2,000-ft. altitude, outside air temperature of 49 degrees, pulling 23 inches of mercury at 2,300 rpm. This trues out at 185 mph. Of course the ship was light with only one passenger, 50 gallons of gas and no baggage. Even so that's really scatting.

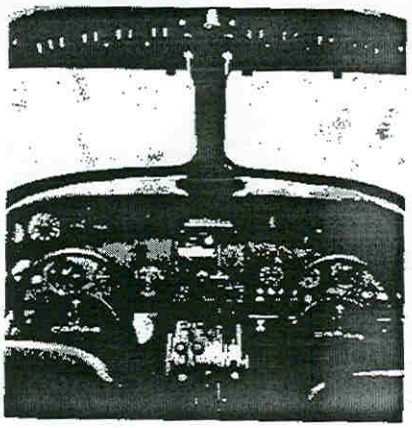
The two Continental O-470-B six-cylinder engines produce their rated 240 hp. at 2,600 rpm. take-off power and drive Hartzell full-feathering constant-speed propellers. The 480 boasts an entirely new fuel system, quite similar to the well-known DC-3 system that allows selection of fuel

Large Camair shop at Galveston includes this section devoted to contract overhaul of Army L-19's. One-a-day overhaul is the scale of this project. Camair also has a custom shop for multi-engine corporate air transports and complete radio and instrument shops.

—(FLIGHT MAGAZINE Photos by W. D. Murdy.)



Ease of entry is provided by a special step in the Camair 480's flap and an outside baggage door facilitates luggage handling. Total fuel capacity is 109.5 gals., wing-tip tanks carrying 35 gals. each. Instrument panel (lower right) mounts radio at center above pedestal. Overhead panel carries all switches.
—(FLIGHT MAGAZINE Photos by W. D. Murdy.)



from any tank to either engine. It's a true twin-engine airplane with everything dual—the vacuum system, fuel system, and the hydraulic and electrical systems.

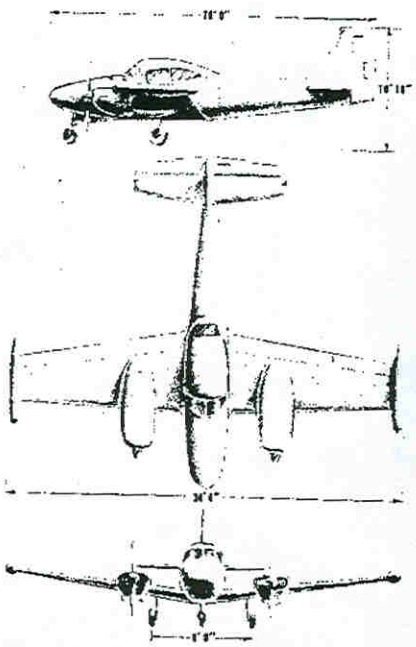
By sharp engineering and re-design work Camair has eliminated 100 pounds of weight from the basic structure; this is considerable when you figure that's 4 per cent of the gross weight. The shorter nose section is of molded fibreglass as are the front sections of the engine nacelles. This interesting work is being done by Camair in their own fibreglass shop, where we also observed a large dorsal fin fairing being moulded as we passed through. A prediction of new things to come in structures, no doubt.

Augmentor tubes also have been redesigned to give a more pleasing appearance as well as better air flow on the production model. Hydraulic tanks have been placed aft of the firewall and the use of a new material, acoustimat, has definitely improved the noise level in the cabin.

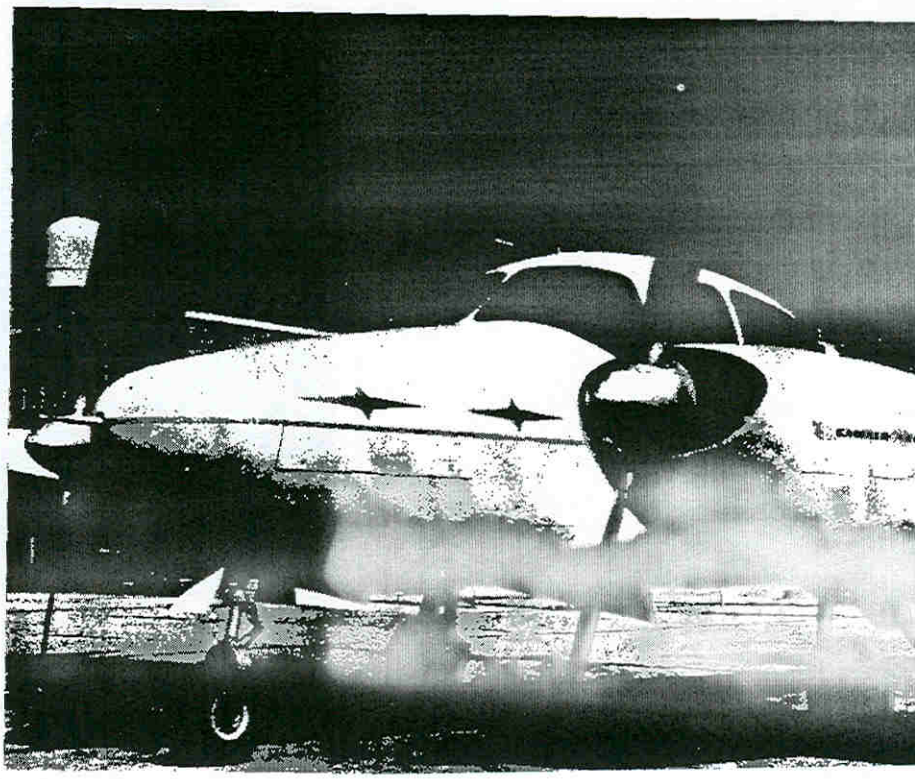
One of our complaints of the prototype was the small brakes. New and larger Goodyear brakes have been adopted with separate hydraulic supply and master cylinder.

Pilots are going to like the instrument panel arrangement with all radio equipment located right in the middle above the pedestal, with flight instruments in front of the pilot and engine instruments to the right. An overhead

(Continued on page 32)



Dimensions in three-view sketch above include 28-ft. length, 10-ft. 10-in. height, 34-ft. 4-in. span and 8-ft. 8-in. tread between main wheels. Close-up at right shows fibrous glass nose sections on fuselage and nacelles and arrangement of exhaust augmentor tubes.
(Camair Sketch.)



CAMAIR 480

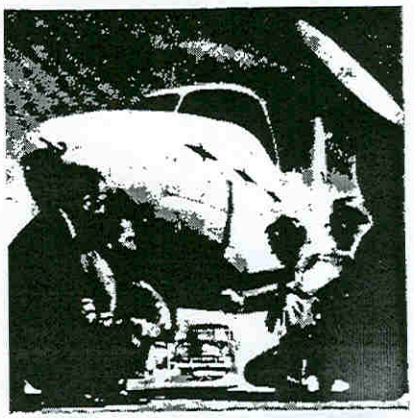
(Continued from page 15)

panel takes care of all ignition and fuel system switches. Pop-out circuit breakers are used throughout.

Standard equipment includes Lear VHF and Omni, primary group and a 20,000-BTU South Wind heater. The Fletcher-made 35-gallon wing-tip tanks, when added to the regular basic Navion capacity of 39.5 gallons, provide an easy 900-mile range. The commodious baggage compartment (with outside door) will permit installation of auxiliary tanks if desired.

During the few weeks prior to approved type certification the Company has accepted several orders and now plans the production of 100 units during the first year with an anticipated production rate of two per week by September.

While Camair is a rank newcomer into the airplane fabrication field let there be no doubt about their intentions to become a major aviation enterprise. In addition to a large IRAN contract on Army Cessna L-19's under which they are turning out one a day and will continue to through next October, Camair has completed an executive Martin B-26 with everything on it including the kitchen sink, and a specially engineered Cessna 195 with the Lycoming 300-hp. engine. In recent months they have added a complete radio and instrument shop and enlarged their engineering department.



Antenna installations on the Camair 480 are explained by Works Manager Bill Schmidt (second from right) to Lear radiomen. New glass fiber nose section covers sensing antenna.
—(FLIGHT MAGAZINE Photo by W. D. Murdy.)