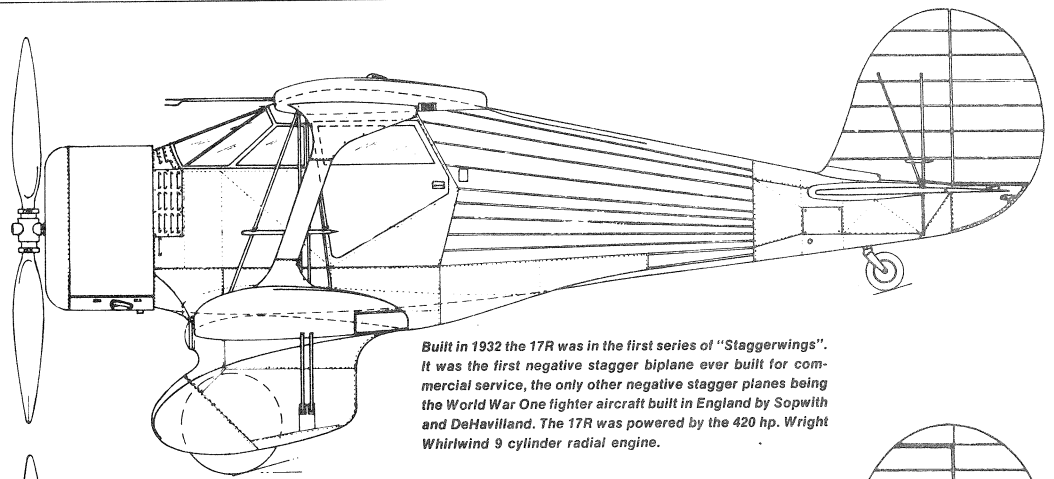
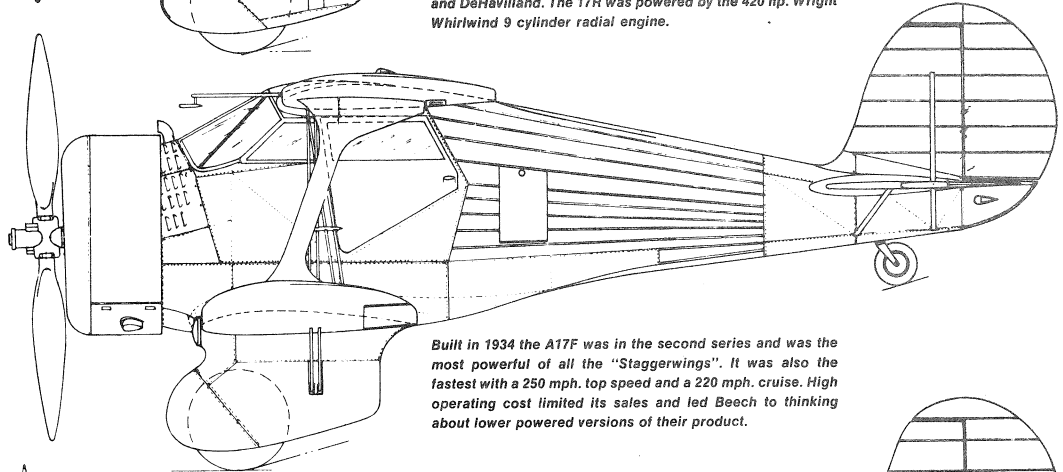


17R



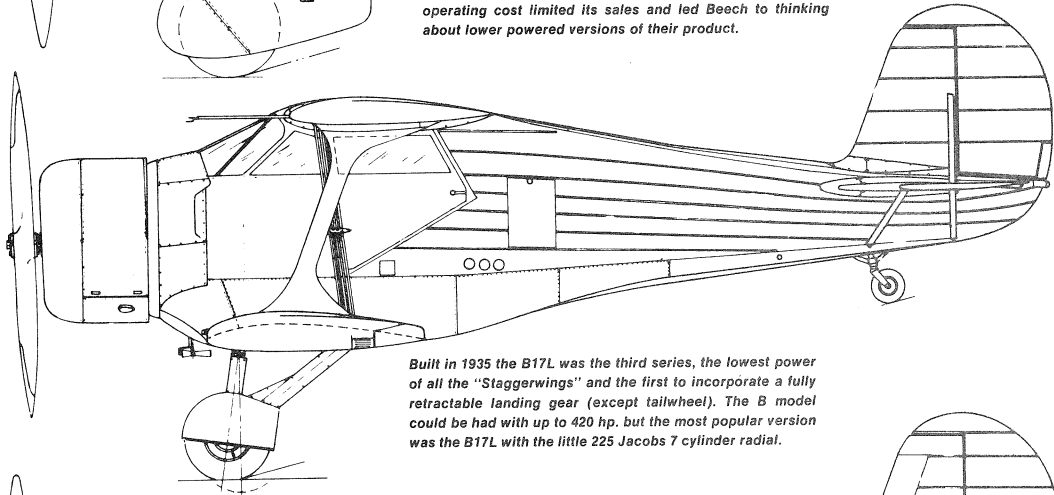
Built in 1932 the 17R was in the first series of "Staggerwings". It was the first negative stagger biplane ever built for commercial service, the only other negative stagger planes being the World War One fighter aircraft built in England by Sopwith and DeHavilland. The 17R was powered by the 420 hp. Wright Whirlwind 9 cylinder radial engine.

A17F



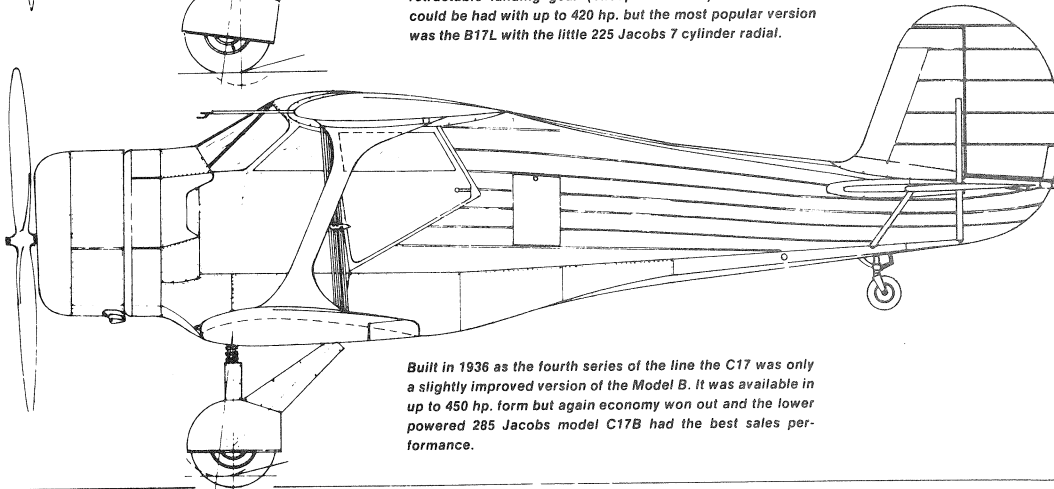
Built in 1934 the A17F was in the second series and was the most powerful of all the "Staggerwings". It was also the fastest with a 250 mph. top speed and a 220 mph. cruise. High operating cost limited its sales and led Beech to thinking about lower powered versions of their product.

B17L



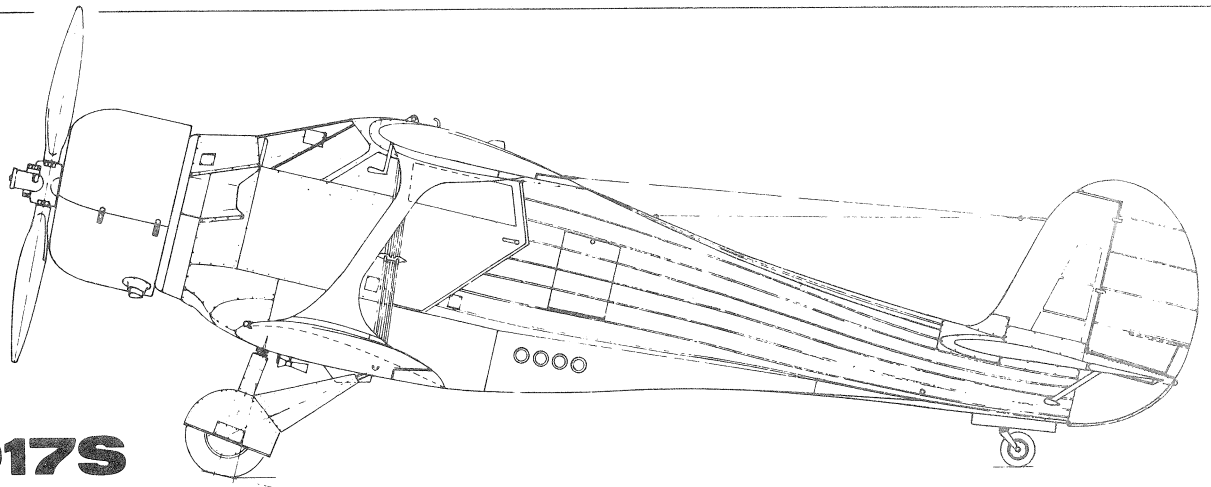
Built in 1935 the B17L was the third series, the lowest power of all the "Staggerwings" and the first to incorporate a fully retractable landing gear (except tailwheel). The B model could be had with up to 420 hp. but the most popular version was the B17L with the little 225 Jacobs 7 cylinder radial.

C17B



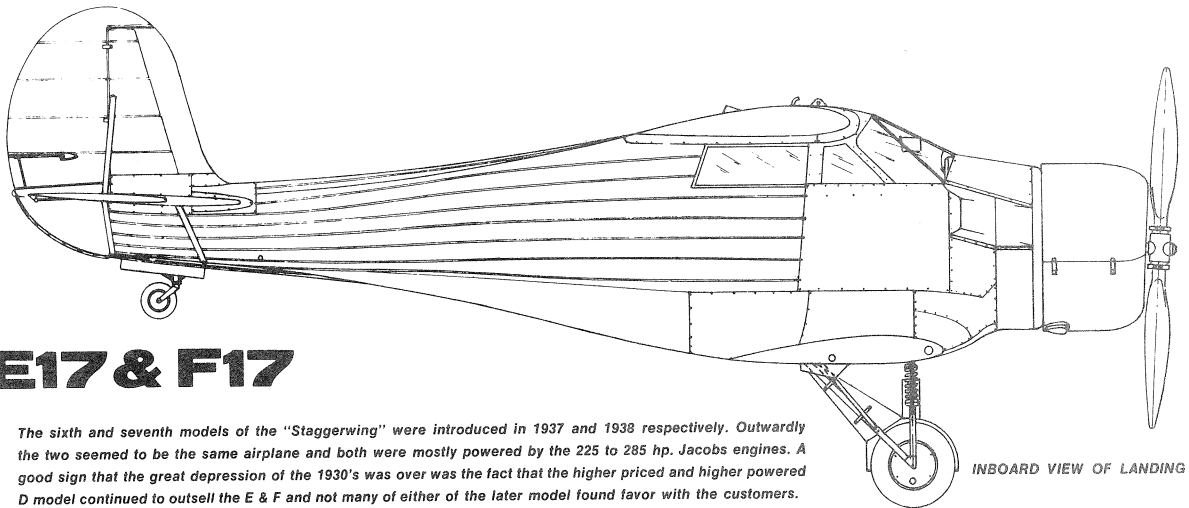
Built in 1936 as the fourth series of the line the C17 was only a slightly improved version of the Model B. It was available in up to 450 hp. form but again economy won out and the lower powered 285 Jacobs model C17B had the best sales performance.

Continued



D17S

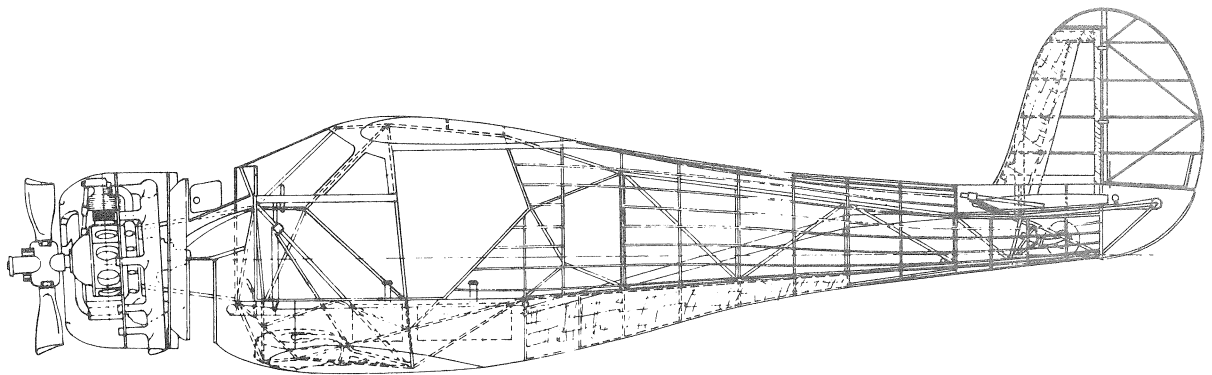
The fifth model of the "Staggerwing", the D model was also the one built in the most quantity. It was purchased by the Army, Navy, and Marine Corps and also sent Lend-Lease to Great Britain. Most D models were powered by 450 hp. Pratt & Whitney R985 engines but a few were powered by Wright Whirlwinds of 350 or 450 hp.



E17 & F17

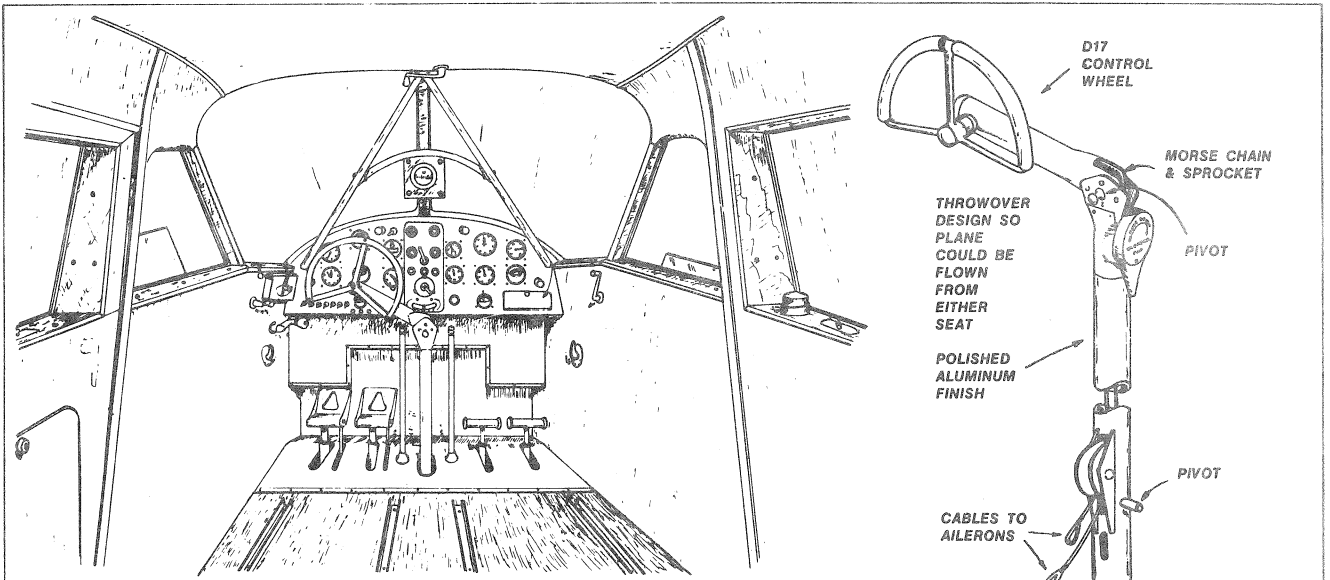
The sixth and seventh models of the "Staggerwing" were introduced in 1937 and 1938 respectively. Outwardly the two seemed to be the same airplane and both were mostly powered by the 225 to 285 hp. Jacobs engines. A good sign that the great depression of the 1930's was over was the fact that the higher priced and higher powered D model continued to outsell the E & F and not many of either of the later model found favor with the customers.

INBOARD VIEW OF LANDING GEAR

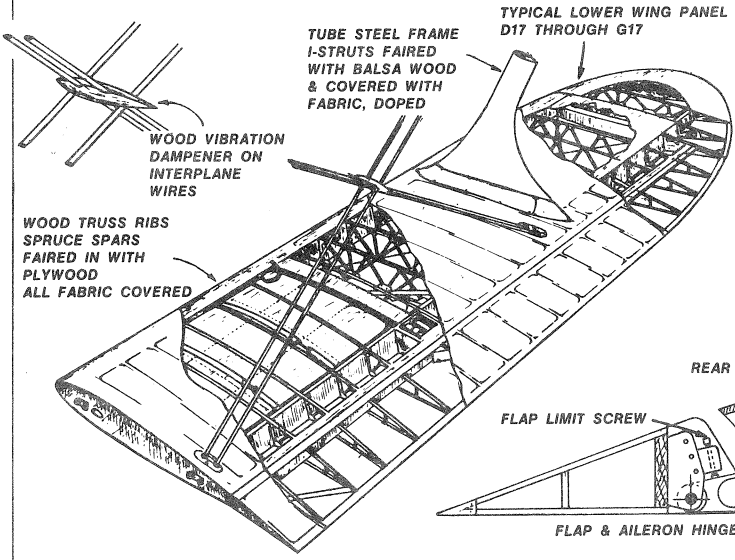


TYPICAL BEECH MODEL 17 FUSELAGE FRAMEWORK

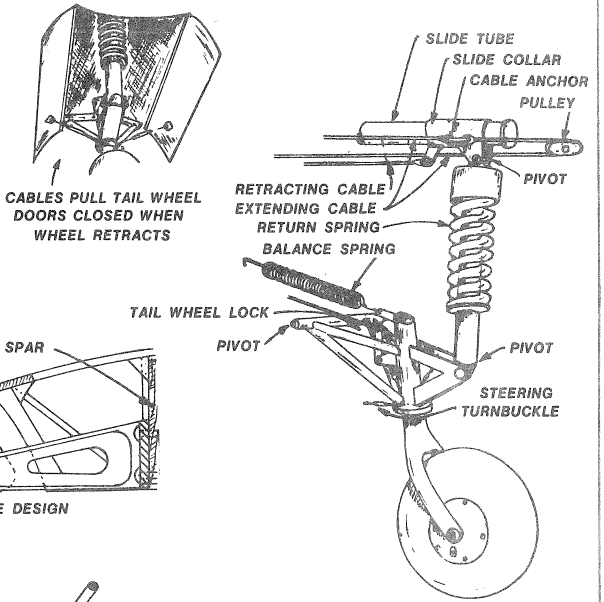
The basic fuselage framework of all Beech Model 17s was of seamless steel tubing. Plywood formers were fitted to the steel frame and spruce wood stringers were laid across the formers to produce the familiar "Staggerwing" curveliner "cokebottle" fuselage shape. Plywood was used extensively in the fairing of the structure under the fabric. (Note the long fairing leading aft along the fuselage from the bottom wing). Plywood was even used as part of the basic structure on most models (vertical fin and horizontal stabilizers). Wherever fairing panels were exposed to the weather they were always sheet metal. Note that the fuselage of nearly all models shown in these drawings are sheet metal covered from the cabin door forward. Note that all 17 models have a sheet metal tail cone with the exception of B17 and C17. This view shows the retractable tailwheel in the retracted position. All models prior to the C17 did not have retracting tailwheels.



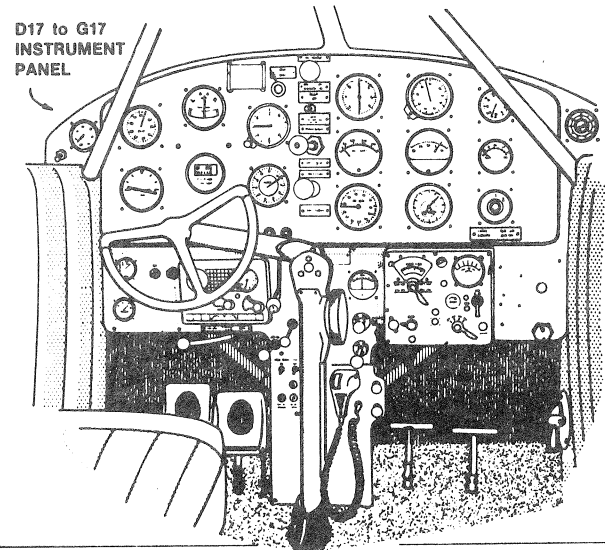
TYPICAL B17 THROUGH C17 INTERIOR & INSTRUMENT PANEL



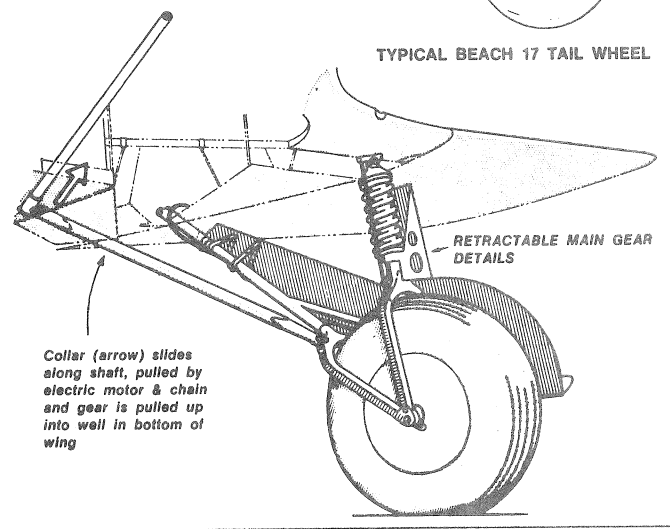
TYPICAL LOWER WING PANEL
D17 THROUGH G17



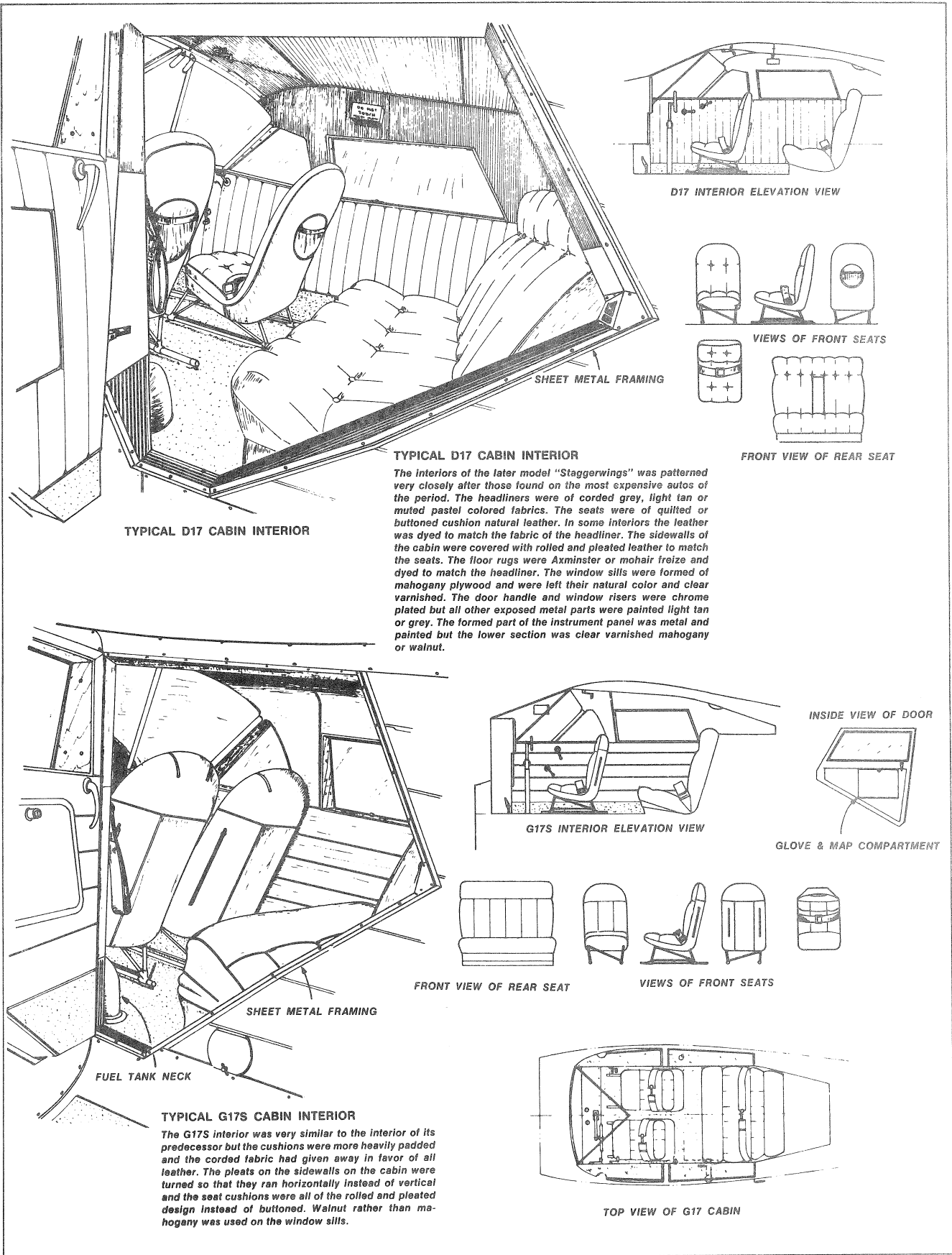
TYPICAL BEACH 17 TAIL WHEEL



D17 to G17
INSTRUMENT
PANEL



Collar (arrow) slides
along shaft, pulled by
electric motor & chain
and gear is pulled up
into well in bottom of
wing



TYPICAL D17 CABIN INTERIOR

TYPICAL D17 CABIN INTERIOR

The interiors of the later model "Staggerwings" was patterned very closely after those found on the most expensive autos of the period. The headliners were of corded grey, light tan or muted pastel colored fabrics. The seats were of quilted or buttoned cushion natural leather. In some interiors the leather was dyed to match the fabric of the headliner. The sidewalls of the cabin were covered with rolled and pleated leather to match the seats. The floor rugs were Axminster or mohair freize and dyed to match the headliner. The window sills were formed of mahogany plywood and were left their natural color and clear varnished. The door handle and window risers were chrome plated but all other exposed metal parts were painted light tan or grey. The formed part of the instrument panel was metal and painted but the lower section was clear varnished mahogany or walnut.

TYPICAL G17S CABIN INTERIOR

The G17S interior was very similar to the interior of its predecessor but the cushions were more heavily padded and the corded fabric had given away in favor of all leather. The pleats on the sidewalls on the cabin were turned so that they ran horizontally instead of vertical and the seat cushions were all of the rolled and pleated design instead of buttoned. Walnut rather than mahogany was used on the window sills.