

COLORING NOTES

"ARROWBILE" No. 1 - X 262Y - ORIGINALLY ALL SILVER (PROTO.) AS NR 262Y - DARK GRAY & WHITE

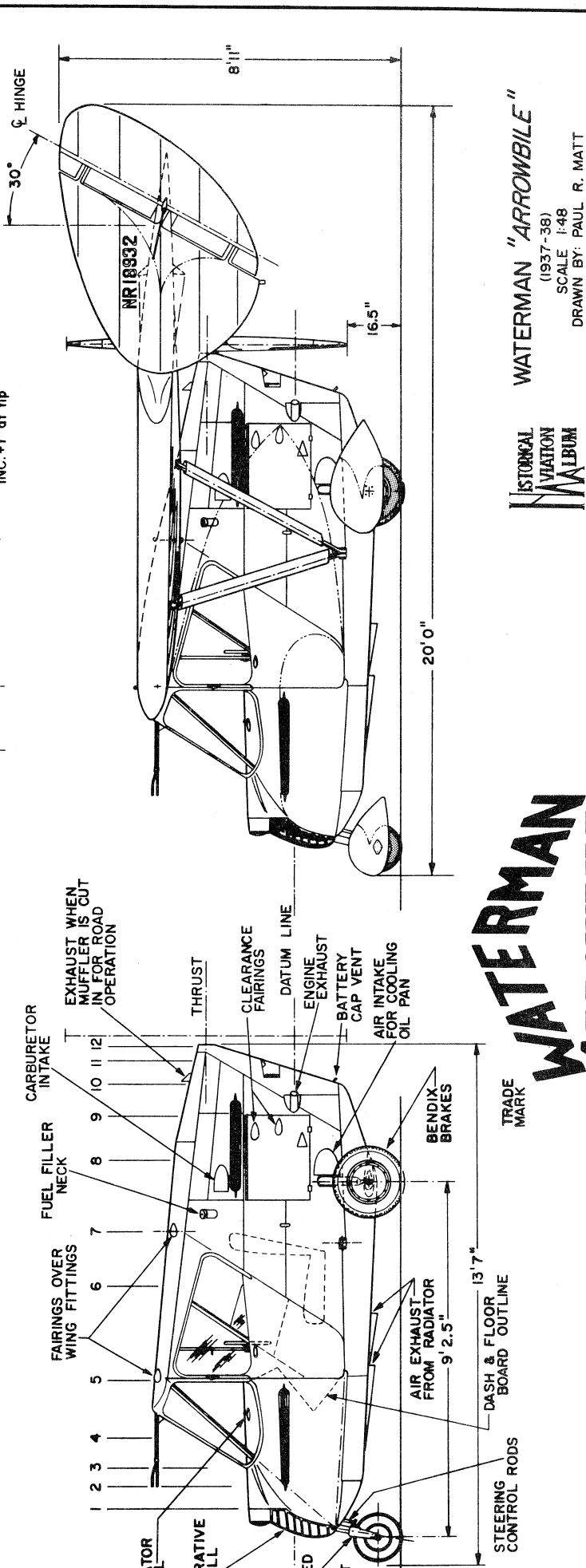
No. 2 - NR 16332 - DARK BUICK - BLUE & WHITE

No. 3 - NR 16932 - RED & WHITE

No. 4 - NR 18933 - } ASSIGNED, MACHINES NOT COMPLETED TO POINT WHERE APPLICATION WAS USED.

No. 5 - NR 18934 - }

"AEROBILE" No. 6 - N54P - DARK BLUE & WHITE (LATE POST WAR II DEVELOPMENT)



WATERMAN
ARROWBILE

HISTORICAL AVIATION MUSEUM

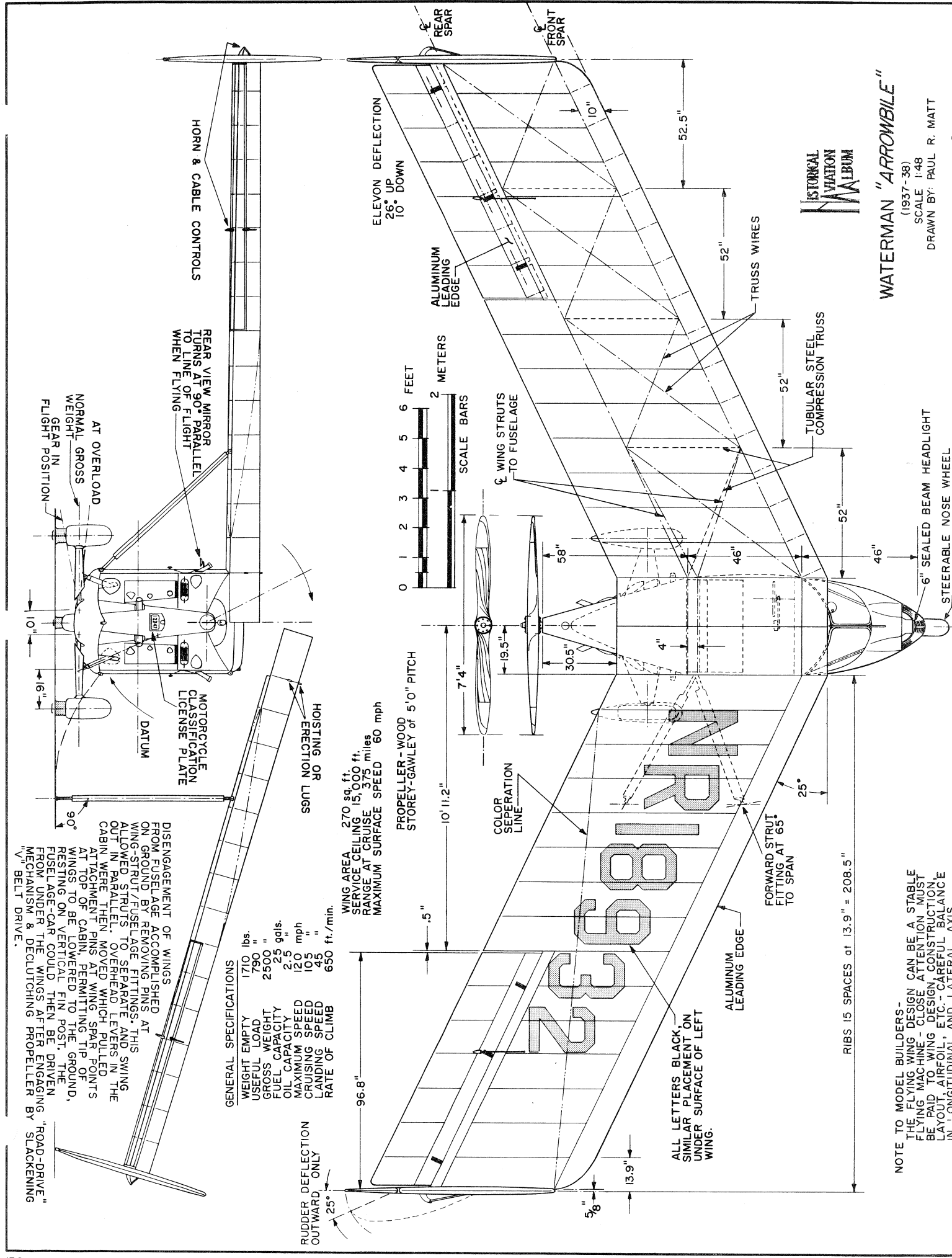
WATERMAN "ARROWBILE"

(1937-38)
SCALE 1:48

DRAWN BY: PAUL R. MATT

PLATE 2

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GENERAL SPECIFICATIONS

WEIGHT EMPTY	1710 lbs.
USEFUL LOAD	790 "
GROSS WEIGHT	2500 "
FUEL CAPACITY	25 gals.
OIL CAPACITY	2.5 "
MAXIMUM SPEED	120 mph
CRUISING SPEED	105 "
LANDING SPEED	45 "
RATE OF CLIMB	650 ft./min.

WING AREA 270 sq. ft.
 SERVICE CEILING 15,000 ft.
 RANGE AT CRUISE 375 miles
 MAXIMUM SURFACE SPEED 60 mph

PROPELLER - WOOD
 STOREY-GAWLEY of 5'0" PITCH

DISENAGEMENT OF WINGS FROM FUSELAGE ACCOMPLISHED ON GROUND BY REMOVING PINS AT WING-STRUT/FUSELAGE FITTINGS. THIS ALLOWED STRUTS TO SEPARATE AND SWING OUT IN PARALLEL. OVERHEAD LEVERS IN THE CABIN WERE THEN MOVED WHICH PULLED ATTACHMENT PINS AT WING SPAR POINTS AT TOP OF CABIN, PERMITTING TIP OF WINGS TO BE LOWERED TO THE GROUND, RESTING ON VERTICAL FIN POST. THE FUSELAGE-CAR COULD THEN BE DRIVEN FROM UNDER THE WINGS AFTER ENGAGING BY "ROAD-DRIVE" MECHANISM & DECLUTCHING PROPELLER BY "SLACKENING" V BELT DRIVE.

REAR VIEW MIRROR TURNS AT 90° PARALLEL TO LINE OF FLIGHT WHEN FLYING

AT OVERLOAD NORMAL GROSS WEIGHT GEAR IN FLIGHT POSITION

MOTORCYCLE CLASSIFICATION LICENSE PLATE

DATUM

HOISTING OR ERECTION LUGS

RUDDER DEFLECTION OUTWARD ONLY 25°

96.8"

5"

13.9"

5/8"

ALL LETTERS BLACK, SIMILAR PLACEMENT ON UNDER SURFACE OF LEFT WING.

FORWARD STRUT FITTING AT 65° TO SPAN

RIBS 15 SPACES at 13.9" = 208.5"

NOTE TO MODEL BUILDERS - THE FLYING WING DESIGN CAN BE A STABLE FLYING MACHINE - CLOSE ATTENTION MUST BE PAID TO WING DESIGN, CONSTRUCTION LAYOUT, AIRFOIL, ETC. CAREFUL BALANCE IN LONGITUDINAL AND LATERAL AXIS



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PLATE 1

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