



WACO

Airplanes for 1932

1932

MODELS



Pronounced WAH'CO



Dedicated to the advancement of
private flying --- and consistently
leading in that achievement ~



THE WACO AIRCRAFT COMPANY
TROY, OHIO, U. S. A.



WACO LEADS IN AIRCRAFT REGISTRATIONS



For the first time in a medium-priced airplane, capacious luggage compartments give ample facilities for stowing away all the personal effects one could wish to take along.



THE WACO "MODEL A"

... AN IDEAL AIRPLANE FOR THE PRIVATE FLYER
WHO WANTS TO "GO PLACES AND DO THINGS!"

★ **T**HE "Model A" is a two-place airplane, with side-by-side seating, designed primarily to meet the desires of the private owner. It is the latest addition to the WACO line and is in many respects a distinctive creation.

WACO open-cockpit models in the past have always been three-place ships. The double

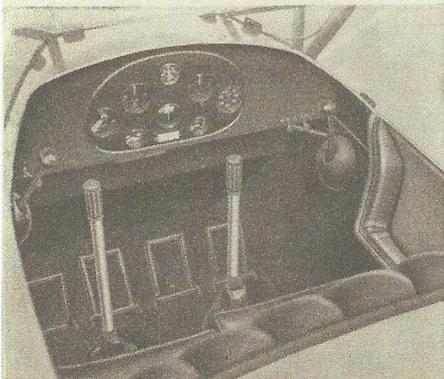
cockpit arrangement is preferable for commercial flying, but is not so desirable for the private owner, who wants sociability and companionship on his flights. With increasing private ownership of aircraft, we have noted a distinct demand for a type of airplane with characteristics and features here offered for the first time.

Design Features

The outstanding features of the



The cockpit is roomy, well shielded, and offers exceptional visibility. Cushions are deep, restful and form-fitting. Note the compact and complete instrument panel. Dual controls are standard equipment. Doors are provided on *both* sides of the cockpit.





The Model A is offered in a choice of power plants ranging from 100 h.p. to 210 h.p.

WACO Model A, in addition to the sociable seating arrangement, are: the capacious luggage provision for week-end trips; the demountable "winter-top" enclosure; exceptional stability and ease of flying; and extraordinary safety features, particularly in quick take-off and short landings.

The cockpit is snugly shielded, softly cushioned and amply proportioned for ease and comfort on long trips. Wide, low doors permit entry and exit from either side. Dual controls are furnished, which, with the side-by-side seating, make it an ideal ship for flight instruction. The unique system of brake controls first introduced on the WACO Model F is carried over into the Model A: the brakes are independently operated, in conjunction with the rudder, off the *same* foot pedals; the auxiliary hand control, operated by combination

linkage with the throttle lever, enables both brakes to be locked while the engine is being warmed up. Heywood starter is standard equipment. The instrument board is compact—and *complete*.

Luggage Provisions

The A. T. C. loading provides for 100 lbs. of baggage in the front compartment. Access is had by a large door on the side and the space will accommodate a half-dozen pieces of luggage such as illustrated in the photograph on the preceding page. In addition, there is a long compartment in the turtle-deck back of the seats, where such unwieldy personal effects as golf bags, guns and fishing tackle may be stowed.

The "winter top" is offered as special equipment and may be installed or removed in thirty minutes. It provides a beautifully streamlined, snug enclosure, with



Corresponding price range from \$3585 to \$5065. Demountable top \$195 extra.

no sacrifice of visibility and an actual increase in top speed, at the same time affording comfort equal to that of any cabin airplane on the market today. The cockpit can be equipped with cabin-type heater if desired.

WACO Performance!

The Model A is every inch a WACO—in refinement of detail, in sincerity of craftsmanship, and in satisfaction of performance. It is a pride to own and a joy to use. It is so easy to fly that most anyone can take over the controls after a minimum of practice. It is so beautifully balanced that it will hold to a straight course, “hands off”, almost indefinitely. It is practically stall-proof, requiring considerable physical effort to hold it in a spin. Yet it is so nimbly responsive to the controls that the most sophisticated pilot can satisfy his urge for thrills,

if and when he feels so minded.

To a marked degree the Model A emphasizes the distinguishing trait of all WACOs,—the uncanny ability to get into, and out of, “impossible” landing places. No other performance or design feature is of such importance as a safety factor in practical operation. For it is undeniably comforting, in flying over unfamiliar or broken country, to feel that one can, if need be, set down in a clearing only an acre or two in size. The claim stands unchallenged that a WACO can land or take-off in less space than any other airplane. It has been *proved*, time and again!

See the new WACO Model A. Inspect its beautiful lines. Check its refinement of finish, its meticulous craftsmanship. Have a flight demonstration.

You will have fresh proof of the reasons for WACO leadership.

THE WACO CABIN "MODEL C"

... AN ENCLOSED SHIP WITH PERFORMANCE CHARACTERISTICS AND DESIGN FEATURES OFFERING UNEQUALLED PRACTICAL UTILITY

★ WACO has never been content to build "just another" airplane. Every WACO has had distinguishing characteristics that have set it apart and earned its popular favor.

When this cabin WACO was first announced last year, therefore, it became something of a sensation. For there was built into it the same sparkling performance, ease of control, and unique ability to get into and out of small fields that have always

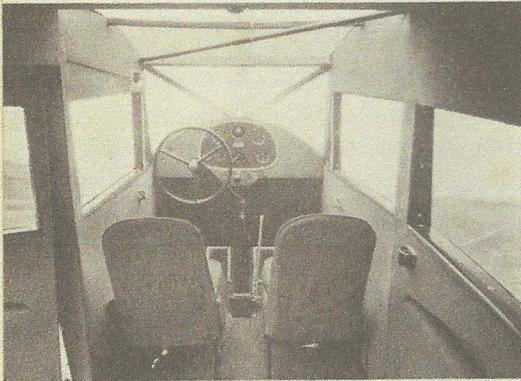
characterized WACO open-cockpit airplanes, but that no cabin design had ever before even remotely approached. It retained, also, the economies of weight and of size inherent in biplane construction, yet had less "blind" area than any other cabin biplane has ever permitted. It had a range of performance, a degree of comfort and refinement of detail such as one would expect only in much more costly aircraft.

Ask any of its owners whether they agree with all this!

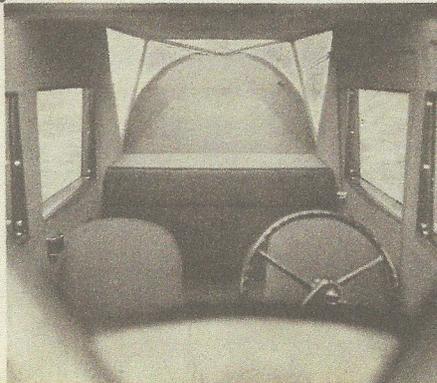
For we believe that no airplane ever put into production has induced quite such keen satisfaction of ownership as has the WACO cabin "Model C".

New Refinements

The cabin WACO for 1932 is essentially the same as last year's design, differing only in minor details. The fuselage struc-



The wheel control is on a jointed column permitting the ship to be flown from either front seat. Note the adjustable seats and the compact instrument board. These interior views give some conception of the remarkably unobstructed angles of vision that have been provided.





This 4-place cabin biplane, like every WACO, "asks no favors of a landing field."



ture has been altered somewhat to give it still more graceful lines. Weight and wind resistance have been reduced, notably by the substitution of rigid struts for the interplane wiring. The interior fittings and details of finish have been refined. But in all essential respects it is the *same* airplane, with no changes that might jeopardize its highly satisfactory performance.

Perhaps the most striking and distinctive innovation of the cabin WACO is the arrangement of windows to provide practically unobstructed vision in all directions . . . above . . . to the front and sides . . . even to the rear-quarters and tail. The "see-ability" is remarkable, for a cabin airplane,—and a biplane, at that!

Another pleasing feature is its roomy comfort. The wide, high door gives easy entrance to the spacious cabin, which has plenty of elbow room for four stout people and length enough

to allow a six-footer to stretch out relaxed on a long journey. And the luggage space, likewise, generously allows for the needs of a foursome setting out on either business or pleasure.

The control wheel is on a jointed column, so that the ship can be flown from either the right or the left front seat. Rudder pedals are dual, of course, for the same reason. And the usual WACO system of brake controls is provided . . . both wheels can be locked, or the brakes can be operated independently, in conjunction with the rudder, off the same rudder pedals.

You will find that this is no ordinary airplane by *any* standard of measurement. Consider the performance. Inspect the workmanship. Check the completeness of equipment. You will appreciate the solid value that it offers. You will understand why ownership of the cabin WACO has been so uniformly gratifying.



THE FAMOUS "

... A GENERAL-UT
A DISTINGUISHED P

The "TOURIST" Model F-2

★ A fitting big brother to the Model F . . . with super performance, power and range . . . this model has commanded instant approval and acceptance since it was first announced last year.

Powered by the Continental (R670) 210 h.p. engine, its performance has sold observers everywhere on the utility of flaps or other mechanical "safety" devices. It takes off almost instantly with full load, and lands safely and slowly after a run of only a few feet. Expert pilots have demonstrated that they can take-off and land this amazing ship in less than 100 ft! The average flier would not care to try that, but it is comforting assurance to know that it *can* be done if the need arises.

Carrying two passengers in addition to the pilot, it also provides for an adequate amount of baggage for three and handles its load with astounding ease.

As a thoroughly practical means of fast and dependable transportation, the "Tourist" (Model F-2) is without an equal anywhere.

★ THE Model F needs no introduction to those who visit frequently the airports of the United States, for it is one of the most popular designs ever developed by WACO engineers.

Its remarkable performance continues unequalled and it has attained outstanding leadership in its field.

The Model F is a three-place ship, ideal in every particular for general operation. It has ample room for two pay-passengers in the front cockpit, when revenue is desired. It is nevertheless a marvelously satisfactory trainer, when student instruction becomes the source of revenue. Its ease of handling and extremely low operating and service cost make it a



Illustrating a take-off in 7 seconds with a Warner-powered WACO Model F equipped with Edo floats. Such exceptional performance is typical of WACO on water as well as on land. Seaplane details on request



MODEL F'' WACO

UTILITY AIRPLANE WITH
PERFORMANCE RECORD



valuable and profitable item of equipment in commercial flying operations. Students and casual passengers invariably tend to favor the WACO "F" wherever it is in service.

Analysis of operating records during the two years this model has been on the market . . . in all parts of the country and in all types of service . . . shows that *the average cost per mile of operation is actually less than the average cost per mile of even a medium-priced automobile.*

That is why private owners of WACO airplanes have of recent years come to greatly outnumber the commercial and semi-commercial owners. That is why even the Model F,—ideal ship that it is for

The Model F is offered with Kinner (K-5 and B-5) and Warner Scarab engines. The Model F-2 WACO is available also with the Jacobs and Continental R-670 motors. Price range is from \$3630 to \$5025 flyaway.



aerial taxi or student training operation,—nevertheless has been bought in greater numbers by *private* pilots for their personal use. They have found that they can save time and fatigue, and add to their range of activities, by substituting a "joy stick" for a steering wheel.

This would not be true, of course, except for these contributory factors which are unique in WACO ownership: the extraordinary ease of handling, which speedily makes a competent and confident pilot of any normal person; the uncanny ability to get into, and out of, "impossible" landing places, which is the most notable characteristic of all WACOs; the sturdy dependability and uncompromising craftsmanship which is a WACO heritage; the nation-wide network of WACO service facilities, which is essential to make air travel a *practical* means of transportation.

Such things, we repeat, do not show up in printed specifications or in ordinary price comparisons. But they are prime factors in *Value*—in enduring satisfaction of ownership.

★ PERFORMANCE AND PRICES ★

The models listed below have the range of performance shown, based upon the range of power plant installations offered. Streamlining and metal propellers were ^{not} used in the performance

tests. Specific performance figures for any particular model, with any particular power plant, with standard equipment or with "de luxe" equipment, will be furnished upon request.

MODEL	H. P. Range	Top Speed	Cruising Speed	Landing Speed
"A"	100-210	101-132	86-116	40-42
"F"	100-125	100-112	85- 96	40
"F-2"	160-210	119-132	101-116	42
Cabin	165-210	121-133	106-117	49

Prices with standard equipment

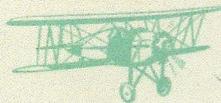
MODEL "A"

✓ Kinner K-5	100 h.p.	\$3,585
✓ Kinner B-5	125 h.p.	4,095
✓ Warner Scarab	110 h.p.	4,195
✓ Jacobs LA-1	170 h.p.	4,285
✓ Kinner R-5	160 h.p.	4,435
✓ Continental R-670	210 h.p.	4,895
✓ Wright J-6 5-cyl.	165 h.p.	5,065



MODEL "F"

✓ Kinner K-5	100 h.p.	\$3,630
✓ Kinner B-5	125 h.p.	4,110
✓ Warner Scarab	110 h.p.	4,210



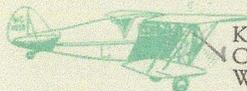
MODEL "F-2"

✓ Jacobs LA-1	170 h.p.	\$4,415
✓ Kinner R-5	160 h.p.	4,560
✓ Continental R-670	210 h.p.	5,025



MODEL "C"

✓ Kinner C-5	210 h.p.	\$5,885
✓ Continental R-670	210 h.p.	5,985
✓ Wright J-6 5-cyl.	165 h.p.	6,170



★ REGARDING WACO PRICES . . .

★ IN MAKING price comparisons, as you no doubt will before final selection, may we direct your attention to several considerations that might escape your observation: (1) WACO list prices include the standard equipment specified and are quoted for the airplane complete, flyaway, WACO field, Troy, Ohio (2) Performance figures are guaranteed and every airplane flight-tested before delivery (3) Dept. of Commerce A.T.C.

and license numbers are assigned at the factory and designation numbers painted on the airplane without charge (4) Any desired flying instruction is given by WACO distributors to purchasers of new airplanes (5) Time payments to suit your convenience can commonly be arranged (6) More than 200 competent and friendly WACO dealers are at your service . . . wherever you may go . . . and you buy an airplane to go places!

STANDARD EQUIPMENT

★ ALL MODELS—Heywood Air Starter; tachometer, altimeter, compass, oil-pressure and oil-temperature gauges; navigation lights; brakes, with dual brake control; dual stick controls; tail wheel; carrying compartment for luggage, hats, tools, etc.; tie-down ropes; first aid kit and log book; motor covers and complete tools for all models and cockpit covers on all open models.

MODEL "A" ONLY—Extra large baggage compartment, 100 lbs. rated capacity (in front) and separate compartment (back of pilot's seat) large enough for two sets of golf sticks, guns, fishing tackle, etc.; Sesame locks on both front and rear luggage compartments.

MODEL "F-2" ONLY—Extra luggage compartment for 85 lbs. of baggage, in addition to tool compartment in front seat; Sesame locks on luggage and hat compartments (also on Model "F" hat compartment).

Painted ring cowl standard with Continental and Jacobs engines.

CABIN MODEL "C" ONLY—Air-speed indicator; throw-over wheel control, with dual rudder pedals and dual brake controls; dome light, ash trays and door locks.

DE LUXE EQUIPMENT

★ Special Combination Offer \$1000

Wheel Pants.....	\$125
Metal Propeller.....	\$175 to 250*
Wing Root Fairing.....	100
Landing Lights (built in wings)....	175
Special Upholstery selections.....	50†
Any color paint combination.....	150
Flares (bank of 5-elect disch'g)....	125
Bank-and-Turn Indicator.....	110
Climb Indicator.....	110
Clock (15 Jewel Pioneer No. 544)....	50

\$1,245

* Represents differential charge between wood propeller furnished as standard and a metal propeller installation; price varies according to power plant.

† Upholstery selection applies to cabin models only. Air-speed indicator is offered in place of this item on open models.

The above list of special equipment represents the items in most common demand for custom-finished WACOs. Any item may be purchased separately at the price shown, or, as a combination offer, the entire De Luxe selection may be ordered at these special prices:

With Cabin model C (any power plant).....\$1,000

With Open models A, F and F-2:
(Kinner K-5 or Warner)..... 925
(Kinner B-5, R-5 or Jacobs).... 975
(Kinner C-5, Continental or Wright J-6 5 cyl.)..... 1,000

★ Other Special Equipment

Model A—Winter Enclosure..... \$ 195
Model C—Ambulance Equipment 285

And in the matter of Operating Costs . . .

★ MANY people have the mistaken notion that the ownership of an airplane involves prohibitive operating expenses.

The fact of the matter is that cost per mile of WACO transportation compares favorably with the operating expenses of a high-grade automobile. Space does not permit substantiating details, but your local WACO distributor will be glad to sit down with you and

give you some interesting figures. Suffice it to say that average costs, from owner's records, as low as 6¢ per mile are not unusual. Two men recently covered over 5,000 miles on a business trip in a WACO cabin for less than 3¢ per passenger-mile, including fuel, maintenance and over-night storage.

WACO ownership is luxurious . . . but it is not necessarily a luxury.

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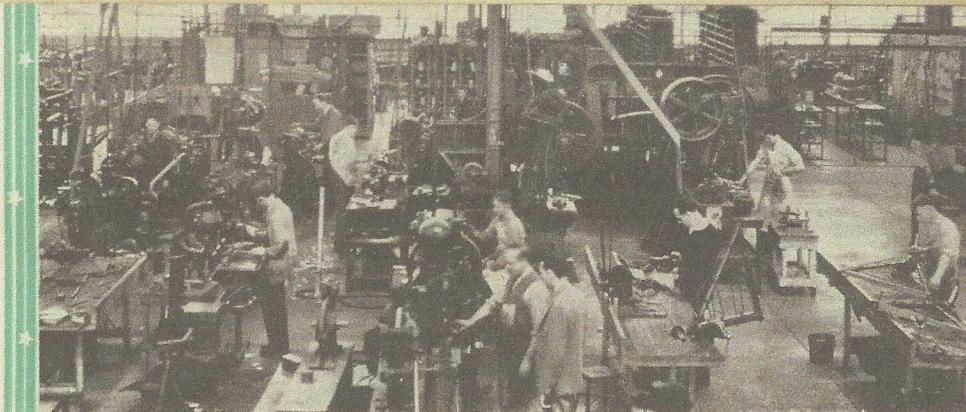
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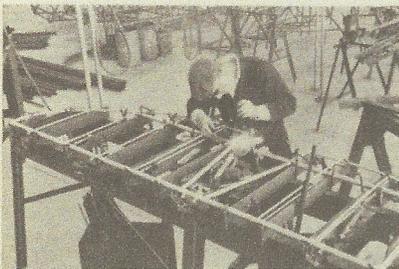
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The Machine Shop has every modern facility for precision work on metal parts and for the making of accurate tools, dies and fixtures. Every WACO airplane in course of fabrication is submitted to hundreds of minute inspections.



WACO tail surfaces, as well as fuselages, are assembled over rigid metal jigs, thus insuring perfect interchangeability of replacement in event of accidental damage.

All WACO airplanes are manufactured under Approved Type Certificates issued by the U. S. Dept. of Commerce and when exported are accompanied by Dept. of Commerce certificate of air-worthiness. United States or Canadian license can be issued at the factory if desired and designating numbers and letters painted on each airplane, prior to shipment, without charge.



The Dope Room is spacious, well lighted and well ventilated, and has fire-wall protection. The entire factory is efficiently planned and equipped for a daily production capacity of five airplanes . . . precise in workmanship, reliable in performance, outstanding in value.

WACO...AN INSTITUTION

★ THE story of the growth of WACO is one of the romances of American Industry.

In 1921, in Lorain, Ohio, when three young men of that city conceived the idea of manufacturing a strictly commercial airplane, it is conceivable that even with all the enthusiasm of youth and the dreams and ideals of their business venture, their vision of their first ten years was later dwarfed by the actual accomplishment.

That these young men were all practical and all poor, all forced to earn their own living, may and probably did have much to do with the success of the company they founded.

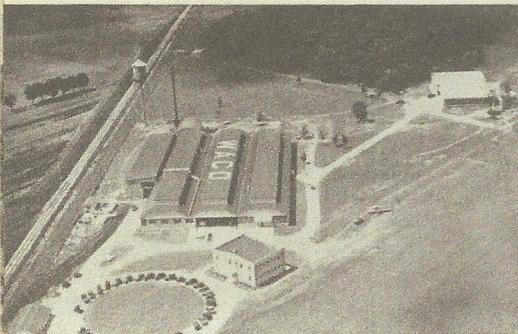
Beyond The Purchase . . . Service

From the beginning, it was the policy to build the best possible commercial airplane and to sell it at the lowest reasonable figure. From the beginning, however, there was a keen appreciation of some need beyond the manufacture and sale: need for an organization properly equipped, properly

trained and properly recompensed to sell the airplanes, care for them, look out for the owners' needs and, in general, provide that intangible thing called "Service"—a need as important as the product itself. Through the ten years of its existence, the WACO Aircraft Company has never deviated from these original policies and requirements and doubtless they are largely responsible for WACO success.

Today WACO offers to the prospective purchaser of an airplane an organization that is unparalleled in the industry. More than sixty direct distributors hold franchises for the sale and service of WACOs and for the handling of WACO parts. Closely associated with this distributing organization, about two hundred dealers represent WACO at home and abroad. These dealers and distributors comprise the best independent organization in the world for the distribution of aircraft products. Every man holds his contract without coercion, and each man holds it as an expression of his belief in the institution and his pride in representing it.

Every dealer and distributor is adequately recompensed by a sound sales policy that is not subject to the fluctuations of finance, fright, depression or other items tending to drive the less secure manufacturer temporarily at least



★
Air view of the WACO factory, field and hangars at Troy, Ohio . . . one of the most modern, complete and efficient aircraft plants in America today.

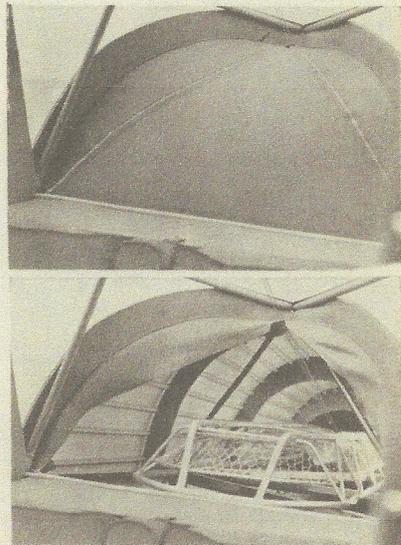
WACO Service is a tangible and active factor in the satisfaction of WACO ownership, with a nation-wide network of field representation available.



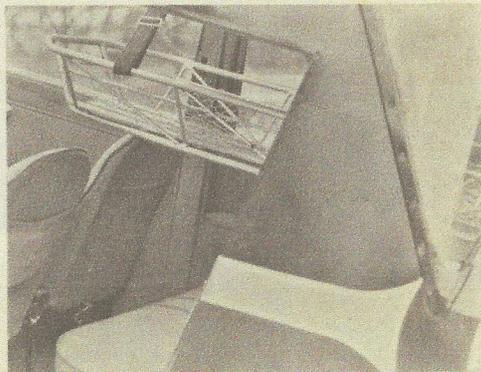
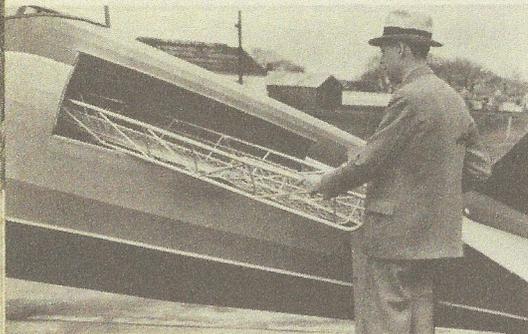


THE WACO AMBULANCE AIRPLANE

★ A CABIN WACO equipped for ready conversion into an ambulance airplane has been recently developed. Physicians and airport operators have experienced the need of such equipment for transportation by air, in emergency cases when miles and minutes become a matter of life and death. This WACO ambulance airplane is adapted from a standard cabin Model C, without sacrifice of any of its normal utility. The installation must be specified at time of order. Photographs are self-explanatory.



The ambulance equipment as illustrated can be built into the standard cabin WACO Model C at \$285 additional.





"Ask Any Pilot!"

