

Fully aerobatic baby biplane is world famous. It is powered by 90-hp Continental and has a wing spread of 19 feet. Sweepback in upper wing reminiscent of Great Lakes, the Seahawk!

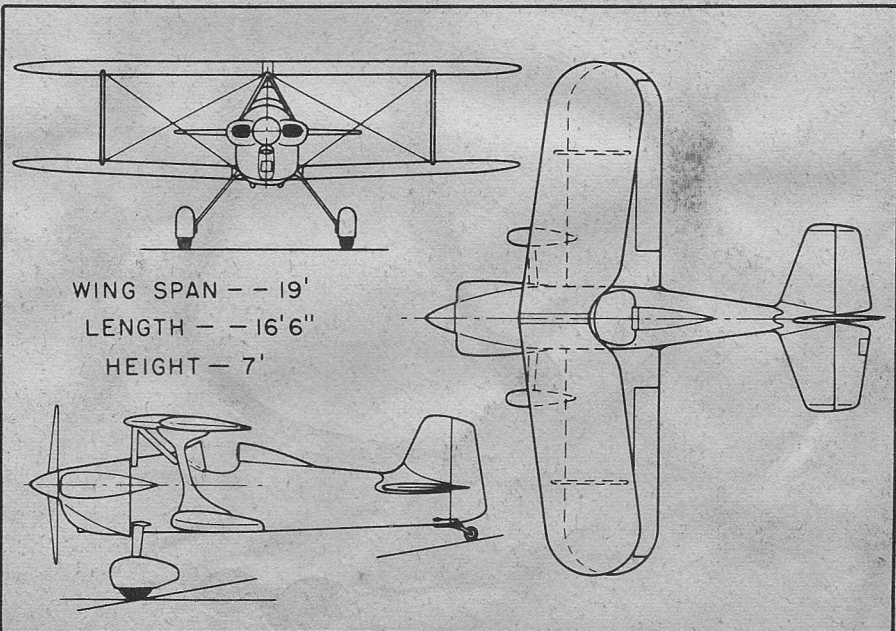
# home built parade



## LITTLE TOOT

*Long time modeler builds himself the perfect dream ship. Maneuverable, safe.*

Trophies include Mechanix Illustrated for top achievement. George MAN reader for 30 years.

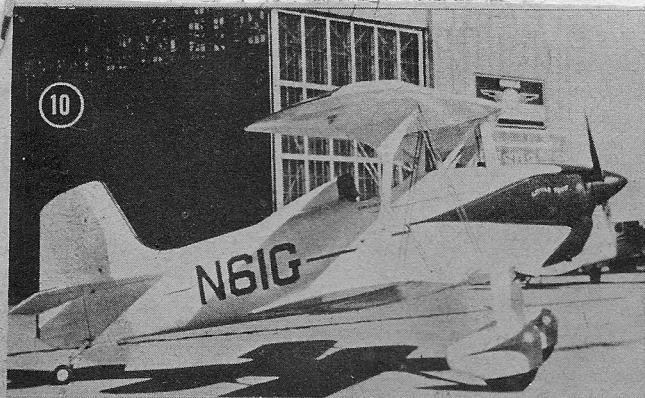




N12G. Airplane mechanic Ab Walker, 47, Willits, Cal., called on all his "know-how" when building his modified "Little Toot." Though some standard components were used, required 3 years and \$4,000. The 150-hp Lycoming engine provides fine performance. Top speed, 145-mph; cruises at 135; lands at 60. Engine on special swing-out mount for maintenance ease. The gear is from a Super Cruiser, homemade pants sporting rear fins cover wheels. Tail surfaces from a Luscombe. Empty weight, 903; single-seater grosses 1,212-lbs. Wing tanks hold 20 gallons for two hour range of over 250 miles; 100 hours logged at Fly-In time.



(10 & 11): AIR PROGRESS  
 "COVER" PLANE. "Little Toot" is name George Meyer of Corpus Christi gave to his biplane. Took almost 6 years to design and build; Meyer was able to fly "hands-off" during first flight. Fully aerobatic with good stall characteristics, recovering immediately when pressure is released from stick. Fuselage is metal monocoque from rear of cockpit, tube-truss forward; metal cowling. Tail surfaces all metal, fully cantilever. Wings have spruce spar, wood ribs, fabric cover. Cessna gear. Top 127 mph; cruises 110; climbs at 1000'/min. Span 19'; length 16½'; 123 sq. ft. Upper wing swept back 8 degrees; lower wing straight with 3 degree dihedral. 90 hp Continental fitted; Lycoming 135 hp is next. George will make plans available at \$50 per set.





**N6512C:** Garner Bee Gee No. 1 is a Meyers "Little Toot" by Bill Garner, 37, Professional Instructor-Charter Pilot of St. Anthony, Idaho. Plans cost \$50, Bee Gee \$2,600 and 2-yr work; flew May 24, 1961. Wing is wood and fabric; fuselage steel tube and fiberglass. Engine 115-hp Lycoming O-235-C1; span 18-ft 6-in; length 16-ft 2-in; wing chord 42-in; height 7-ft; empty weight 871-lb; gross weight 1,225-lb; top speed 125-mph; cruise speed 115-mph; landing speed 55-mph; endurance 2½-hr; takeoff run 700-ft; landing run 1000-ft; climb 600-ft./min.





On top of the world! Top speed on 90 hp, 127 mph. Meyer would like to install 135-150 hp.

► Outstanding appearance, design, workmanship, and performance have earned George W. Meyer's Little Toot worldwide notoriety. In 1957, it won the Mechanix Illustrated Trophy for outstanding Achievement for Home-Built Aircraft. It won second place for Outstanding Design and second for the longest distance flown to the EAA Fly-In at Milwaukee.

Painted white with red trim, the ship spans a wee 19 feet and is powered with a 90 hp Continental. On this power it tops 127 mph at 2000 feet, climbs at 800 feet per minute. George hopes to install a 130 or 150 hp Continental. Lil T is remarkably maneuverable and stable.

Well, how does it fly? Stall is clean, with plenty of warning, and it resumes flying as soon as pressure is released. Hold it in sustained spins and a very rapid recovery requires only releasing control pressure. No bad characteristics. Stall and landing are 55 mph. Takes off in 200 feet and landing roll is the same. Fully aerobatic, Lil Toot is not capable of sustained inverted flight—only because it doesn't have an inverted fuel system. And man, is it strong! Stressed for ten G's with plenty of beef in all fittings and wires.

Lil T is a modeler's dream ship. George hasn't missed an issue of MAN in 30 years. He still builds—in fact, has an RC Little Toot! Knowing what he wanted in a real flying machine, he came up with a sterling design that, as one would expect, lends itself to modeling.

Meyer believes that any projected home-built, should first be built as a model. His model has metal spars and ribs with silk covering. The real ship has wood spars and ribs. Forward, the fuselage is steel-tube truss, aft metal monocoque. Engine cowl is hand hammered from aluminum. The landing gear is Cessna, including the wheel pants.

Wings are spruce with 1/8 plywood ribs, with 1/2 x 3/16 cap strips and fabric covering. There are four flying (lift) wires, and two landing wires. You can't dispute the fact that modelers know a lot about stability. Little Toot required only a slight bending of a rudder trim tab during its test flights, which it passed with flying colors. It trims for level flight with elevator trim in neutral.

Meyer has made plans available (\$50) to other builders, featuring steel tube stabilizer, rather than sheet metal, and steel tube aft fuselage—to make things easier.

For these plans only address: George W. Meyer, 1846 Hawthorne, Corpus Christi, Tex.



Meyer's Little Toot (July cover) is a modeler's dream realized. For the lovers of the glamorous, tiny bipes, this the ultimate.

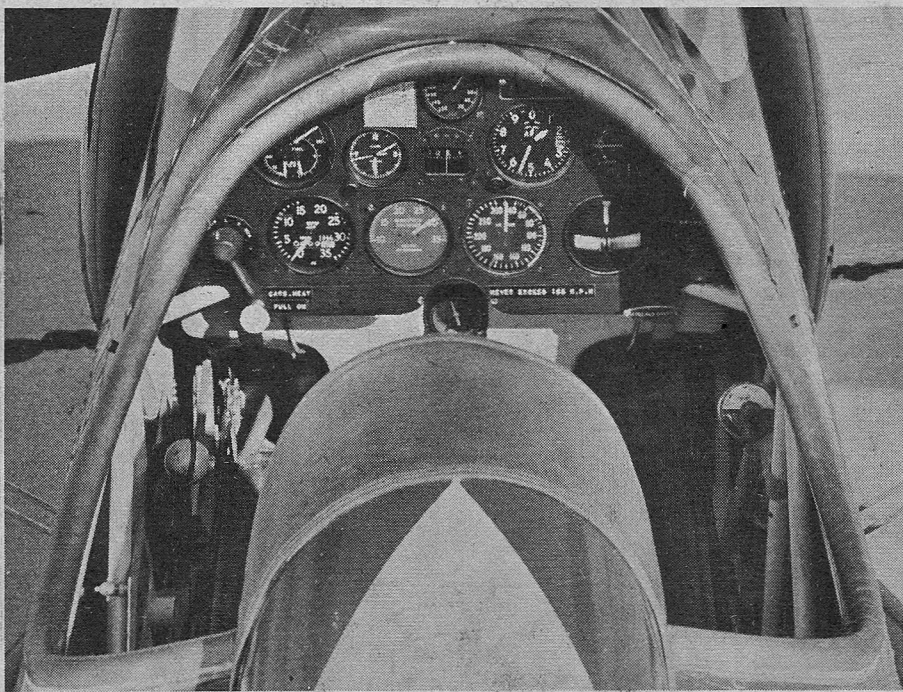
**GRIEGER GW-1 "TINKERBELLE" N848Z**—Robert Grieger, 43, wholesale produce jobber of Oak Harbor, Ohio reports he is self-taught regarding aircraft construction, via books and "etc." Ship is modified Meyer Little Toot, requiring 4½-yr work, \$2,500; first flight Feb. 10, 1962. Wing is wood, including ailerons; fuselage steel tube, wood; tail steel tube; all fabric covered. Engine 85-hp Continental C-85-12F; span 19-ft, length 16-ft 6-in, chord 42-in, height 6-ft 3-in; empty weight 875-lb, gross 1,135; top speed 135-mph, cruise 110, lading 55; range 350-mi; climb 500-ft/min; take-off/landing 350-ft. Received Meyer Aircraft Award for Best Little Toot Tube Fuselage.





## *"Hawk Pshaw"*

Among homebuilt aircraft, small biplanes have always been great favorites for amateur building and flying. George W. Meyer's "Little Toot" is an outstanding example. Our cover depicts a "Little Toot" built by Arlo Schroeder of Newton, Kansas. The Schroeder biplane has been named "Hawk-Pshaw." Its paint job is patterned after the finish on the Curtiss Hawk P-6E of 1933 used by the 17th Pursuit Squadron of the U. S. Army Air Corps, 1st Pursuit Group. Squadron insignia was a white snow owl on a black background.





N116E: This Myers Special carries some changes by its builder, Arlo Schroeder, Boeing Supervisor of Experimental Flight Test, Newton, Kansas—fiberglass cowling, wheel pants and gas tank, landing gear legs faired in. Slight outline changes in rudder to look more like Curtiss Hawk P-6E; paint job makes it 100% so. Almost three years in work, it flew Feb 1961 after \$2,200 outlay. 85-hp Continental gives 115 cruise, 125 top; lands at 70. With 15-gal fuel, range is three hours or somewhat over 300 miles. Span of both wings, 19'; height, 6'6"; overall length, 16'6". Over 100 hours flight time on "Hawk-Pshaw". All-aluminum alloy fuselage, including skin; wings are wood construction, fabric covered.

