

FLEET MANUFACTURING AND AIRCRAFT LIMITED
FORT ERIE, ONTARIO, CANADA

FLEET MODEL 80 "CANUCK"

Specification Sheet

General

Two place, Side-by-Side, High Wing Monoplane, Single Fin and Rudder.

Dimensions

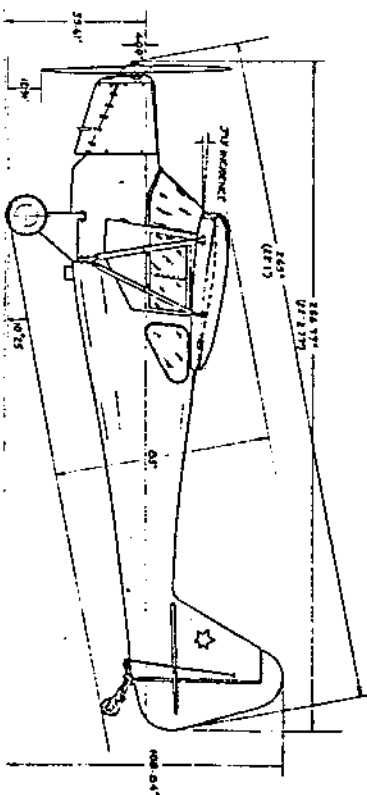
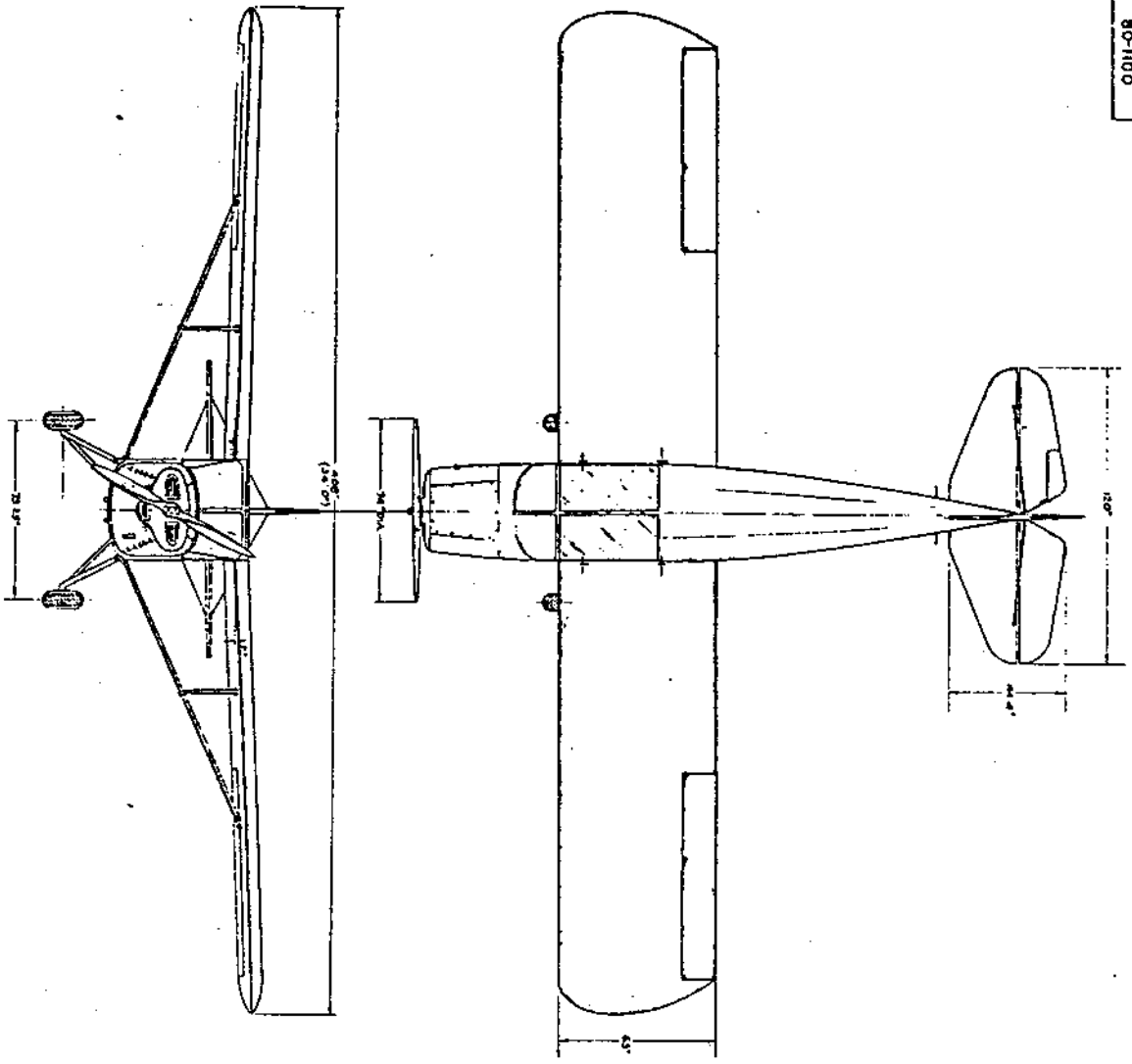
Height Overall - 7 ft. 1 inch
Length Overall - 22 ft. 4-1/2 inches
Wing Span - 34 ft.
Wing Area - 173.5 ft.
Wheel Tread - 6 ft. 1-1/4 inches
Seat - 16 in. x 38 in.
Baggage Compartment - 36 in. x 34 in. x 32 in. high

Performance

	<u>Landplane</u>	<u>Seaplane</u>
Maximum Speed	111.5 m.p.h.	100 m.p.h.
Cruising (75% Power)	100 m.p.h.	90 m.p.h.
Stalling Speed	45 m.p.h.	46.5 m.p.h.
Maximum Diving Speed	160 m.p.h.	160 m.p.h.
Rate of Climb at Sea Level full load	550 ft. min.	425 ft. min.
Service Ceiling	12000 ft.	
Range at Cruising Speed, no reserve	400 miles	350 miles
Take off distance with 7 m.p.h. wind from asphalt	140 yds	
Fuel Consumption	22 to 25 miles per gallon	

Weights

Tare Weight (pounds)	858
Oil	7.5
Fuel - 16 gallon	115
Pilot	170
Passenger	170
Baggage and Extra Equipment	104.5
Gross Weight	1425



CONTROL MOVEMENTS:
 ALL ELEVATOR — DOWN 17.1°
 ELEVATOR — UP 50° 1/2"
 ELEVATOR — DOWN 10° 1/2"
 YAW — DOWN 10° 1/2"
 RUDDER — 130° 1/2"
 RUDDER — 830° 1/2"

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FACET AIRCRAFT UNITED									
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Engine Installation

Continental C85 - 12 J manufactured by Continental Motors Corporation - rated at 85 horse power at 2575 r.p.m. - equipped with modern Excello Fuel Injection System. A wooden fixed-pitch propeller is standard equipment. The fuel system is gravity fed from a 16 Imperial gallon (75.7 litres) tank, immediately behind the engine firewall. An oil tank of 1 U.S. gallon is a component part of the engine.

Cabin

In the design of the interior of the cabin and its appointments, we have had the co-operation of several specialized industrial design firms. The seats, cushions and backs are built up of a combination light weight foam rubber and rubberized hair specially designed for Fleet. The seat is adjustable through a full four inches and the instrument panel is finished in an attractive modernistic design. A glove compartment is provided on the instrument panel as well as space allowance on the opposite end of the panel for a radio transmitter and receiving set. For ventilation, windows in the door are provided. An effective cockpit heater is standard equipment. Attractive quick removable upholstery in rich colour combinations enhances the appearance of the interior. The exceptionally large baggage compartment and high baggage allowance of 104.5 pounds is very attractive to any persons carrying considerable baggage or who wish to carry sleeping bags, mail, emergency rations, urgent shipments for mines, lumbering camps, etc.

Landing Gear

Goodyear single disc, hydraulic brakes and full swivelling steerable tailwheel provide excellent ground handling qualities. A parking brake is also provided as standard equipment. The landing gear is of welded steel tube construction. Shock absorption is through rubber shock cord rings.

Fuselage

All units are of welded steel construction, fabric covered. The fin and stabilizer are streamline-wire braced.

Wings

The wing is two spar, aluminum alloy construction with metal leading edge and fabric cover. The aileron is all metal including the external covering.

Fuselage

The fuselage is a welded steel tube structure, with wood formed strips, fabric covered. Panels behind the firewall and the front decking are aluminum alloy. Doors are aluminum alloy. The seat is welded from steel tubes. Two jacking points are provided at the firewall, one lift or tie down handle on the rear fuselage. Steps for entrance to the cabin are welded to the fuselage.

Controls

Two conventional stick controls are interconnected by a push-pull rod, and connected to the elevators and ailerons by bellcranks and cables. Rudder pedals are mounted on torque tubes and connected to the rudder by a push-pull tube, bellcranks and cables. The elevator tab is controlled by a flexible shaft operated by a handle mounted on the roof of the cabin. The throttle, cabin heat control, fuel shut-off and parking brake are all operated by push-pull flexible controls on the instrument panel.

Windows

The windshield, skylight, and windows are plexiglass. The large windows and skylight provide the ultimate in visibility. When taxiing, it is possible to see the runway 150 feet in front when looking over the engine centre line; by looking to the side much greater downward visibility is possible.

Strength

The Fleet Canuck is a rugged aeroplane because it was designed to British requirements with a minimum load factor of 7 G. This has been proven by exhaustive tests. For example the tailplane withstood 200% of the required design load without failure. The wing took 153% of the required design load before failure, which is equivalent to a 10.7 G pull-out with the aircraft loaded to 1500 pounds. In torsion the wing is over eight times as rigid as required. The Canuck's minimum strength factor is over 122% of the required American strength factor.

Stability

The Canuck is a remarkable aeroplane to fly, with no vices. Just prior to the stall, there is a little tail buffeting which gives warning of the approaching stall. At the stall, the nose drops slightly, and recovery can be made in power on stalls with a loss of approximately only 50 feet altitude. There is no tendency to drop a wing. It is difficult to spin the aircraft and control force must be held to maintain the spin. Recovery from the spin is immediate on release of all control. Designed with the amateur pilot in mind, the Fleet Canuck is not only easy but safe to fly.

Finish

Standard Canucks are finished in a number of smart fade-resisting colour combinations of yellow, blue, gunmetal grey, and brown.