



# The BUCCANEER

FROM

**Lake** AIRCRAFT

# The *Lake* BUCCANEER

For year 'round fun, Buccaneer's the one. You can let your Wanderlust run wild in America's newest, 150 mph, 200 HP Amphibian. Lets you carry four passengers and loads of luggage. No spot is too remote when you have land/sea capability.

The Buccaneer is a dream to fly. STOL, large roomy cabin, easy to read airline-type instrument panel, tinted glass, large and wide landing gear to smooth out terrain, rugged boat-like hull — and more.

What's water flying like? Like nothing you have ever experienced. Transition usually made in less than ten hours dual time.

Want to know more? Read on!



**ESCAPE THE CROWDED AIRPORTS... TAKE TO THE WATER  
THE BUCCANEER GETS FOUR OF YOU THERE WITH  
BAGGAGE, FUEL, AUXILIARY FUEL AND SAFETY**



## THE 'ROUND THE CLOCK WORKHORSE

Combine all the advantages of conventional land-bound aircraft with the fabulous utility of water flying and you have the Buccaneer.

There are many more lakes, rivers, bays and sounds than there are airports — and each is your landing “strip.”

You can slash the “real time” of travel and increase the value of busy executives and troubleshooters by using the Buccaneer to get them *all the way there*. Any pilot can make the transition to water flying in a matter of hours. No special or additional skills are needed.

Today, the need to cut costs by increasing executive time available, makes the Buccaneer the first choice of many companies. Is your company one?

Let's face it, a useful load of more than 1100 pounds puts the Buccaneer in a class by itself.

## The *Lake* BUCCANEER IS A FLEET OF AIRPLANES

No longer is good business too remote. No longer is the nearest airport too far away. Amphibian versatility lets you go where the business action is.

You get speed, range, economy in the four-place Buccaneer. Round the clock dependability and, what's more, the Buccaneer has no “dirty habits” and is very “forgiving.”

Get ahead, stay ahead in the Buccaneer. Takeoff in just 600 feet, land; and 1100 feet water. Spiral up or into tight places. Slotted flaps keep you steady and keep you in control on approach or climb out.

Water handling is a breeze. You're not confined to a narrow 150' wide strip. Crosswind landings or takeoffs are rare. Once on the water, drop the landing gear and taxi right up on the beach.

It's true, the Buccaneer is a fleet of airplanes in ONE! On land or sea, you can make the Buccaneer a workhorse for such tasks as air taxi, training, cargo handling, patrol and for any need you may have. (Always keep a fishing pole handy, too.)



# The *Lake* BUCCANEER ...

This is the airplane for fun and adventure. This is the airplane for dependable muscle. This, then, is the airplane that puts you in the air and gives you your choice of landing area — be it field or any body of water.

The Buccaneer is a pilot's dream. It was made to fly and fly it does! It's easy off the water (It can be done hands off). It glides beautifully and always under control. It's got power to spare. Even a high altitude, high temperature takeoff at maximum gross (four passengers, luggage, gas and auxiliary tanks) is a snap — no sweating out short runways or small lakes.

If your flight path call for instruments, the Buccaneer's center stack will permit dual Nav-Com, transponder and ADF installations. Easy to scan panel, post lighting, all combine with the Buccaneer's stable flight characteristics to make IFR flying easier.

## VALUE PLUS

An Amphibian has to be able to take it. The Buccaneer can take all you can give it. Super rugged boat hull with seven water-tight compartments. Even a rough sea stall landing is taken easily, comfortably and safely at a low 45 mph.

The hull is alodined and zinc chromated inside and out for enduring protection from salt water. Tempered tubular push-rods with self-centering ball bearings eliminate costly maintenance. A Buccaneer has to be rugged and dependable if you are going to be miles from a repair shop.

The four-passenger compartment is better called a cabin. Plush stain-resistant upholstery, full head room and tinted glass. Elbow and leg room makes long hops less-tiring.

Propeller height assures thousands of hours of life versus 600-800 for conventional water aircraft. Vastly improved engine cooling permits prolonged land or water taxiing. None of the restrictions normally associated with float or seaplane operation.

Cool, smooth, powerful, and plushy — that's the Buccaneer.

If you haven't tried water flying, don't you think it's about time you did? It will open up a whole new world of aviation to you.

*A Many Splendored,  
Versatile Amphibian ...*





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# THINGS YOU WANT TO KNOW ABOUT The BUCCANEER

## TAKEOFF & LANDING

On land you're airborne at 600 feet at maximum gross weight, MSL. On water you'll need only 1100 feet, MSL. For landing you'll expect 475 feet after touchdown and on the water you're stopped in 600 feet.

## WATER HANDLING

Taxi just like on land and sail like a sailboat. No particular skills needed. The water rudder will take you there. No, you can't tip over — the pontoons prevent that.

## TRANSITION

No problem. In landing just remember "Gear down on land, Gear up on water. About 10 hours dual usually required for rated pilots (Training is free to Buccaneer owners).

## NEW PILOTS

Same training required for land pilots plus water work. Forty hours dual and solo time required for passenger carrying.

## SPEED & RANGE

You can expect 150 mph at 75% of power and can get 500 miles (with reserve) with standard tanks plus an additional 150 miles with auxiliary tanks.

## STALL/CRUISE SPEED

The greater the difference between stall speed and cruise speed, the greater the safety from pilot error. The Buccaneer has a 105 mph differential thereby making it one of the safest single engine airplanes in the air today!

## COST TO OPERATE

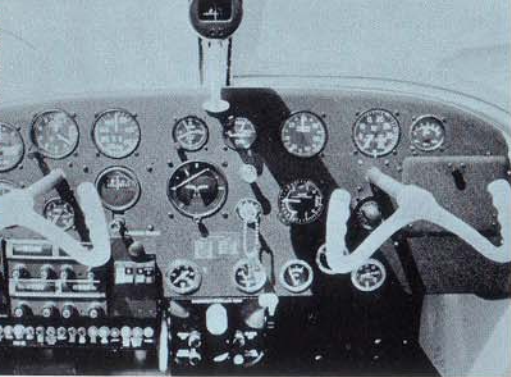
Here's where the Buccaneer shines. For under \$5.00 per operating hour, you pay for gas and oil. *All* expenses included, you can fly four persons for substantially under 3¢ per mile each.

## MAINTENANCE

Because of the extremely rugged construction, hull maintenance is minimal . . . routine engine and instrument maintenance is about what you can expect.

## PILOT COMFORT

You fly like a jet pilot — ahead of the wings and engine. Great visibility. Easy to scan instruments are after the airlines with additional improvements by Lake Aircraft. All controls are easily reached without bending, leaning or losing sight if you're VF



## Instrument panel is easy to read

Instruments and gauges are conveniently grouped by function, on Buccaneer's good looking instrument panel. You'll quickly learn to keep your hands on them as easily as you watch those in your car. Also available at no extra cost, optional center-stacked avionics instrument panel configuration.

## These Instruments are Standard Equipment on your

## BUCCANEER AMPHIBIAN

Intercom Speaker	Artificial Horizon
Telephone	Electrical Bank and Turn Indicator
Antennas (whip and remote)	Outside Air Temperature Gauge
Directional Gyro	Cylinder Head Temperature Gauge
VHF Band Communications Antenna	Eight-Day Clock
Magnetic Compass	Suction Gauge
Speed Indicator	Fuel Quantity Gauge
Altimeter	Hydraulic Pressure Gauge
Rate of Climb Indicator	Ammeter
Hour Meter	Oil Temperature Gauge
Oil Pressure Gauge	Stall Warning Indicator
Pressure Gauge	Paddle

## Other Standard Equipment Includes:

- Alodized and Chromated Corrosion-Proofing throughout (Meets Federal Specifications MIL-C-5541)
- Three-Color Exterior — Exterior Paint Scheme
- Two-Tone Interior
- Dual Controls
- Hydraulically Actuated Elevator Trim Control
- Ball-Bearing Push Rod Control System
- 60-amp Alternator
- Combination Switch-Circuit Breakers
- Full 1/8" Tinted Glass, all around
- Cockpit Instrument Lights
- Four Window Side Vents
- Windshield Defroster System
- Glove Compartment
- Key-Operated Ignition and Door Locks
- Cigarette Lighter and Ash Tray
- Tow Bar, Paddle and Anchor
- Removable Rear Seat
- Removable Front Seats
- Heated Pitot
- Dry Vacuum System
- Landing Lights
- Rotating Beacon (fin mounted)
- Wing Float and Tip Bumpers

### Price Completely Equipped\*

# \$32,950

(Includes Water Rating For Pilots)

\*Radios only, extra

Prices and Specifications Subject To Change Without Notice

## PERFORMANCE & SPECIFICATIONS

Gross Weight .....	2690 (with aux. fuel)
Empty Weight .....	1555
Useful Load .....	1135 lbs.
Speed —	
Standard Air; Gross Weight:	
Normal Cruise,	
75% Power at 8000 Ft. ....	150 mph
Stalling Speed .....	45 mph
Range —	
Full Fuel; Gross Weight:	
Maximum Range .....	847 miles (plus reserve)
Normal Cruise,	
75% Power at 8000 Ft. ....	650 miles (plus reserve)
Rate of Climb at Sea Level .....	1200 FPM
Take-Off Run —	
Standard Air; Gross Weight:	
Land .....	600 ft.
Water .....	1100 ft.
Landing Roll — Land .....	475 ft.
Landing Run — Water .....	600 ft.
Fuel Capacity:	
Maximum .....	55 gallons (with aux.)
Minimum Octane Rating .....	91/96
Oil Capacity .....	8 quarts
Power:	
Direct-Cooled, 4-Cylinder,	
Fuel Injected Lycoming	
IO-360-A1B Rated (2700 RPM) at 200 HP	
Power Loading —	
Pounds per HP .....	13.0 lbs.
Propeller:	
Forged Dural, Constant	
Speed Hartzell; Diameter .....	74 inches
Dimensions:	
Wing Span .....	38 ft.
Wing Area .....	170 sq. ft.
Wing Loading —	
Pounds per Square Foot ....	15.2
Length .....	24 ft., 11 in.
Height .....	9 ft., 4 in.
BAGGAGE COMPARTMENT .....	200 lbs.

Alodized and zinc-chromated inside and out for salt water operation.

# HERE'S WHAT OTHERS SAY ABOUT

## Lake and The BUCCANEER



### SPORT FLYING MAGAZINE

"The unique ability of this plane to be at home on either land or water make the Lake the most functional plane manufactured.

"To sum up all the advantages the Lake has to offer the adventurer or sportsman pilot would be impossible, you need only to use your imagination."

### A.O.P.A. PILOT MAGAZINE

"For sheer pleasure, the Lake plays havoc with the imagination. How I'd love to wander down the Bahama Islands with a Lake, for example."

### FLYING MAGAZINE

"As the name (Buccaneer) implies, this is an airplane for dashing, hairy-chested types. It has a jazzy exterior paint scheme, super custom interior, fancy turned-down wing tips, fuel in the wing floats and post lighting. They've also added a huge cargo door to the right side, which will make loading dead polar bears or sweet young things (according to the direction your dashing takes) much easier than before."



### AERO MAGAZINE

"The important story behind the Lake is not its rugged construction or its ability to outshine floatplanes, but in its usefulness. This usefulness comes in three forms: business, pleasure and safety. . . . The Lake is ideal. It can get in and out of short strips and visit lakes whether natural or (if frozen) on skis."

### THE PLANE AND PILOT MAGAZINE

"For people who want to have fun with their airplanes, it is hard to beat one that can go to the water fun-spots of the nation. If it can go there at 150 mph or so, carrying four, as the Buccaneer can, it should have a bright future."

### FLIGHT INTERNATIONAL

"Is there really much more one can say other than that here is an aircraft, thoroughly practical, combining the ultimate thrills of numerous sports? There is also a work-a-day side, but for pure escapism it is supreme and there is no equal at the price."

## You Can See The BUCCANEER At

Division of Consolidated Aeronautics, Inc.  
P. O. Box 399 • Hooks Memorial Airport  
(Houston Suburb) • Tomball, Texas 77375  
Phone: 713-351-5421