

## a pilot's airplane

"Maneuverability of the Skimmer is excellent. The ship has a very rapid rate of roll. Exceedingly tight turns can be accomplished. In medium banked turns, practically no back pressure is required. Undoubtedly, it is a good instrument airplane.

In my judgment, the Skimmer is an excellent amphibian combining the virtue of good aerodynamic and hydrodynamic designs. It is honest to fly and has ample visibility in all directions due to the forward location of the cabin. A landplane pilot will have no difficulty checking out in a very short time because of the remarkable water-handling characteristics. It can be operated from small airports and restricted water areas due to its takeoff and landing ability and high rate of climb. As a veteran seaplane pilot, I feel it is an important contribution to general aviation of this country."

*Alex Dawydoff and George Lambros in FLYING*

"Several violent, high-speed maneuvers on the water indicate that the new type wing floats make water operations with the Skimmer amazingly similar to ground handling.

The Skimmer 'holds' beautifully, has the feel of a heavy airplane, and is just fast enough not to get lost in the traffic around a busy airport . . . it will be an extremely practical and versatile instrument for the corporation or the commercial operator."

*George Shaw in AMERICAN AVIATION*

"This Bayou baby's got what it takes, is the way Curtis Gilley, operator of Gilley Aviation Service, Lafayette, Louisiana, described his Skimmer to us . . . It is 180 miles from my base in Lafayette to the mouth of the Mississippi River below New Orleans and I frequently fly down there, stop at a couple of oil rigs, and then return on 40 gallons, without refueling anywhere."

*Tom Ashley in FLIGHT*

"The Skimmer is a nice rudder airplane, banks into and out of turns quite smoothly with rudder only and should work well with any of the rudder autopilots . . . You can't tip this one and you don't care whether you are turning downwind or upwind. You just go ahead and taxi, with your water rudder down, as if you were on land."

*Leighon Collins in AIR FACTS*



# Skimmer IV

COLONIAL AIRCRAFT  
CORPORATION

SANFORD

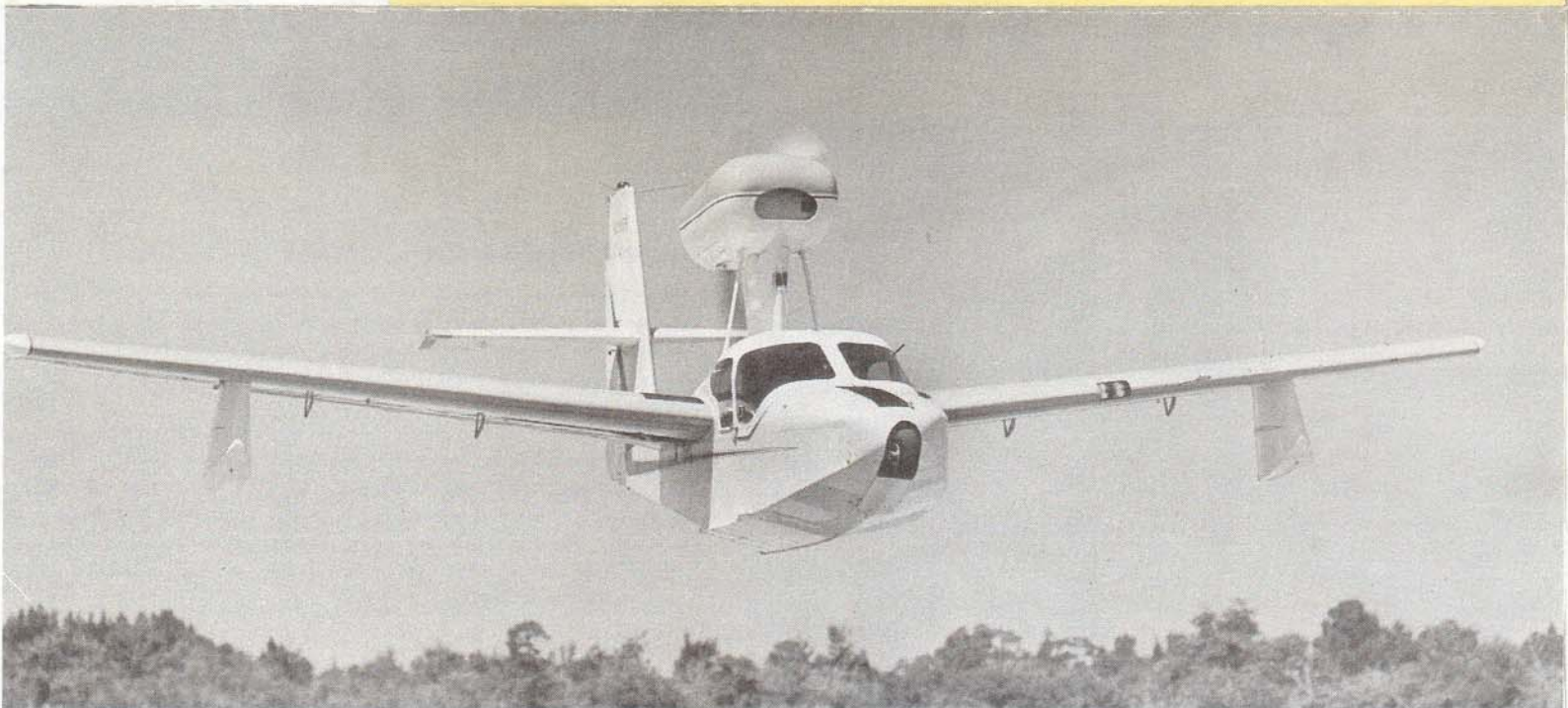
MAINE



Gilles Boily  
1619 Boulevard Hamel

Petite - Riviere Nord

Québec, Canada



# Skimmer IV

The new Skimmer IV is the handiest and most practical four-seat airplane you can find. Comfortable and easy to fly, the Skimmer wins glowing praise from all who have sampled its remarkable flight, ground and water handling characteristics.

The Skimmer IV is a joy to fly. Superb visibility, 'big plane' stability, and good speed, climb and maneuverability combine to provide an outstanding ride for both pilot and passengers.

Getting in and out of the smallest airports presents no problems. Effective flaps produce an exceptionally low stall speed for takeoff and landing. The wide stance landing gear permits taxiing on the roughest fields.

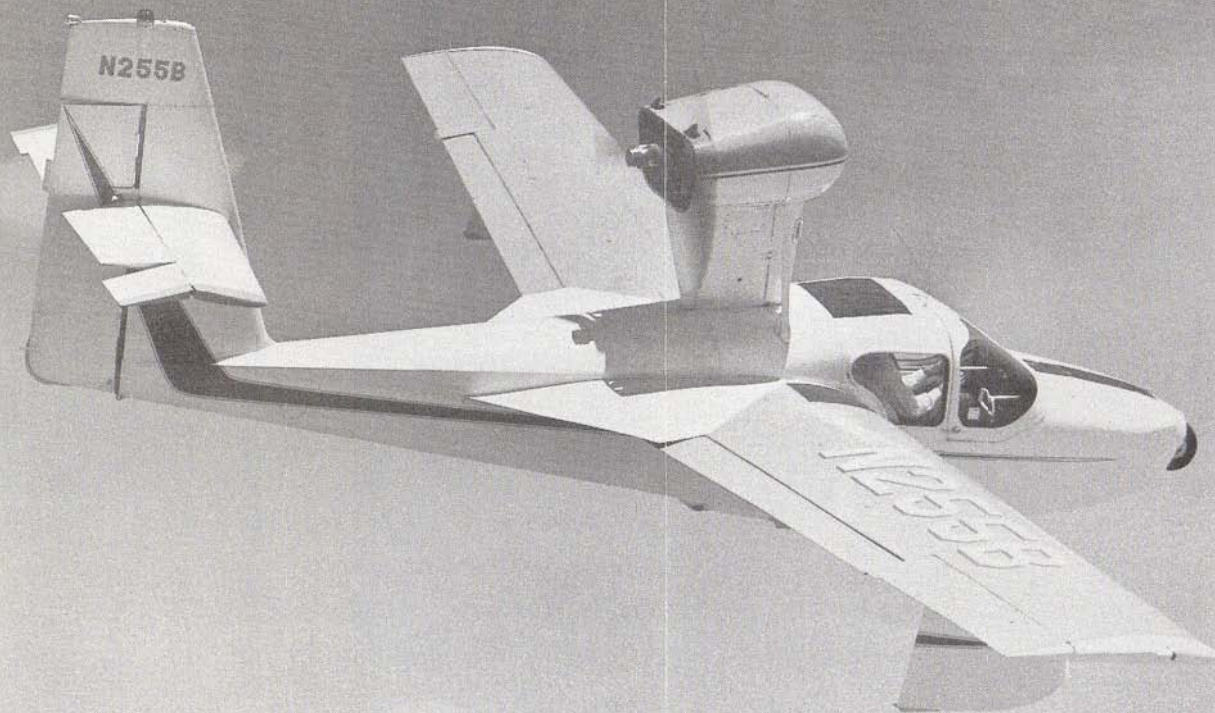
Equally at home on the water, the Skimmer is a revelation to experienced seaplane pilots and beginners alike. It is a 'hands off' airplane that takes off and lands almost effortlessly. Even if you've never flown an amphibian before, you quickly get the feel of water operations in a Skimmer IV.

Built by New England craftsmen, and powered by a reliable Lycoming engine which drives a constant speed Hartzell prop, the Colonial Skimmer is of rugged, all-metal construction. It is economical to operate and is engineered for minimum maintenance.

Broaden *your* travel horizons. Whether you're carrying a briefcase, spare parts, suitcase, fishing pole or rifle, the Skimmer IV takes you where other planes can't. And it gets you there comfortably and with time to spare.

No other plane can get you as close to where you want to go. With your briefcase you can now get closer to customers. With your sporting equipment or camera you can visit places you've never been to before. Small field ability plus amphibian versatility make the Skimmer ideal for business, pleasure or sport.

The new Skimmer IV is a truly remarkable airplane. But don't just take our word for it—you've got to fly it to believe it.



## specifications

### TYPE:

Four-seat, all-metal amphibian with tricycle gear.

### POWERPLANT:

Model ..... Lycoming O-360  
Horsepower ..... 180 @ 2700 rpm

### PROPELLER:

Manufacturer ..... Hartzell  
Type ..... forged dural, constant speed  
Diameter ..... 72 in.

### DIMENSIONS:

Span ..... 34 ft.  
Length ..... 23 ft. 6 in.  
Overall height ..... 9 ft. 6 in.  
Gear wheelbase ..... 8 ft. 6 in.  
Gear tread ..... 11 ft. 2 in.

### WEIGHTS:

Certified Gross Weight ..... 2350 lb  
Empty ..... 1525 lb  
Useful load ..... 825 lb  
Normal fuel (30 gal.) ..... 180 lb  
Max. fuel (40 gal.) ..... 240 lb

### PERFORMANCE:

**Standard Air-Gross Weight**  
Stalling speed ..... 52 mph  
Cruising speed up to ..... 130 mph  
Sea level rate of climb ..... 800 fpm  
Range (full fuel, gross weight) ..... 500 mi  
Takeoff run (land) ..... 650 ft  
Landing roll (land) ..... 475 ft  
Takeoff run (water) ..... 1250 ft  
Landing run (water) ..... 600 ft



## landplane performance - amphibian versatility

The Skimmer IV, unlike most amphibians, flies itself out of the water; leave it alone and it climbs onto the step in no time. It skims along the water's surface for a few brief seconds and then slips lightly into the air. You'll find none of the familiar struggle to unglue the hull from water suction.

Once aloft the Skimmer maneuvers smoothly and effortlessly. Control forces are light and positive in all flight phases. Engine noise and vibration are left far behind as the Skimmer speeds you to your destination.

When landing on water, simply reduce power and establish a trim setting for a moderate rate of descent. Then take your hands

off the controls and let the ship glide in. With no further control the Skimmer touches down gently, skims along lightly without the slightest tendency to dig in or porpoise, and then slows easily to taxiing speeds.

Specially designed flat-bottomed wing floats permit taxiing across the water without digging in a float. The general feeling is like that of a speedboat, and you feel safe in a Skimmer because it has no capsizing tendencies.

Drop the gear as you approach a ramp or beach and taxi right out of the water. Though having been exposed to water, the brakes provide immediate, effective braking action.

## rugged reliability

Safety, rugged design, and custom quality are standard features of the Skimmer IV.

The Skimmer is of all-metal construction. All aluminum parts are alodined and coated with zinc chromate primer before assembly to prevent corrosion. All lap joints are sealed. Because the hull is designed for water operations, it's as sturdy as they come. Divided into five water-tight compartments, the rugged fuselage-hull provides a high degree of safety. You can stand on the nose for beaching operations, or on the wing root or cabin roof for engine service.

An electro-hydraulic pump system, located away from the engine, eliminates the possibility of hydraulic fluid entering the engine

compartment. An accumulator assures rapid gear actuation. Stand-by manual hydraulic pump is conveniently located in the cockpit.

Low maintenance is designed into the Skimmer. System components are readily accessible for quick inspection. Extensive field experience and meticulous engineering attention to design detail reduces maintenance to a bare minimum.

When retracted the nose gear acts as a bumper during docking operations. Landing gear position indicators are provided, and since the main gear and nose wheel may be seen from the cockpit, inadvertent gear-up landings are avoided.

## economy

### direct costs

FUEL & OIL—Gas 9.5 gal/hr @ 40¢/gal plus oil consumption and 50 hour change	\$4.20
INSPECTION & MAINTENANCE—Includes 25 and 100 hour inspections, parts, and normal maintenance	2.10
ENGINE & PROP OVERHAUL—With overhaul at minimum time recommended by manufacturer	1.40
<b>TOTAL DIRECT OPERATING COST</b>	<b>\$7.70/Flight-hour</b>

### indirect costs

HANGAR RENT—National average	\$480
INSURANCE—\$100/300,000 Public Liability plus \$100,000 Passenger Liability on each of 4 seats, plus Hull Insurance	1180
DEPRECIATION—13.5% per year with 32.5% residual value after 5 years (based on \$23,000 sales price with accessories)	3105
<b>TOTAL INDIRECT COST</b>	<b>\$4765/year</b>

### low seat-mile costs

Annual utilization (hr.)	400	600	800
Direct hourly cost	\$ 7.70	\$ 7.70	\$ 7.70
Indirect hourly cost	11.91	7.94	5.96
Total hourly cost	19.61	15.64	13.66
Cost per mile (125 mph block speed)	.157	.125	.109
Cost per seat-mile	\$ .039	\$ .031	\$ .027

## small field ability

Small fields are easy when you fly a Skimmer IV. Exceptional visibility, precise aerodynamic control and low stall speed make for an easy approach to any field. Touch it down and the airplane 'sticks'. The widest tricycle landing gear of any popular single engine private plane, plus knee-action oleos, make taxiing easy on rough ground or beach. There's no nosing over with full braking. Since the wing shields the prop, you won't have the usual annoying prop blade erosion problem from water, runway sand, or gravel. Long prop life is like money in your pocket.



## equipment

### standard

Two color paint scheme	Engine hour meter
Two tone interior	Sensitive altimeter
Dual controls	Rate of climb indicator
Ball bearing push rod control system	Outside air temperature gauge
35 amp generator	Magnetic compass
Rotating beacon (fin mounted)	Stall warning indicator
Landing lights	Four window side vents
Cockpit instrument light	Windshield defroster system
VHF antennas (omni and whip)	Glove compartment
All engine instruments	Cigarette lighter and ash tray
	Key operated ignition and door locks
	Tow bar, paddle, and anchor

### optional

Three color paint scheme	Eight-day clock
Directional gyro	Radio equipment
Artificial horizon	Globe autopilot
Dry vacuum system	Independent landing gear selection
Electric turn and bank	Wing float and tip bumpers
Heated pitot	Cabin heater

Standard Price \$24,895 (F.A.F.)  
subject to change without notice



## comfortable cabin

A ride in a Skimmer IV is an enjoyable experience. Getting in and out of the exceptionally wide cabin is simple. Sit in any of the four comfortable seats and you'll see there's plenty of elbow room. Either cabin door swings quickly out of the way so that you can stand for fishing or docking operations.

Well forward of the wing, the cabin affords unparalleled visibility forward, above, below, and almost all the way around. Rear-seat passengers enjoy an outstanding view of the scenery in this remarkably quiet and vibration-free cabin. Eye-pleasing decor is standard. Dual controls and flight instruments are sensibly located within easy reach. The instrument panel contains provision for dual radio equipment.