

1949 Boeing YL-15 Scout

Total time airframe 638 hours
Total time engine 241 hours
Engine time since valve job and accessories overhaul 40 hours
Prop time since overhaul 40 hours
Compression on all 4 cylinders is 78 over 80 psi
Fresh annual with sale

This aircraft has full span flaperons inter-connected with spoilers for roll control
Flaperons move negative 10 degrees up, to full flaps 35 degrees, in 5 degree increments
Full power, full flap stall speed 18 mph
Best angle of climb 37 mph
Cruise 100mph
Red line 200 mph
Power Lycoming O-290-7, rated at 125 hp
Wing span 40'
Length 26'
Height 7' 10"
Wing area (less flaps) 197.7 sq. ft.
Flaperons area 70.9 sq. ft.
Horizontal stabilizer span 12' 3"
Fuel capacities
 2 wing tanks 10.5 U.S. gallons each
 auxiliary drop tank 24.0 U.S. gallons
Oil 8 qts.

Designed for observation, liaison, and forward air control, it can be operated on wheels, skis and EDO 2425 floats.

Included with the sale of N4770C, is another wrecked YL-15 airframe. Also about 3,000 blueprints, and the transferable, Restricted Aircraft Type Certificate, which is #16 issued to my dad, Norm Brunquist, by the CAA in 1954. I have all the log books for 70C to the day it rolled out at Boeing Wichita, on March 8, 1949. Additionally, I have lots of rare photos and original manuals and info, generated by Boeing

The YL-15 turned out to be the last piston powered, prop driven, man carrying design, from the over 100 year old Boeing Company. It has a very comfortable, and well laid out cockpit, and is a joy to fly. Be prepared for lots of attention when you fly this amazing plane.

N4770C has been featured in 13 different, multi national magazines, on the cover of two of them. There are no other aircraft in the world that compare to this virtually one of a kind Boeing