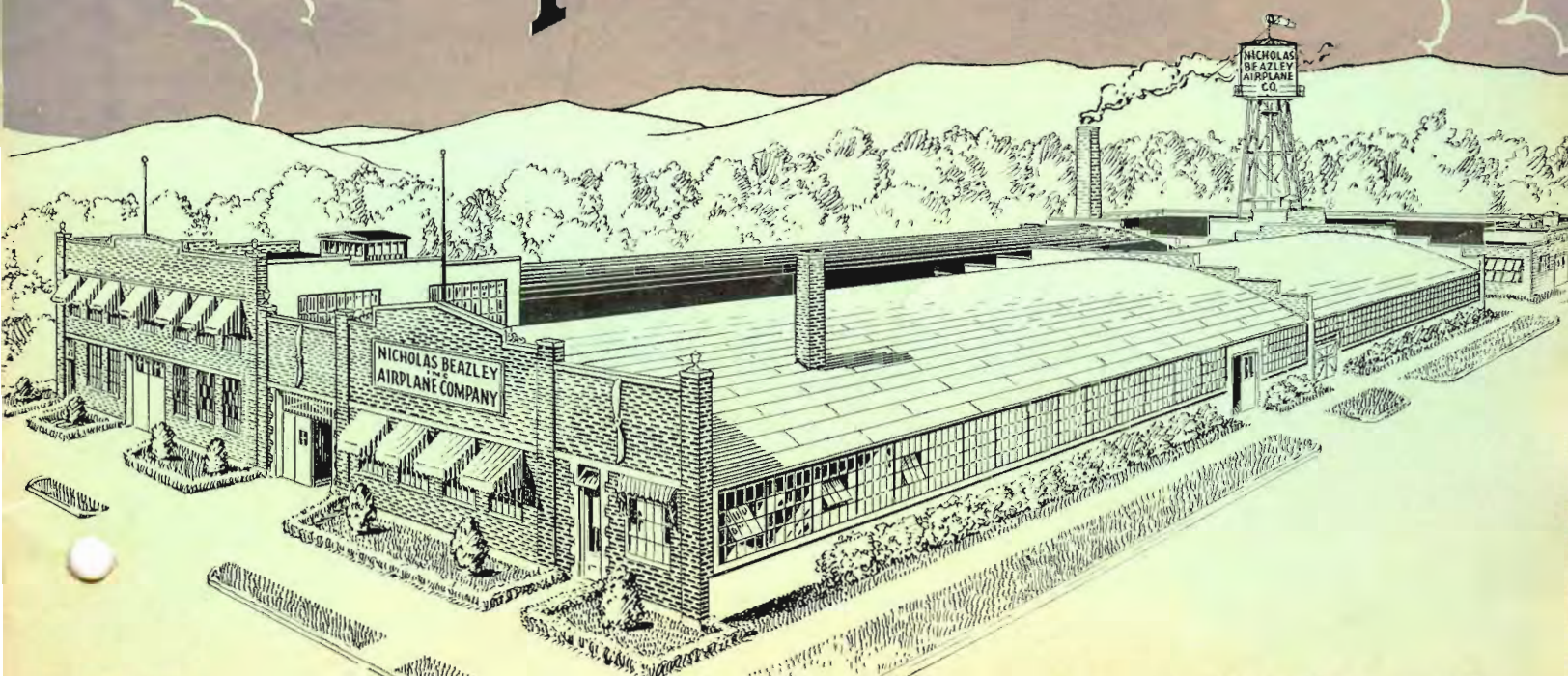


HERE IS A SALEABLE MODERN AIRPLANE WITH WHICH THE DISTRIBUTOR-DEALER CAN  
BUILD HIS FUTURE WITH ASSURANCE OF SATISFIED PUBLIC ACCEPTANCE AND OWNERSHIP

*The future and advantages of  
the new all metal structured*  
**N B-4**

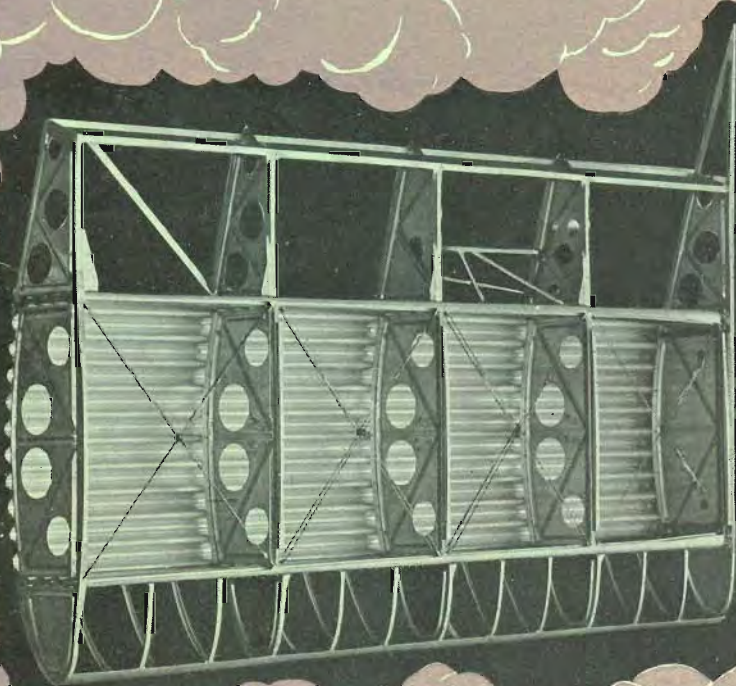
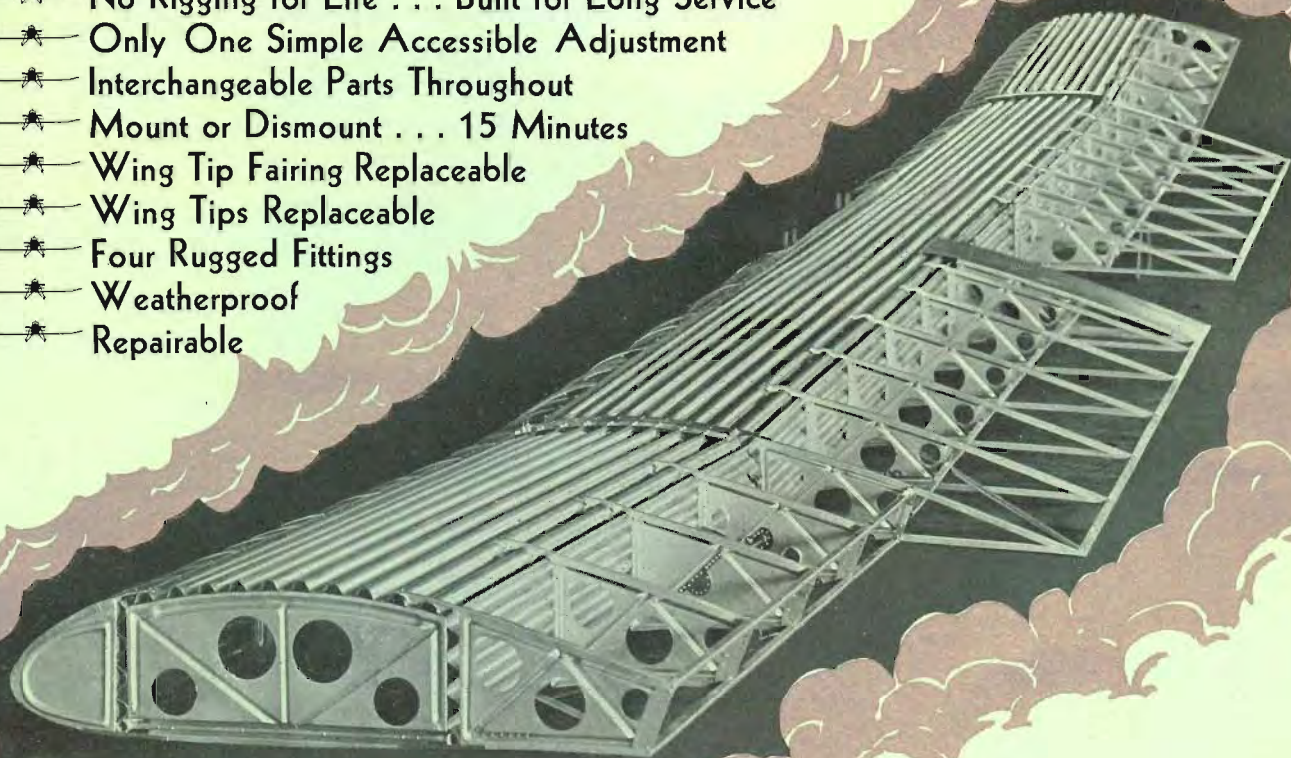


**NICHOLAS-BEAZLEY AIRPLANE CO-INC-MARSHALL MO.**



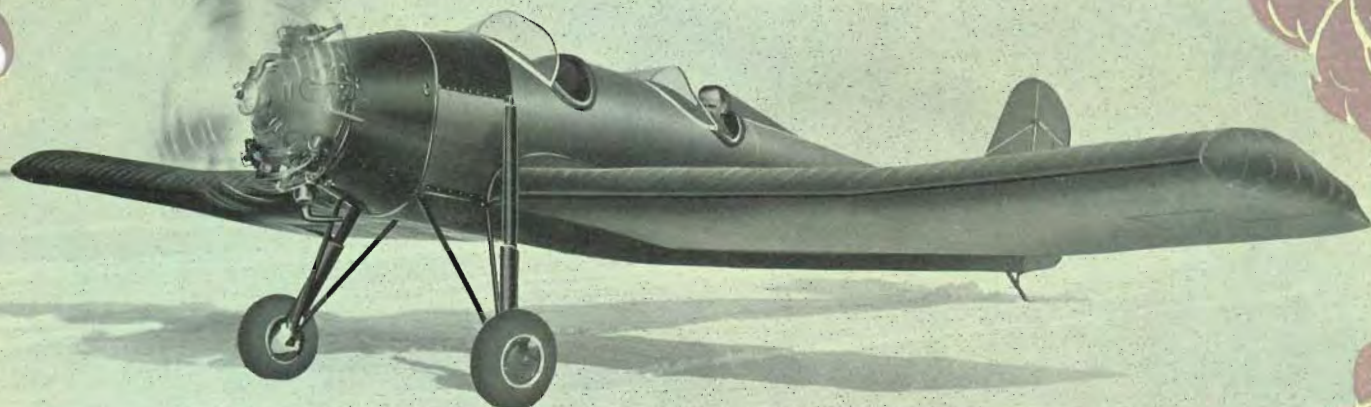
# YOU RIDE ON THE STRENGTH AND SECURITY BUILT INTO THIS DURAL STEEL WING « « «

- ★— No Rigging for Life . . . Built for Long Service
- ★— Only One Simple Accessible Adjustment
- ★— Interchangeable Parts Throughout
- ★— Mount or Dismount . . . 15 Minutes
- ★— Wing Tip Fairing Replaceable
- ★— Wing Tips Replaceable
- ★— Four Rugged Fittings
- ★— Weatherproof
- ★— Repairable



This most modern development in Wing Construction permits a total weight of 203.5 pounds or 1.28 pounds--square foot -- to carry 47.5 times its own weight on static test « It is built to a load factor of 6.9 which includes a safety factor of 2 or 100% overload capacity in maneuvers « All major assemblies electric spot welded and riveted with tubular steel drag bracing for rigidity and strength « « « « «





## The N B-4-W

—✱— THIS MOST MODERN and efficient 3-PLACE PLANE is built to a high standard of quality first « with price considered secondarily —✱— A study of the facts presented here will assure the quality of design « construction and performance that has received the highest praise from engineer, pilot and owner«

—✱— The following data is conservative « based on average piloting in actual tests at out airport and in cross country operation under varying conditions.«

**POWERED WITH THE EFFICIENT WARNER JR. DEVELOPING 90 HP. AT 2,025 RPM.**

Weight Empty - - - - -	892 lbs.	Span - - - - -	32 ft. 8 in.
Useful Load - - - - -	683 lbs.	Chord - - - - -	5 ft. 2 in.
Gross Weight - - - - -	1575 lbs.	Area - - - - -	159 sq. feet
Ceiling, Service - - - - -	16,000 ft.	Wing Loading - - - - -	9.91 lbs.
Climb, rate per min. - - - - -	850 ft.	Power Loading - - - - -	17.5 lbs.
Take-off, full load - - - - -	228 ft. in 6 sec.	Diahdedral, wing tips only - - - - -	6½ deg.
Landing, touch to stop - - - - -	170 ft. in 6 sec.	Length - - - - -	23 ft. 8 in.
Landing Speed - - - - -	40 mi. per hr.	Height - - - - -	6 ft. 11 in.
High Speed - - - - -	109 mi. per hr.	Tread - - - - -	7 ft.
Cruising Speed - - - - -	91 mi. per hr.	Stabilizer and Elevator area - - - - -	26¼ sq. ft.
Fuel Capacity - - - - -	24 gal.	Rudder and Fin area - - - - -	11 sq. ft.
Oil Capacity - - - - -	2½ gal.	Cubic Capacity, front cock pit - - - - -	11 sq. ft.
Consumption fuel per hour - - - - -	5.5 gal.	Width Front Cock Pit - - - - -	34 inches
Endurance at Cruising - - - - -	4¼ hrs.	Hanger Size - - - - -	34 ft. w. x 24 ft. deep x 7 feet high

### STANDARD EQUIPMENT

Hydraulic Landing Gear « Compass « Tachometer « Tie Down Rings « Altimeter « Wiring For Lights « Primer « Tool Kit « Double Ignition Switch « Log Books « Dual Controls « Cushion Upholstery « Cockpit Covers « Fire Extinguisher « Safety Belts « Wood Propeller « First Aid Kit « Oil Temperature and Pressure Gauges « Landing Gear Faired « Baggage Compartment « Reserve Fuel Tank « Air Wheels and Brakes.«

Color Combinations are Optional « Metal Adjustable Propeller Can Be Installed « Also Navigation Lights « Landing Lights « Special Instruments are Available if Desired «

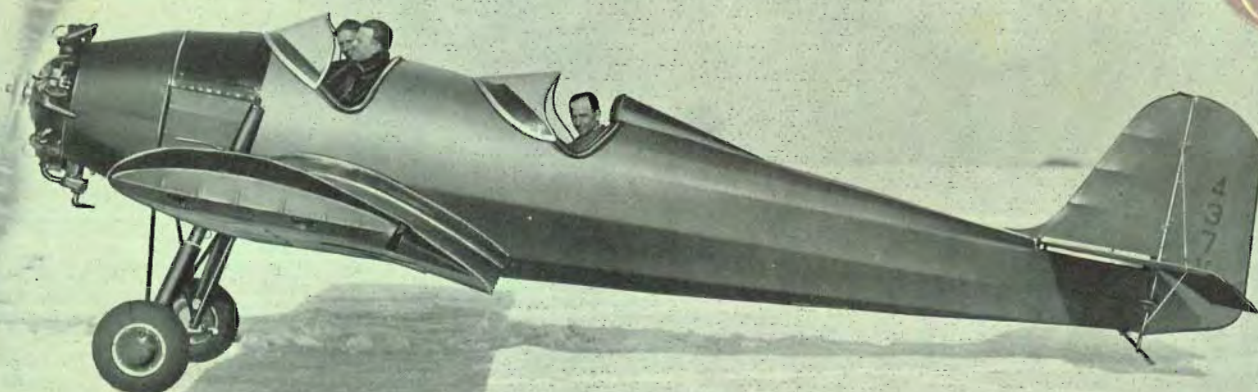
**THE WORLDS GREATEST VALUE IN ITS CLASS « AVAILABLE AT FACTORY**

# \$3900

*It is our determination to build the best three place airplane possible and market it through a dependable distributor-dealer organization.*

**NICHOLAS-BEAZLEY AIRPLANE CO., Inc. « MARSHALL, MO.**





## The N B-4-L

—✱— THIS MOST MODERN and efficient 3-PLACE PLANE is built to a high standard of quality first « with price considered secondarily —✱— A study of the facts presented here will assure the quality of design « construction and performance that has received the highest praise from engineer, pilot and owner«

—✱— The following data is conservative « based on average piloting in actual tests at our airport and in cross country operation under varying conditions«

**POWERED WITH THE EFFICIENT LAMBERT R-266 DEVELOPING 90 HP AT 2,375 RPM.**

Weight Empty - - - - -	880 lbs.	Span - - - - -	32 ft. 8 in.
Useful Load - - - - -	683 lbs.	Chord - - - - -	5 ft. 2 in.
Gross Weight - - - - -	1563 lbs.	Area - - - - -	159 sq. feet
Ceiling, Service - - - - -	16,000 ft.	Wing Loading - - - - -	9.81 lbs.
Climb, rate per min. - - - - -	850 ft.	Power Loading - - - - -	17.4 lbs.
Take-off, full load - - - - -	228 ft. in 6 sec.	Dihedral, wing tips only - - - - -	6½ deg.
Landing, touch to stop - - - - -	170 ft. in 6 sec.	Length - - - - -	23 ft. 8 in.
Landing Speed - - - - -	40 mi. per hr.	Height - - - - -	6 ft. 5 in.
High Speed - - - - -	109 mi. per hr.	Tread - - - - -	7 ft.
Cruising Speed - - - - -	91 mi. per hr.	Stabilizer and Elevator area - - - - -	26¼ sq. ft.
Fuel Capacity - - - - -	24 gal.	Rudder and Fin area - - - - -	11 sq. ft.
Oil Capacity - - - - -	2½ gal.	Cubic Capacity, front cock pit - - - - -	11 sq. ft.
Consumption fuel per hour - - - - -	5.5 gal.	Width Front Cock Pit - - - - -	34 inches
Endurance at Cruising - - - - -	4½ hrs.	Hanger Size - - - - -	34 ft. w. x 24 ft. deep x 7 feet

### STANDARD EQUIPMENT

Hydraulic Landing Gear « Compass « Tachometer « Tie Down Rings « Altimeter « Wiring for Lights « Primer « Tool Kit « Double Ignition Switch « Log Books « Dual Controls « Cushion Upholstery « Cockpit Covers « Fire Extinguisher « Safety Belts « Wood Propeller « First Aid Kit « Oil Temperature and Pressure Gauges « Landing Gear Faired « Baggage Compartment « Reserve Fuel Tank « Air Wheels and Brakes«

Color Combinations are Optional « Metal Adjustable Propeller can be Installed « Also Navigation Lights « Landing Lights « Special Instruments are Available if Desired«

**THE WORLDS GREATEST VALUE IN ITS CLASS « AVAILABLE AT FACTORY**

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**NICHOLAS-BEAZLEY AIRPLANE CO., Inc. « MARSHALL, MO.**



# CONSIDERING NB-4 QUALITY



100 NB-3s PROVE THE EFFICIENCY  
AND QUALITY OF THIS DESIGN  
IN THE FOLLOWING RECORDS:

AMERICAN ALTITUDE RECORD FOR LIGHT PLANES « »

St. Louis, Missouri, February 16, 1930, 24,074 feet «

WORLD'S NON-STOP RECORD FOR LIGHT PLANES « »

Brownsville - Winnipeg, 1650 miles in 16 hours, averaging 103 miles  
per hour. « Took off 20% more useful load than plane weighed empty «

1st Place Light Plane Speed Efficiency 1929 NATIONAL AIR RACES

1st and 2nd Places Light Plane Efficiency 1929 NATIONAL AIR RACES

1st Place Light Plane Speed Efficiency 1929 INTERNATIONAL AIR  
RACES «

## NB-4 IMPROVEMENTS AND ADVANTAGES

WELDED STEEL FUSELAGE « » Ailerons and Empennage  
with all hinges and bearings oversized, strap type for absolute  
safety and long wear « » Hermetically sealed and  
lioneil treated to prevent internal and external oxidization  
« » « » HYDRAULIC LANDING GEAR, high arch  
"V" type, thick gauge, heat treated special alloy steel tubing  
designed to distribute loads and stresses equally over the top  
and bottom longerons and super-structure, mounted on  
accessible universal fittings « » « » Designed particularly  
to dispense with special tire equipment «

CONTROLS CADMIUM PLATED, BRONZE BUSHED « »  
Including rudder pedals, stick assembly, cowling fasteners,  
brace wire fittings, etc., to prevent oxidization and wear «  
HORIZONTAL STABILIZER « » Adjustable in flight  
through positive acting and locking crank bevel gear « » shaft  
and worm nut mechanism, permitting absolute trim for load  
and H. P. Output «

TAIL GROUP « » Large, easy-acting and specially designed  
and braced to eliminate any tendency to weave or flutter in  
any maneuver «

PILOT'S SEAT « » Adjustable in flight through simple lever  
action and cadmium plated «

COCK-PIT ASSEMBLY « » Easily removable to facilitate in-  
spection or repairs « » deep and roomy for service type seat  
'chute pack and equipped with air cushion upholstery «

CONTROL CABLES « » Oversize fibre pulley and bushing  
guided preventing chaffing «

RESERVE FUEL TANK « » Used instead of gauge « » con-  
venient valve allows use of each or both tanks «

AILERONS DYNAMIC BALANCED « » A new type  
development affording perfect response in verticals, wing-  
overs, rolls and similar maneuvers and carrying response even  
into stalls «

THE NB-4 carries the largest pay-load per horse-power of any  
licensed ship «

THE NB-4 has the greatest rate of climb « » pounds carried per  
horse-power of any licenced ship «

THE NB-4 has the highest speed « » pounds carried per horse-  
power of any licenced ship «

THE NB-4 is the lowest-priced 3-place plane available in  
America with new production engine «

THE NB-4 is the only metal-structed plane available « » with  
new production engine under \$10,000.00 «

THE NB-4 Wing is the highest « » considering both strength  
and capacity « » in the world «

THE NB-4 has the lowest operating cost « » over any reason-  
able period « » of any 3-place plane. «

THE NB-4 will not fall into spins from stall or any maneuver;  
it can be forced to spin, but will recover « » HANDS OFF « »

after any number of turns « » right or left « » in 3/4 turn maxium «

THE NB-4 is the only light plane manufactured in the  
United States which is designed for and adaptable to modern,  
standardized, quantity production « » assuring standardized  
parts «

THE NB-4 CARRIES THE LOWEST INSURANCE RATE FOR INSTRUCTION PURPOSES « »  
DUAL AND SOLO « » BOTH IN SCHOOLS AND FLYING CLUBS « » OF ANY PLANE BUILT

THE NB-4 IS YEARS AHEAD IN STRUCTURE--EFFICIENCY--SERVICE







—✱— The NB-4 is the result of 8 years of constant experience in servicing the needs of the industry —✱— of two of the world's best engineers in metal aircraft design —✱— all tried and proven in the efficiency and performance of the record-holding NB-3, its foreflyer«

—✱— The School Operator «» Barnstormer «» Airport Operator «» Distributor «» Student «» Private Owner «» THE PILOT all wanted an airplane which would give pleasant, continuous performance «» maximum safety and visibility with the least care and operating cost at a reasonable initial price all backed by a responsible manufacturer«

—✱— THE NB-4 can be operated with assurance on the most congested airport —✱— the high arid desert or the teeming tropics —✱— visibility is perfect «» all weight is below «» you ride on the wing —✱— its strength is far above requirements in any maneuver «» it is not affected by heat «» cold or moisture —✱— It is extremely accessible and easy to repair using the standardized, die-stamped interchangeable parts «

—✱— Equipped with new production engines, this ship will build confidence and satisfaction wherever it is flown —✱— Easy to taxi —✱— Immediately responsive in flight —✱— Stable —✱— Prompt recovery —✱— Easy and safe to land in exceptionally small fields —✱— Distinctive in appearance —✱— Rugged and practical —✱— Efficient and saleable —✱— THE NB-4 —✱— has many modern inherent factors built into its all-metal structure that assure its leadership in the open-ship, hard-service field «

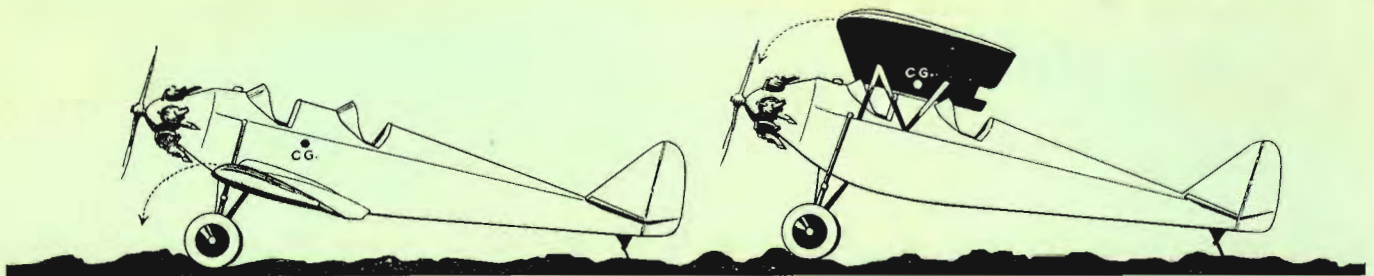




# WHY LOW-WING MONOPLANES?



AN AIRPLANE « » "WHEN IT LANDS" « » IS LIKE A WHEELBARROW



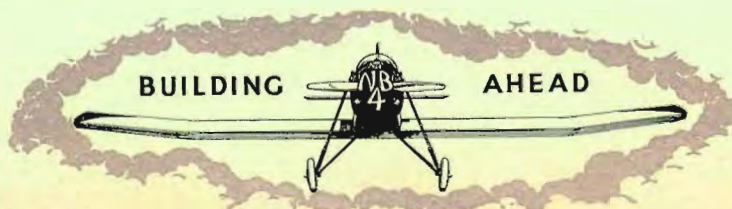
## WHICH WILL NOSE OVER FIRST??

- ✱ NB-4 Low-wing design permits a lower center of gravity (C. G.) in relation to the ground line, permitting greater safety on take-off and landing ✱ IT IS HARD TO NOSE-OVER AN NB-4«

A comparison of the pay-load to horse-power ratio of low-wing monoplanes against bi-planes and high-wing monoplanes reveals the following proof of the most efficient type:

41 types of bi-planes average.....	2.448 lbs. payload per HP.
33 types of high-wing monoplanes average.....	3.40 lbs. payload per HP.
9 types of low-wing monoplanes average.....	5.43 lbs. payload per HP.

- ✱ NB-4 All Metal, Full-Cantilever, Patented Wing through efficiency in design permits perfect freedom from external struts or brace wires and their resultant care ✱ Its accessibility and ease of mounting ✱ Its sectional replaceable parts assure long life, free from attention or adjustments at minimum maintenance cost ✱ Modern high-grade motor cars need little or no attention for life, and the NB-4 produced of metal by the same modern precision production methods is a modern airplane of like merit«
- ✱ NB-4 VISIBILITY is perfect « » All clear ahead, above and around from both cockpits « » no blind spots taking-off congested airports ✱ A new freedom of flight for newcomers to the low-wing and constantly increasing appreciation from its rapidly increasing list of friends«
- ✱ One more important advantage is the effect of ground cushioning through the entire wing area « » being close to the surface at take-off and landing « » building up a pressure or cushion of air immediately under the wing « » which speeds up take-off and slows down landing speed « » increasing efficiency and safety«







60,000 FEET OF MODERN PLANT EQUIPPED WITH SPECIAL METAL DIE STAMPING MACHINES, PRECISION ASSEMBLY JIGS, HEAT TREATING OVENS, CADMIUM AND CORROSION PREVENTIVE BATHS, MULTIPLE HIGH SPEED DRILL AND RIVETING ASSEMBLIES, ELECTRIC SPOT WELDING UNITS, PRECISION NORMALIZING WELDING JIGS, PERMITTING THE ENTIRE STRUCTURE OF THE **NB-4** TO BE BUILT TO EXACT REQUIREMENTS AND TO BE STANDARDIZED ASSURING QUALITY, STRENGTH, REPAIRABILITY

A MANUFACTURING DIVISION AFFILIATED WITH THE WORLD'S LARGEST AERONAUTICAL PARTS AND SUPPLY HOUSE PERMITTING THE EXCEPTIONAL SERVICE FACILITIES AFFORDED BY THEIR BUYING POWER AND INTERNATIONAL COVERAGE AS WELL AS 24 HOUR SERVICE TO OUR CUSTOMERS

AN EXECUTIVE AND ENGINEERING ORGANIZATION OF MEN LONG EXPERIENCED IN AIRCRAFT FIELDS AND DETERMINED TO DEVELOP AND BUILD THE BEST WITH MOST MODERN METHODS AND MATERIALS, MAINTAINING QUALITY AND A FAIR PRICE

A FACTORY PERSONNEL OF THOROUGHLY TRAINED SPECIALISTS IN MODERN METAL AIRCRAFT BUILDING ASSURING TRUE UNIFORM QUALITY STANDARDIZATION ALL COUPLED WITH A PROVEN MERCHANDIZING AND ADVERTISING PROGRAM PERMITTING DIRECT FACTORY CONTACTS WITH DEALERS, DISTRIBUTORS, AND THEIR PROSPECTS AFFORDING DEFINITE-MATERIAL SALES ASSISTANCE

*Russell Nicholas* PRESIDENT

