

**1932 WACO OEC/ UEC NC12467 C/N 3620**  
**Owners: Mycroft Perry and David Keays**



This aircraft is one of only 3 WACO (“Weaver Aircraft Company Ohio”) model OEC aircraft ever built in Troy, Ohio and the only surviving example. The 1932 Model OEC was the first WACO Cabin Biplane to be designed using a single compression tube between the wings instead of the steel flying wires commonly in use. It owes much of its lineage to the Model F two-place open biplane of 1930-31, which was developed to enclose the cockpits and add a rear bench seat. NC 12467 is unique in having been factory fitted with a 16usg auxiliary fuel tank in the starboard lower wing and a hand operated wobble pump to transfer fuel to the two upper wing tanks.

It was delivered to its first owner, H C Lippiatt in California in May 1932. An Englishman from Blackburn, Mr Lippiatt became a WACO dealer in 1932 and the aircraft was used as a demonstrator for several months. Originally equipped with a Kinner C5 5-cylinder radial engine of 210hp and Hamilton Standard metal propeller, it has spent its entire flying life on the West Coast of the USA. In 1943, it was put into storage with 771 hours on the clock.

The Kinner was not a popular engine choice, being less smooth in operation than the 7 cylinder engines available at the time. Sometime in the 1950s, a period when the aircraft was not airworthy, it was re-engined with a 220hp Continental W-670 7-cylinder radial engine but it is not believed to have flown with this particular engine. However, the change of power plant meant that the model was re-designated UEC, joining the fleet of 45 of this model built up to February 1933.



In 1960, the aircraft was brought back to flying condition after a major rebuild in Oregon. At this time an ex-US Navy Continental R670-11 engine of 220hp was installed and a Sensenich wooden propeller fitted. The aircraft then took to the air for the first time since 1943.

The aircraft continued in service until 1984, having flown a total of 896 hours.

In 2012, the aircraft was shipped to Germany and a complete restoration of the aircraft was begun. This was completed in the UK in 2016 by its present owners and an overhauled Continental W670-6A engine fitted with a new 98" Sensenich wooden propeller. The distinctive rear cabin roof shape and windows were restored to this airframe after having been faired-in at some previous point in its life. The aircraft is fitted with Cleveland disc brakes, a lockable tailwheel and a "throwover" control column. For safety reasons, the electrical system has been brought up to modern standards with a JASCO alternator, a TRIG radio and transponder and a four-place intercom.

This is a very original aircraft, still wearing its original US registration and it appears today in the exact colours in which it left the factory on 25 May 1932. It flew again in September 2016 at Enstone, Oxfordshire. This unique aircraft remains one of the lowest-houred and earliest WACO Cabin biplanes still in flying condition anywhere in the world.





Wing Span	Upper	33ft 2in	Lower	28ft 2in
Length		23ft 4in		
Height		8ft 6in		
Fuel Capacity		66 US gallons 2 x 25gal wing tanks and 1 x 16gal tank in the stbd lower wing		
Fuel Consumption		12gal/hr		
Top Speed		133mph		
Cruising Speed		117mph		
Empty Weight		1750lb		
Max Takeoff Weight		2700lb		
Price new in 1932		\$5985		