



Designed with the business executive in mind, Cessna's new Skyknight has top speed of 265 m.p.h. and is able to fly above weather

Skyknight Joins Business Fleet

Cessna Aircraft Company's turbo-charged twin-engine *Skyknight* now is in production and being delivered to customers. This is well in advance of the original schedule.

Price tag on the 265 m.p.h. business plane: \$67,500.

Cessna's announcement of production of the new aircraft came as a surprise to the trade. The manufacturer's new models usually are available late in the fall, following the annual meeting of Cessna dealers and distributors. First deliveries of this model were made in August.

The *Skyknight*, a roomy five-passenger twin, will occupy top position in Cessna's 1962 line, Frank Martin, marketing division manager, announced. The light-twin is more than \$30,000 less than any other high altitude twin, the factory claims. It is rated as having a 27,200-foot service ceiling with two engines, and 17,300 feet on one engine. Its maximum speed at 16,000 feet (best power mixture) is 265 m.p.h., according to Cessna's announcement. Its maximum recommended cruise speed, 75% power at 19,500 feet, is 245 m.p.h. Cessna says the *Skyknight* is the first plane of its kind offering turbine-driven supercharged power to the general aviation market.

"The *Skyknight* is designed to fly long distances at altitudes topping weather, thus offering business executives fast, all-weather transportation where flying is at its finest," Martin said.

The new twin climbs at 1,850 f.p.m., clearing a 50-foot obstacle on takeoff in 1,470 feet. It has a single-engine minimum control speed of only 88 m.p.h. The two 260 h.p. Continental fuel-injection engines are housed in extremely flat nacelles, 22½ inches at their thickest point. Exhaust gases are fed to the superchargers through stain-

less steel tubes and exhaust stacks.

"True twin-engine safety is much more than simply having two engines," Martin said. "With this in mind, Cessna has engineered the *Skyknight* for complete safety with two generators, two vacuum pumps, two vacuum systems, two engine-driven fuel pumps backed up by two auxiliary electric fuel pumps and completely dual ignition for each engine."

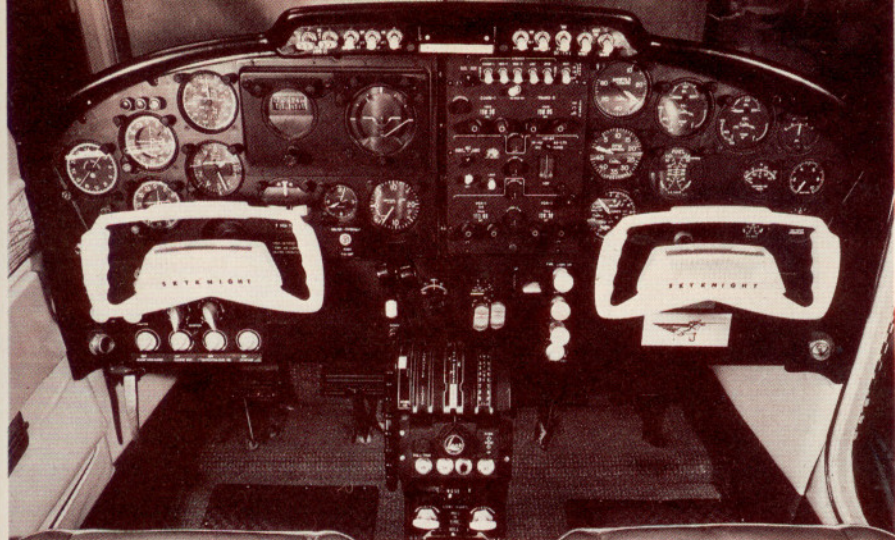
Interior of the *Skyknight* was designed with the business executive in mind. "Functionally designed for executive needs as a speedy airborne conference room, the spacious *Skyknight* interior features 'stretch-out, move-around' room," Martin explained.

An aisle between the seats facilitates passenger movement. Seats move fore and aft and recline individually. A combination of four seating arrangements, including a lounge are available in 10 color combinations. The plane has four large windows on each side with draw curtains, airliner-type ventilators and other accessories for the passengers' comfort. A "Blend-temp" heating system, which attains full output in 15 seconds, is incorporated in the plane.

The *Skyknight's* exterior is typical of Cessna's sleek styling—sharp nose, swept tail, wing-tip tanks and extensive window visibility.

In the cockpit is found a newly designed pilot-oriented panel. Engineered for minimum eye movement or adjustment, the instruments and controls appear in a logical grouping for simplicity of operation. Night lighting features post lights for each instrument with four rheostatically controlled zones.

The *Skyknight* brings to three the number of twins in Cessna's 1962 line. The other two are the 310 and the new push-pull *Skymaster* which features counterrotating propellers at each end of the fuselage.



Pilot-oriented panel was engineered for minimum eye movement or adjustment. Instruments are grouped for simplicity of operation

Skyknight Performance And Specifications

Gross weight	4,990 lbs.	Maximum range at 25,000 feet (130 gallons, no reserve)	1,430 miles 6.9 hours @ 207 m.p.h.
Speed (best power mixture) Maximum 16,000 feet	265 m.p.h.	Maximum range at 10,000 feet (130 gallons, no reserve)	1,320 miles 7.7 hours @ 171 m.p.h.
Maximum recommended cruise, 75% power at 19,500 feet	245 m.p.h.	Rate of climb at sea level: Twin engine	1,850 f.p.m.
75% power at 10,000 feet	223 m.p.h.	Service ceiling: Twin engine	27,200 feet
Range (normal lean mixture) Maximum recommended cruise, 75% power at 19,500 feet	855 miles	Single engine	17,300 feet
(100 gallons, no reserve)	3.5 hours @ 242 m.p.h.	Takeoff: Ground run	870 feet
Maximum recommended cruise, 75% power at 10,000 feet	790 miles	Landing: Landing roll	640 feet
(100 gallons, no reserve)	3.5 hours @ 221 m.p.h.	Total distance over 50-foot obstacle	1,770 feet
Maximum recommended cruise, 75% power at 19,500 feet	1,110 miles	Empty weight (approximate)	3,190 lbs.
(130 gallons, no reserve)	4.6 hours @ 242 m.p.h.	Fuel capacity (total): Standard	102 gals.
Maximum recommended cruise, 75% power at 10,000 feet	1,025 miles	Optional	133 gals.
(130 gallons, no reserve)	4.6 hours @ 221 m.p.h.	Power: Two Continental 6-cylinder, fuel injection TISO-470-B Engines, 260 rated h.p. at 2,625 r.p.m.	
Maximum range at 25,000 feet	1,100 miles	Propeller: Constant speed, full-feathering	36 feet
(100 gallons, no reserve)	5.3 hours @ 207 m.p.h.	Wing span	175 sq. ft.
Maximum range at 10,000 feet	1,015 miles	Wing area	29.5 feet
(100 gallons, no reserve)	5.9 hours @ 171 m.p.h.	Length	10.3 feet
		Height	

Here is a view of the flat nacelle housing one of the Skyknight's 260 h.p. Continental fuel injection engines. The hand is pointing at the engine's turbo-charger, which is responsible for the plane's high altitude capabilities.

