

MIXED RESULTS

Recent market trends are cause for cautious optimism and concern.

As an indication of where the action is in general aviation research and development, the "In The Works" section of this year's directory is prophetic. There are a sizable number of commuter and executive transports on the drawing boards and in various stages of flight testing. Among this big iron is only one single-engine aircraft, the OMAC-I, a six- to eight-place turboprop with an estimated selling price of more than half a million dollars.

The lack of needed development of the aircraft that most of us fly—singles and piston twins—is disappointing but hardly surprising. After all, turboprops and jets have become the butter on the industry's bread. Sales of these aircraft in recent years have increased almost at the same rate that sales of piston aircraft have decreased.

At this time last year, the General Aviation Manufacturers Association forecast sales of \$3 billion on the delivery of 12,000 general aviation aircraft in 1981. As the prime interest rate continued to hover near 20 percent, the industry later revised its forecast to 10,000 aircraft.

Preliminary figures released by GAMA indicate that the industry came very close to its revised projections. Total sales were approxi-

mately \$2.9 billion on deliveries of about 9,450 aircraft last year. Market trends are evident when deliveries are broken down into their respective categories. The industry delivered about 390 jets, a 19-percent increase from 1980, and 920 turboprops, a 16-percent increase. Deliveries of piston twins totaled about 1,500, a 27-percent decrease; and about 6,300 singles were delivered, a 24-percent decrease.

But not all singles and piston twins were affected by the downward trend in the lower end of the market. Sales of high-performance aircraft such as Beech Bonanzas and Barons, Cessna Centurions and 300-series twins, Piper Saratogas and Navajos, and Mooney M20s remained relatively stable.

For industry observers, the market trends are cause for both cautious optimism and for concern. "Compared with the disastrous results posted recently by the U.S. auto makers, the general aviation industry is surprisingly healthy," said one observer. "With the factors attendant to airline deregulation—cutbacks in service and higher ticket prices—and the rising costs of purchasing and operating new automobiles, public acknowledgment of the trans-



The new Cessna Crusader exemplifies the benefits that can be derived from application of big-iron technology.

portation value of light aircraft is increasing."

Despite the increasing flexibility and economy of light singles and twins for personal and business transportation, however, the forces of high interest rates, tight credit restrictions, inflation and recession continue conspiring to suppress individual purchase decisions.

Last year, some manufacturers attempted to combat these forces by offering special financing programs, which included interest rates ranging from 12 percent to 14 percent. Some of these programs have been modified and renewed for 1982.

This year, for instance, Beech Acceptance Corporation is offering a one-year, fixed-interest rate of 15 percent for buyers of piston-powered Beechcraft. The rate for the remainder of the loan term will be adjusted quarterly to two percent more than the current prime interest rate.

Piper Acceptance Corporation is offering similar financing programs for its piston aircraft. Customers can finance between 65 percent and 80 percent of the purchase price for terms ranging from 60 to 108 months. Interest rates are fixed for two years between 12 percent and 16 percent, depending on the terms of the loan and the type of aircraft. After two years, the interest rates will be adjusted monthly to 1.5 percent greater than the current prime rate.

Beech and Piper stressed that their financing programs will be reviewed and adjusted periodically this year. More information on the programs can be obtained by contacting the manufacturers or their local distributors.

At press time, Cessna Finance Corporation had no plans for special financing programs this year. For six months last year, the company offered 12-percent financing to buyers of 152s, Skyhawks and Cutlass RGs. "We always try to use financing where it will sell something," one Cessna official said. "Interest rates were magic a year ago, but people now are more concerned about the health of their businesses and factors that may affect their disposable incomes."

Meanwhile, slow-selling aircraft continue to be set adrift. Conspicuous by their absence from this year's directory are two previous market staples, the Piper Super Cub and Aztec. For years, there was a limited but steady demand for these airplanes, but the demand was not big enough to justify their continued production. Piper said it is possible, but not probable, that

the Super Cub may one day return to production. However, the trusty old Aztec is gone, replaced to some degree by the Seneca III.

Gone also is the Cessna Hawk XP, whose tenuous market niche evaporated when the Cutlass RG was introduced. Another market staple, the Cessna 310, has been obviated by the company's new Crusader T303.

Beech has suspended production of the Skipper but probably will begin to build the airplane again if and when the Beech Aero Centers find themselves in need of more trainers.

Among the old, the new and the tweaked in this year's directory are two interesting newcomers: the Adams Industries Thorp 211 and the Wing Derringer. Adams had hoped to roll at least 100 versions of John Thorp's Sky Scooter off its Detroit assembly line by the end of last year, but only one airplane was built. A spokesman explained, "We decided to make some small changes in Thorp's design and got ourselves mired in FAA red tape."

There was some debate several years ago, when George Wing unveiled his Derringer, over the value of a two-seat twin. Now, only time will tell whether the unconventional and appealing little airplane will carve a market niche for itself.

Amid the harsh economic realities of the past year, one faint glimmer of hope emerged: Student starts began a slow but steady upswing. Some of the credit for this is due to GAMA's flight-training sweepstakes program ("Pilot News," August 1981 *Pilot*, p. 13).

The general aviation industry expects to build fewer aircraft this year but to make even more money on the aircraft it sells. Obviously, these expectations are based on continuing demand for turboprop and jet aircraft.

The auto industry, on the other hand, hopes to get itself out of the red by turning the tide on foreign competition. The auto makers are playing catch-up ball, but they have been pouring millions of research and development dollars into smaller, more efficient cars.

I cannot help but wonder if, right now, there isn't a Japanese or German engineer looking over our selection of 1950s-template piston aircraft, comparing them with technologies that are proven and available, tapping furiously on a hand-held computer and thoughtfully muttering, "Hmm."

—MML

The following directory includes all civil aircraft, except air transport, that are in production and available for purchase this year. Use it as a basic comparison guide for 1982 models.

Several changes were made to this year's directory: Maximum payload has been added for all aircraft; fuel capacity and consumption figures now are shown in pounds and gallons; and balanced field lengths have been added to the "Turbojet" section.

The information in each listing is current as of mid-December 1981 and was obtained directly from the manu-

facturers. Pricing policies vary from manufacturer to manufacturer, and, unless otherwise noted, the basic price does not include dual controls, avionics, certain engine gauges and some equipment required by the Federal Aviation Regulations.

The directory is divided into 12 sections, with aircraft in each section listed according to the manufacturer's suggested list price from least expensive to most expensive. Information for "In the Works" is preliminary and subject to change without notice from the aircraft manufacturer.

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SINGLE-ENGINE FIXED GEAR

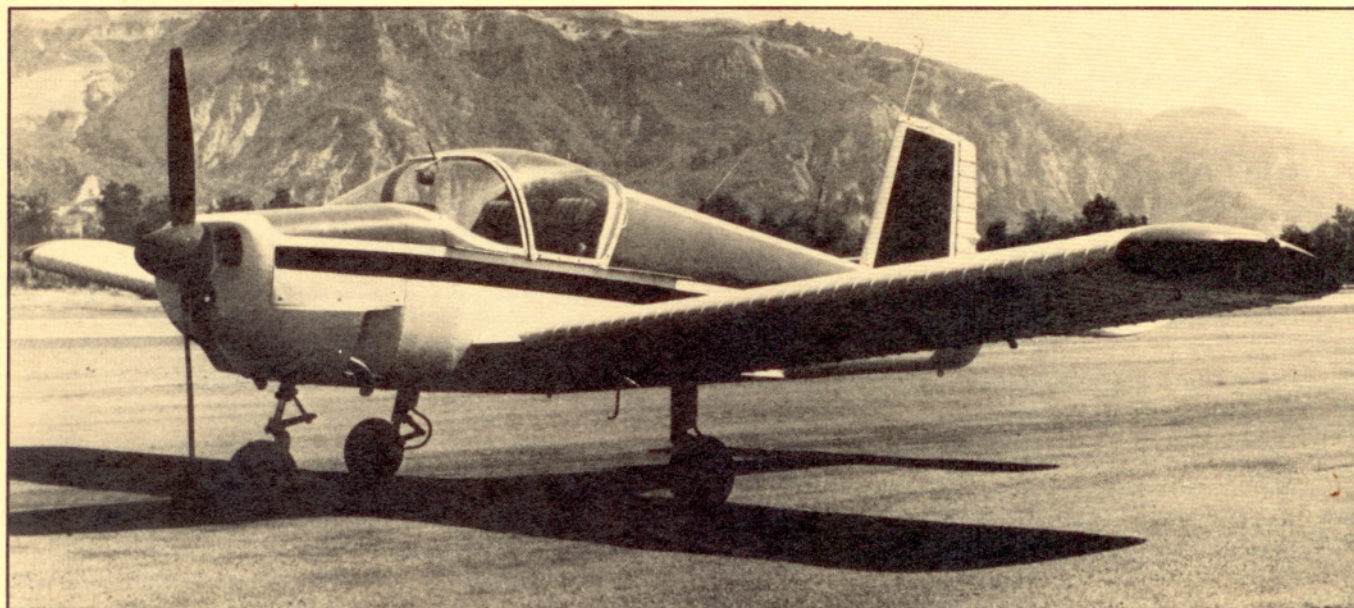
Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Service Ceiling	Stall Speed (flaps down, kt)	Price
ADAMS Thorp 211	2	Cont. O-200, 100 hp/FP	144/24	1,270/ 733/ 393	104 @ NA/33/5.5 98 @ NA/27/4.5	366 @ NA 438 @ NA	575'/ NA	950	19,000'	39	\$19,900
Price includes dual side-by-side stick controls and corrosion proofing.											
TAYLORCRAFT F21	2	Lyc. O-235-L2C, 112 hp/FP	144/24	1,500/ 990/ 366	107 @ 8,000'/36/6 NA	310 @ 8,000' NA	350'/ 350'	875	18,000'	38	\$20,745
Price includes engine and fuel gauges, navigation lights, toe brakes, shoulder harnesses, airspeed, altimeter, compass, owners and engine manuals and logbooks.											
CESSNA 152	2	Lyc. O-235-L2C, 110 hp/FP	156/26	1,675/ 1,112/ 416	107 @ 8,000'/36/6 99 @ 8,000'/31/5.2	318 @ 8,000' 355 @ 11,000'	1,340'/ 1,200'	715	14,700'	43	\$24,200
Price includes engine gauges, pitot-static system, exterior paint and oil cooler. Max payload calculated at max standard fuel.											
PIPER PA-38 Tomahawk II	2	Lyc. O-235-L2C, 112 hp/FP	192/32	1,670/ 1,109/ 369	108 @ 7,100'/33/5.5 100 @ 5,000'/29/4.8	452 @ 7,100' 468 @ 10,500'	1,460'/ 1,544'	718	13,000'	49	\$24,960
Price includes dual controls, engine gauges, pitot-static system, airspeed, altimeter, compass, shoulder harnesses and exterior paint.											
VARGA 2150A Kachina	2	Lyc. O-320-A2C, 150 hp/FP	210/35	1,817/ 1,125/ 692	104 @ 5,000'/45/7.5 101 @ 5,000'/42/7	392 @ 5,000' 413 @ 5,000'	NA	910	22,000'	45	\$30,490
Price includes dual controls, engine gauges, pitot-static system, shoulder harnesses and lap-belts, tinted windows, elevator trim, toe brakes, airspeed, altimeter, compass, stall warning horn, full electrical systems and landing and cockpit lights.											
ARCTIC S1B2 Interstate	2	Lyc. O-320-A2B, 150 hp/FP	240/40	1,900/ 988/ 672	102 @ 3,500'/48/8 96 @ 3,500'/42/7	500 @ 3,000' 493 @ 3,000'	325'/ 500'	1,275	19,000'	30	\$30,973
Price includes dual controls, toe brakes, 82/44 McCauley prop, 50° flaps, 8" Maule tailwheel, 850 x 6 tires, cabin heat, windshield defroster, lexan windshield and 1,500 lb Cleveland wheels and brakes.											
CESSNA 152 Aerobat	2	Lyc. O-235-L2C, 110 hp/FP	156/26	1,675/ 1,133/ 395	106 @ 8,000'/36/6 97 @ 8,000'/31/5.2	315 @ 8,000' 355 @ 11,000'	1,340'/ 1,200'	715	14,700'	43	\$32,400
Price includes engine gauges, pitot-static system, exterior paint, basic avionics kit, nav/com, reclining seats, removable cushions, shoulder restraint & lap-belt system, tinted skylight windows and doors w/quick release. Max payload calculated at max standard fuel.											
VARGA 2180 Kachina	2	Lyc. O-360-A, 180 hp/FP	210/35	1,817/ 1,175/ 642	115 @ 5,000'/49/8 109 @ 5,000'/44/7	390 @ 5,000' 403 @ 5,000'	NA	1,300	22,000'	52/57	\$34,250
Price includes dual controls, engine gauges, pitot-static system, shoulder harnesses, lap-belts, tinted windows, elevator trim, toe brakes, airspeed, altimeter, compass, stall warning horn, full electrical system and landing and cockpit lights.											
MAULE M-5-180C	4	Lyc. O-360-C1F 180 hp/CS	240/40	2,300/ 1,325/ 1,000	137 @ 7,500'/63/10.5 130 @ 7,500'/52/8.6	450 @ 7,500' 490 @ 7,500'	600'/ 600'	900	15,000'	34	\$35,575
STOL aircraft. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot.											

FP—Fixed Pitch; CS—Constant Speed; *Gross Weight, sea level; NA—Not Available

1982 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt)		Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Service Ceiling	Stall Speed (flaps down, kt)	Price
					75% @ alt/pph/gph	65% @ alt/pph/gph						
PIPER PA-28-161 Warrior II	4	Lyc. O-320-D3G, 160 hp/FP	300/50	2,325/ 1,348/ 677	127 @ 9,000'/60/10	118 @ 12,500'/52/8.6	590 @ 9,000' 633 @ 12,500'	1,490'/ 1,115'	710	13,000'	44	\$36,310
<i>Price includes dual controls, pitot-static system and engine gauges.</i>												
CESSNA 172 P Skyhawk	4	Lyc. O-320-D2J, 160 hp/FP	258/43	2,407/ 1,427/ 740	120 @ 8,000'/50/8.4	111 @ 8,000'/44/7.3	442 @ 8,000' 587 @ 6,000'	1,625'/ 1,280'	700	13,000'	46	\$38,450
<i>Price includes engine gauges, gyro instrumentation, pitot-static system, exterior paint and wheel fairings. Max payload calculated at max standard fuel.</i>												
MAULE M-5-235C Lunar Rocket	4	Lyc. O-540-J1A5D, 235 hp/CS	240/40	2,300/ 1,400/ 1,000	150 @ 7,500'/87/14.5	142 @ 7,500'/72/12	405 @ 7,500' 450 @ 7,500'	600'/ 600'	1,350	20,000'	34	\$39,495
<i>STOL aircraft. Gross weight when float equipped is 2,530. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot. Lyc-IO-540-W1A5D model available for \$40,900.</i>												
MAULE M-5-210C Lunar Rocket	4	Cont. IO-360-D, 210 hp/CS	240/40	2,300/ 1,350/ 950	129 @ 8,500'/78/13	122 @ 8,500'/60/10	450 @ 8,500' 490 @ 8,500'	600'/ 600'	1,250	20,000'	34	\$39,795
<i>STOL aircraft. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot.</i>												
PITTS S-1S	1	Lyc. AEIO-360-B4A, 180 hp/FP	120/20	1,150/ 750/ 280	126 @ NA/NA/NA	117 @ NA/NA/NA	200 @ NA NA	1,050'/ 970'	2,600	22,000'	50	\$41,700
<i>Price includes engine gauges and pitot-static system.</i>												
MAULE M-5-210TC Lunar Rocket	4	Lyc. TO-360-F1A6D, 210 hp/CS	240/40	2,300/ 1,400/ 900	170 @ 17,000'/84/14	156 @ 17,000'/76/12.6	405 @ 17,000' 450 @ 17,000'	600'/ 600'	1,250	20,000'	34	\$42,295
<i>STOL aircraft. Price includes dual controls and engine gauges.</i>												
MAULE M-6-235 Lunar Rocket	4	Lyc. O-540-J1A5D, 235 hp/CS	420/70	1,500/ 1,050/ NA	150 @ 7,500'/87/15	142 @ 7,500'/72/12	405 @ 7,500' 450 @ 7,500'	600'/ 600'	1,350	20,000'	22	\$42,495
<i>STOL aircraft. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot. Fuel-injected model available for \$43,900.</i>												
PIPER PA-28-181 Archer II	4	Lyc. O-360-A4M, 180 hp/FP	300/50	2,550/ 1,413/ 837	129 @ 8,000'/63/10	125 @ 12,000'/54/9	600 @ 8,000' 645 @ 12,000'	1,625'/ 1,390'	735	13,650'	49	\$44,470
<i>Price includes dual controls, pitot-static system and engine gauges.</i>												
BEECH C23 Sundowner	4	Lyc. O-360-A4K, 180 hp/FP	342	2,450/ 1,494/ 613	119 @ 8,500'/64/10.6	108 @ 8,500'/54/9	533 @ 8,500' 582 @ 8,500'	1,955'/ 1,484'	792	12,600'	51	\$50,250
<i>Price includes engine gauges and pitot-static system. Max payload calculated at max standard fuel.</i>												

FP—Fixed Pitch; CS—Constant Speed; *Gross Weight, sea level; NA—Not Available



Adams Industries has begun production of the Thorp 211 Air Recreational Vehicle.

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Service Ceiling	Stall Speed (flaps down, kt)	Price
PITTS S-2A	2	Lyc. AEIO-360-A1A, 200 hp/CS	144/24	1,500/ 1,035/ 321	128 @ NA/NA/NA 121 @ NA/NA/NA	200 @ NA NA	1,275'/ 1,230'	1,950	22,000'	50	\$50,800
<i>Price includes dual controls, engine gauges and pitot-static system.</i>											
PEZETEL PZL-104 Wilga 80	4	PZL A1-14RA, 260 hp/CS	285/47.5	2,711/ 1,874/ 552	85 @ 7,500'/66/11 71 @ 7,500'/60/10	331 @ 7,500' 344 @ 7,500'	260'/ 310'	1,240	15,025'	36	\$57,600
<i>STOL aircraft. Price includes engine gauges, gyro instrumentation, dual controls, pitot-static system and towhook.</i>											
CESSNA 182 R Skylane	4	Cont. O-470-U, 230 hp/CS	552/92	3,110/ 1,730/ 852	142 @ 8,000'/77/12.8 133 @ 8,000'/66/11	820 @ 8,000' 912 @ 10,000'	1,515'/ 1,350'	865	14,900'	49	\$58,350
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge and exterior paint.</i>											
PITTS S-2S	1	Lyc. AEIO-540-D4A5, 260 hp/CS	228/38	1,500/ 1,090/ 182	152 @ NA/NA/NA 148 @ NA/NA/NA	500 @ NA NA	1,000'/ 900'	2,700	25,000'	50	\$59,375
<i>Price includes engine gauges and pitot-static system.</i>											
PIPER PA-28-236 Dakota	4	Lyc. O-540-J3A5D 235 hp/CS	462/77	3,000/ 1,610/ 928	144 @ 9,100'/81/13 138 @ 12,200'/70/11	710 @ 8,500' 770 @ 11,400'	1,216'/ 1,725'	1,110	17,500'	56	\$59,640
<i>Price includes dual controls, pitot-static system and engine gauges.</i>											
GREAT LAKES 2T-1A-2	2	Lyc. AEIO-360, 180 hp/CS	156/26	1,800/ 1,250/ 394	109 @ 5,000'/56/9.3 100 @ 5,000'/50/8.3	305 @ 5,000' 319 @ 5,000'	825'/ 850'	1,150	17,000'	53	\$62,995
<i>Price includes dual controls, engine gauges, pitot-static system and altimeter.</i>											
MUDRY CAP 10 B	2	Lyc. AEIO-360-B2F, 180 hp/FP	246/41	1,830/ 1,200/ 384	155 @ NA/60/10 150 @ NA/57/9.5	500 @ NA NA	1,477'/ 1,968'	1,100	17,000'	43	\$67,700
<i>Price includes dual controls, engine gauges, pitot-static system, wiring for avionics and complete equipment for inverted aerobatics (shoulder harnesses, G-meter, etc.). Gross weight and rate of climb shown at utility category.</i>											
CESSNA A185F Skywagon	6	Cont. IO-520-D, 300 hp/CS	528/88	3,362/ 1,700/ 1,158	148 @ 7,000'/95/16 138 @ 7,000'/81/13	645 @ 7,000' 715 @ 10,000'	1,430'/ 1,400'	1,075	17,900'	49	\$68,350
<i>Ag-spray equipment option available. Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine and exterior paint.</i>											
CESSNA T182 Turbo Skylane	4	Lyc. TO-540-L3C5D, 235 hp/CS	552/92	3,112/ 1,740/ 844	158 @ 20,000'/86/15 147 @ 20,000'/75/13	745 @ 20,000' 812 @ 20,000'	1,475'/ 1,350'	965	20,000'	49	\$70,500
<i>Price includes engine gauges, gyro instrumentation, pitot-static system, cylinder head temperature gauge and exterior paint. Service ceiling is certified max operating altitude.</i>											
CESSNA U206G Stationair 6	6	Cont. IO-520-F, 300 hp/CS	552/92	3,612/ 1,942/ 1,142	147 @ 6,500'/94/16 135 @ 6,500'/79/13	680 @ 6,500' 760 @ 10,000'	1,780'/ 1,395'	920	14,800'	54	\$79,000
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine and exterior paint.</i>											
PIPER PA-32-301 Saratoga	6-7	Lyc. IO-540-K1G5, 300 hp/CS	642/107	3,600/ 1,935/ 1,023	150 @ 8,000'/108/18 146 @ 10,000'/96/16	823 @ 8,000' 911 @ 10,000'	1,759'/ 1,612	990	14,100'	58	\$83,280
<i>Price includes dual controls, shoulder harnesses, pitot-static system and engine gauges.</i>											
CESSNA TU206G Turbo Stationair 6	6	Cont. TSIO-520-M, 310 hp/CS	552/92	3,616/ 2,021/ 1,067	162 @ 20,000'/99/17 150 @ 20,000'/85.8/14	643 @ 22,000' 697 @ 22,000'	1,640'/ 1,395'	885	27,000'	54	\$88,800
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine, oxygen system less masks, exterior paint and wheel fairings.</i>											
CESSNA 207A Stationair 8	8	Cont. IO-520-F, 300 hp/CS	366/61	3,812/ 2,123/ 1,365	143 @ 6,500'/95/16 133 @ 6,500'/82/14	350 @ 6,500' 393 @ 6,500'	1,970'/ 1,500'	810	13,300'	58	\$89,400
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine, exterior paint, eight-place seating and wheel fairings. Max payload calculated at max standard fuel.</i>											
PIPER PA-32-301T Turbo Saratoga	6-7	Lyc. TIO-540-SIAD, 300 hp/CS	642/107	3,600/ 1,998/ 960	165 @ 20,000'/119/20 154 @ 20,000'/103/17	780 @ 20,000' 845 @ 20,000'	1,590'/ 1,725'	1,075	20,000'	58	\$93,520
<i>Price includes dual controls, pitot-static system, engine gauges, cylinder head temperature gauge and exhaust gas temperature gauge. Service ceiling is max approved operating altitude.</i>											

CS—Constant Speed; *Gross Weight, sea level; NA—Not Available

1982 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Service Ceiling	Stall Speed (flaps down, kt)	Price
CESSNA T207A Turbo Stationair 8	8	Cont. TSIO-520-M, 310 hp/CS	366/61	3,816/ 2,199/ 1,293	157 @ 20,000'/99/16 145 @ 20,000'/85/14	340 @ 12,000' 355 @ 8,000'	1,860'/ 1,500'	885	26,000'	58	\$99,400

Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine, oxygen system less masks, exterior paint, eight-place seating and wheel fairings. Max payload calculated at max standard fuel.

SINGLE-ENGINE RETRACTABLE GEAR

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Service Ceiling	Stall Speed (gear, flaps down, kt)	Price
CESSNA 172 RG Cutlass	4	Lyc. O-360-F1A6, 180 hp/CS	396/66	2,658/ 1,591/ 695	140 @ 9,000'/62/10 129 @ 9,000'/53/9	720 @ 9,000' 783 @ 11,000'	1,775'/ 1,340'	800	16,800'	50	\$59,350
Price includes engine gauges, cylinder head temperature gauge, gyro instrumentation, pitot-static system and exterior paint.											
MOONEY M20J 201	4	Lyc. IO-360-A3B6D, 200 hp/CS	384/64	2,740/ 1,671/ 685	169 @ 8,000'/65/11 160 @ 10,000'/56/9	847 @ 6,000' 924 @ 6,000'	1,517'/ 1,610'	1,030	18,800'	55	\$65,775
Price includes dual controls, engine gauges, pitot-static system and fuel injected engine.											
PIPER PA-28RT-201 Arrow IV	4	Lyc. IO-360-C1C6 200 hp/CS	462/77	2,750/ 1,637/ 651	143 @ 6,800'/75/13 138 @ 9,700'/65/11	785 @ 6,500' 850 @ 9,800'	1,600'/ 1,525'	831	16,200'	53	\$66,180
Price includes dual controls, shoulder harnesses, pitot-static system and engine gauges.											
BEECH C24R Sierra	4-6	Lyc. IO-360-A1B6, 200 hp/CS	342/57	2,750/ 1,694/ 713	137 @ 10,000'/58/10 127 @ 10,000'/55/9	646 @ 10,000' 670 @ 10,000'	1,561'/ 1,462'	927	15,385'	60	\$68,500
Price includes engine gauges, pitot-static system and fuel injected engine. Max payload calculated at max standard fuel.											
PIPER PA-28RT-201T Turbo Arrow IV	4	Cont. TSIO-360-FB, 200 hp/CS	462/77	2,900/ 1,692/ 746	172 @ 18,500'/84/14 167 @ 20,000'/76/13	790 @ 18,000' 830 @ 18,000'	1,620'/ 1,555'	940	20,000'	61	\$72,910
Price includes dual controls, pitot-static system and engine gauges. Service ceiling is max approved operating altitude.											
MOONEY M20K 231	4	Cont. TSIO-360-GB1, 210 hp/CS	453/76	2,900/ 1,800/ 647	191 @ 24,000'/68/11 180 @ 24,000'/64/10	990 @ 21,000' 1,080 @ 9,000'	2,060'/ 2,280'	1,080	24,000'	57	\$74,250
Price includes dual controls, engine gauges and pitot-static system.											
CESSNA R182 Skylane RG	4	Lyc. O-540-J3C5D, 235 hp/CS	552/92	3,112/ 1,757/ 827	155 @ 7,500'/79/13 148 @ 7,500'/71/12	845 @ 7,500' 940 @ 11,000'	1,570'/ 1,320'	1,140	14,300'	50	\$77,200
Price includes engine gauges, gyro instrumentation, pitot-static system, cylinder head temperature gauge and exterior paint.											
CESSNA TR182 Turbo Skylane RG	4	Lyc. O-54D-L3C5D, 235 hp/CS	552/92	3,112/ 1,794/ 790	173 @ 20,000'/85/14 162 @ 20,000'/74/12	845 @ 7,500' 940 @ 11,000'	1,570'/ 1,320'	1,040	20,000'	50	\$86,000
Price includes engine gauges, gyro instrumentation, pitot-static system, cylinder head temperature gauge, oxygen system less masks and exterior paint. Service ceiling is max certified operating altitude.											
PIPER PA-32R-301 Saratoga SP	6-7	Lyc. IO-540-K1G5D, 300 hp/CS	642/107	3,600/ 1,999/ 959	159 @ 6,200'/108/18 153 @ 10,400'/96/16	865 @ 6,400' 937 @ 10,400'	1,759'/ 1,612'	1,010	16,700'	57	\$102,140
Price includes dual controls, shoulder harnesses, pitot-static system and engine gauges.											
CESSNA 210N Centurion	6	Conf. IO-520-L, 300 hp/CS	540/90	3,812/ 2,153/ 1,137	168 @ 6,500'/95/16 163 @ 10,000'/82/14	765 @ 6,500' 865 @ 10,000'	2,030'/ 1,500'	950	17,300'	56	\$102,500
Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine and exterior paint.											
PIPER PA-32R-301T Turbo Saratoga SP	6-7	Lyc. TIO-540-S1AD, 300 hp/CS	642/107	3,600/ 2,078/ 880	177 @ 20,000'/119/20 166 @ 20,000'/103/17	844 @ 20,000' 920 @ 20,000'	1,590'/ 1,725'	1,120	20,000'	60	\$112,580
Price includes dual controls, pitot-static system, engine gauges, cylinder head temperature gauge and exhaust gas temperature gauge. Service ceiling is max approved operating altitude.											

CS—Constant Speed; *Gross Weight, sea level

Manufacturer and Model	Seats	Powerplant / Prop type	Fuel Capacity (lb/gal)	Gross Wgt / Empty Wgt / Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt / pph / gph 65% @ alt / pph / gph	Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff / Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Service Ceiling	Stall Speed (gear, flaps down, kt)	Price
CESSNA T210N Turbo Centurion	6	Cont. TSIO-520-R, 310 hp/CS	540/90	4,016/ 2,237/ 1,257	184 @ 20,000' / 99 / 17 170 @ 20,000' / 86 / 14	740 @ 22,000' 795 @ 20,000'	2,160' / 1,500'	930	27,000'	58	\$112,950
Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine, oxygen system less masks and exterior paint.											
BEECH F33A Bonanza	4-5	Cont. IO-520-BB, 285 hp/CS	444/74	3,400/ 2,125/ 831	172 @ 6,000' / 91 / 15 163 @ 8,000' / 84 / 14	716 @ 6,000' 777 @ 10,000'	1,769' / 1,324'	1,167	17,858'	51	\$118,750
Price includes engine gauges, nav/com, pitot-static system and fuel injected engine. Max payload calculated at max standard fuel.											
BEECH V35B Bonanza	4-5	Cont. IO-520-BB, 285 hp/CS	444/74	3,400/ 2,110/ 846	172 @ 6,000' / 91 / 15 163 @ 8,000' / 84 / 14	716 @ 6,000' 777 @ 10,000'	1,769' / 1,324'	1,167	17,858'	51	\$118,750
Price includes engine gauges, nav/com, pitot-static system and fuel injected engine. Max payload calculated at max standard fuel.											
BEECH A36 Bonanza	4-6	Cont. IO-520-BB, 285 hp/CS	444/74	3,600/ 2,195/ 961	168 @ 6,000' / 91 / 15 158 @ 8,000' / 84 / 14	697 @ 6,000' 748 @ 10,000'	2,040' / 1,450'	1,030	16,600'	52	\$126,650
Price includes engine gauges, nav/com, pitot-static system and fuel injected engine. Max payload calculated at max standard fuel.											
BEECH A36TC Bonanza	4-6	Cont. TSIO-520-UB, 300 hp/CS	444/74	3,650/ 2,278/ 928	194 @ 25,000' / 100 / 17 175 @ 18,000' / 91 / 15	672 @ 25,000' 695 @ 20,000'	2,012' / 1,449'	1,165	25,000'	57	\$141,950
Price includes engine gauges, nav/com, pitot-static system, turbocharged and fuel injected engine. Max payload calculated at max standard fuel.											
BEECH B36TC Bonanza	6	Cont. TSIO-520-UB, 300 hp/CS	612/102	3,850/ 2,338/ 916	195 @ 25,000' / NA / NA 188 @ 25,000' / NA / NA (69%)	959 @ 25,000' 996 @ 25,000' (69%)	2,141' / 1,692'	1,049	25,000'	57	\$151,300
Price includes engine gauges, nav/com, VOR/LOC, turbocharged engine, individual toebrakes, gyro instrumentation, clock, fuel gauges, logbooks and manuals, polyurethane exterior paint and ELT.											
CESSNA P210N Pressurized Centurion	6	Cont. TSIO-520-P, 310 hp/CS	540/90	4,016/ 2,428/ 1,068	183 @ 20,000' / 105 / 18 169 @ 20,000' / 90 / 15	645 @ 20,000' 725 @ 20,000'	2,160' / 1,500'	945	23,000'	58	\$169,950
Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine, pressurization system and exterior paint. Service ceiling is max certified operating altitude.											

MULTI-ENGINE PISTON

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt / Empty Wgt / Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt / pph / gph 65% @ alt / pph / gph	Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff / Landing Distance (over 50' obst)	*Rate of Climb / Engine out ROC (fpm)	Service / SE Svc Ceiling	Stall Speed (gear, flaps down) / Vmc (kt)	Price
PIPER PA-44-180 Seminole	4	2 Lyc. O-360-E1A6D, 180 hp ea.	660/ 110	3,800/ 2,354/ 786	167 @ 8,000' / 134 / 22 164 @ 11,900' / 122 / 20	780 @ 7,000' 850 @ 10,700'	1,400' / 1,190'	1,340 / 217	17,100' / 4,100'	55 / 56	\$114,230
Price includes dual controls, engine gauges, pitot-static system and dual cylinder head temperature gauges.											
WING D-1 Derringer	2	2 Lyc. IO-320-BIC, 160 hp ea.	528/ 88	3,050/ 2,100/ 422	189 @ 10,000' / 96 / 16 183 @ 10,000' / 90 / 15	690 @ 10,000' 730 @ 10,000'	1,180' / 2,100'	1,700 / 420	19,600' / 8,500'	63 / 74	\$120,000
Price includes dual controls, custom paint and interior, altimeter, magnetic compass, ELT, corrosion proofing, engine gauges, gyro instrumentation and pitot-static system.											
PIPER PA-44-180T Turbo Seminole	4	2 Lyc. TO-360-E1A6D, 180 hp ea.	660/ 110	3,800/ 2,461/ 679	185 @ 20,000' / 145 / 24 175 @ 20,000' / 132 / 22	785 @ 20,000' 800 @ 20,000'	1,500' / 1,190'	1,290 / 180	20,000' / 12,500'	61 / 62	\$129,270
Price includes dual controls, pitot-static system, engine gauges, dual cylinder head temperature gauges and dual exhaust temperature gauges. Service ceiling is max approved operating altitude.											
BEECH 76 Duchess	4	2 Lyc. O-360-A1G6D, 180 hp ea.	600/ 100	3,900/ 2,466/ 834	164 @ 8,000' / 117 / 20 156 @ 8,000' / 111 / 19	653 @ 8,000' 711 @ 10,000'	2,119' / 1,881'	1,248 / 235	19,650' / 6,170'	60 / 70	\$134,600
Price includes dual controls, engine gauges and pitot-static system.											

CS—Constant Speed; *Gross Weight, sea level

1982 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/Empty Wgt/Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb/Engine out ROC (fpm)	Service/SE Svc Ceiling	Stall Speed (gear, flaps down)/Vmc (kt)	Price
PARTENAVIA P68C (fg)	7	2 Lyc. IO-360-A1B6,, 200 hp ea.	852/142	4,387/2,711/824	166 @ 7,500'/123/21 161 @ 11,000'/109/18	1,050 @ 7,500' 1,140 @ 11,000'	1,300'/1,600'	1,500/270	19,200'/6,900'	62/62	\$136,000
Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system.											
PARTENAVIA P68TC Turbo (fg)	7	2 Lyc. TO-360-C1A6D, 210 hp ea.	852/142	4,387/2,866/669	172 @ 12,000'/160/27 158 @ 10,000'/122/20	775 @ 12,000' 940 @ 12,000'	1,260'/1,600'	1,550/290	20,000'/14,500'	62/62	\$151,000
Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system.											
PIPER PA-34-220T Seneca III	6-7	2 Cont. TSIO-360-KB, 200 hp ea.	588/98	4,513/2,852/1,073	193 @ 20,000'/174/29 191 @ 24,000'/139/23	462 @ 20,000' 550 @ 20,000'	1,210'/1,978'	1,400/240	25,000'/12,300'	62/65	\$156,220
Price includes dual controls, engine gauges, pitot-static system, dual cylinder head temperature gauges and dual exhaust gas temperature gauges. Service ceiling is max approved operating altitude.											
BEECH B55 Baron	4-6	2 Cont. IO-470-L, 260 hp ea.	816/136	5,100/3,236/1,264	187 @ 7,000'/186/32 180 @ 8,000'/156/26	825 @ 7,000' 907 @ 10,000'	2,154'/2,148'	1,693/397	19,300'/6,400'	73/79	\$177,500
Price includes engine gauges, nav/com, pitot-static system and fuel injected engines. Max payload calculated at max standard fuel.											
BEECH E55 Baron	4-6	2 Cont. IO-520-CB, 285 hp ea.	996/166	5,300/3,291/1,409	199 @ 7,000'/210/36 190 @ 8,000'/168/28	958 @ 7,000' 1,032 @ 10,000'	2,050'/2,202'	1,682/388	19,100'/6,000'	73/79	\$219,500
Price includes engine gauges, nav/com, ADF, pitot-static system and fuel injected engines. Max payload calculated at max standard fuel.											
CESSNA T303 Crusader	6	2 Cont. TSIO/LTSIO-520-AE, 250 hp ea.	930/155	5,175/3,305/952	193 @ 20,000'/159/26 184 @ 20,000'/147/24	905 @ 22,000' 935 @ 22,000'	1,750'/1,450'	1,480/220	25,000'/13,000'	62/65	\$229,500
Price includes dual engine gauges, pitot-static system, fuel injected engines and exterior paint. Service ceiling is max certified operating altitude.											
BEECH 58 Baron	4-6	2 Cont. IO-520-CB, 285 hp ea.	1,164/194	5,400/3,361/1,223	199 @ 7,000'/210/36 190 @ 8,000'/168/28	1,140 @ 7,000' 1,224 @ 10,000'	2,101'/2,498'	1,660/390	18,600'/7,000'	74/81	\$253,500
Price includes engine gauges, nav/com, ADF, pitot-static system and fuel injected engines. Max payload calculated at max standard fuel.											
BEECH 58TC Baron	4-6	2 Cont. TSIO-520-WB, 325 hp ea.	1,140/190	6,200/3,793/1,411	237 @ 25,000'/222/38 222 @ 25,000'/204/34	1,019 @ 25,000' 1,093 @ 25,000'	2,643'/2,427'	1,475/270	25,000'/12,000'	78/79	\$284,500
Price includes engine gauges, nav/com, ADF, pitot-static system and turbocharged engines. Max payload calculated at max standard fuel.											
PILATUS BRITTEN-NORMAN BN 2A-26 Islander (fg)	10	2 Lyc. O-540-E4C5, 260 hp ea.	810/135	6,200/3,212/2,178	140 @ 7,000'/169/28 138 @ 7,000'/152/26	700 @ 7,000' 750 @ 7,000'	1,160'/960'	950/145	13,000'/5,000'	40/NA	\$305,685
Price includes dual controls, engine gauges, gyro instrumentation, pitot-static system and ELT.											
PILATUS BRITTEN-NORMAN BN 2A-27 Islander (fg)	10	2 Lyc. O-540-E4C5, 260 hp ea.	1,176/196	6,360/3,312/1,872	140 @ 7,000'/169/28 138 @ 7,000'/152/26	800 @ 7,000' 850 @ 7,000'	1,160'/960'	950/145	13,000'/5,000'	40/NA	\$305,685
Price includes dual controls, engine gauges, gyro instrumentation, pitot-static system and ELT.											
PILATUS BRITTEN-NORMAN BN 2B-26 Islander (fg)	10	2 Lyc. O-540-E4C5, 260 hp ea.	810/135	6,600/3,612/2,178	139 @ 7,000'/169/28 134 @ 9,000'/152/25	717 @ 7,000' 822 @ 9,000'	1,090'/960'	950/192	14,600'/5,000'	43/NA	\$313,450
Price includes dual controls, engine gauges, avionics package, gyro instrumentation, pitot-static system and ELT.											
PILATUS BRITTEN-NORMAN BN 2B-27 Islander (fg)	10	2 Lyc. O-540-E4C5, 260 hp ea.	1,176/196	6,360/3,312/1,872	140 @ 7,000'/169/28 138 @ 7,000'/152/25	800 @ 7,000' 850 @ 7,000'	1,160'/960'	950/145	NA/NA	40/NA	\$313,450
Price includes dual controls, engine gauges, gyro instrumentation, pitot-static system and ELT.											
PILATUS BRITTEN-NORMAN BN 2B-20 Islander (fg)	10	2 Lyc. IO-540-K1B5, 300 hp ea.	810/135	6,560/3,722/2,028	148 @ 7,000'/183/30 145 @ 7,000'/169/28	600 @ 7,000' 660 @ 7,000'	1,100'/960'	1,130/200	18,000'/6,200'	40/NA	\$313,450
Price includes dual controls, engine gauges, gyro instrumentation, avionics package, pitot-static system and ELT.											

*Gross Weight, sea level; (fg)—fixed gear; NA—Not Available

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Service/ SE Svc Ceiling	Stall Speed (gear, flaps down)/Vmc (kt)	Price
PILATUS BRITTEN-NORMAN BN 2B-21 Islander (fg)	10	2 Lyc. IO-540-K1B5, 300 hp ea.	1,176/ 196	6,600/ 3,762/ 1,662	148 @ 7,000'/183/30 145 @ 7,000'/169/28	800 @ 7,000' 880 @ 7,000'	1,100'/ 960'	1,130/ 200	18,000'/ 6,200'	40/ NA	\$313,450
Price includes dual controls, engine gauges, gyro instrumentation, avionics package, pitot-static system and ELT.											
PIPER PA-31 Navajo	6-8	2 Lyc. TIO-540-A2C, 310 hp ea.	1,123/ 187	6,500/ 4,003/ 1,374	215 @ 22,000'/183/30 204 @ 24,000'/173/28	1,005 @ 20,000' 1,055 @ 20,000'	2,160'/ 1,818'	1,220/ 245	24,000'/ 15,200'	63/ 74	\$314,080
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, dual exhaust gas temperature gauges and corrosion proofing. Service ceiling is max approved operating altitude.											
CESSNA 340A	6	2 Cont. TSIO-520-NB, 310 hp ea.	612/ 102	6,025/ 3,921/ 1,504	213 @ 20,000'/204/34 200 @ 20,000'/180/30	430 @ 24,500' 470 @ 25,000'	2,175'/ 1,850'	1,650/ 315	29,800'/ 15,800'	79/ 82	\$315,900
Price includes dual engine gauges, gyro instrumentation, pitot-static system, fuel injected engines and exterior paint.											
CESSNA 402C Businessliner/ Utiliner	6-8	2 Cont. TSIO-520-VB, 325 hp ea.	1,280/ 213	6,885/ 4,077/ 1,581	208 @ 20,000'/216/36 198 @ 20,000'/195/32	985 @ 20,000' 1,045 @ 20,000'	2,195'/ 2,485'	1,450/ 301	26,900'/ 14,800'	68/ 80	\$319,350
Price includes dual engine gauges, gyro instrumentation, pitot-static system, strobe lights, fuel injected engines, oxygen system and exterior paint.											
PIPER PA-31-325 Navajo C/R	6-8	2 Lyc. TIO-540-F2BD, 325 hp ea.	1,101/ 183	6,500/ 4,099/ 1,300	220 @ 20,000'/187/31 208 @ 20,000'/171/28	940 @ 20,000' 1,000 @ 20,000'	2,250'/ 1,818'	1,220/ 255	24,000'/ 15,300'	63/ 74	\$334,040
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system and dual exhaust gas temperature gauges. Service ceiling is max approved operating altitude.											
BEECH 58P Baron	4-6	2 Cont. TSIO-520-WB, 325 hp ea.	1,140/ 190	6,200/ 4,010/ 1,194	237 @ 25,000'/222/37 222 @ 25,000'/204/34	1,019 @ 25,000' 1,093 @ 25,000'	2,643'/ 2,427'	1,475/ 270	25,000'/ 13,490'	78/ 79	\$344,000
Price includes engine gauges, nav/com, ADF, pitot-static system, pressurization and turbocharged engines. Max payload calculated at max standard fuel.											
PIPER T-1020	11	2 Lyc. TIO-540, 350 hp ea.	636/ 106	7,000/ 4,450/ 1,914	221 @ 20,000'/NA/NA 196 @ 18,000'/229/38	425 @ 20,000' 445 @ 20,000'	2,780'/ 1,610'	1,120/ 230	24,000'/ 13,700'	74/ 76	\$349,866
Price includes dual controls, engine gauges, gyro instrumentation, pitot-static system and choice of King or Collins avionics.											
PIPER PA-31-350 Chieftain	8-10	2 Lyc. TIO-540-J2BD, 350 hp ea.	1,092/ 182	7,000/ 4,221/ 1,687	221 @ 20,000'/211/35 210 @ 20,000'/192/32	885 @ 20,000' 925 @ 20,000'	2,510'/ 1,880'	1,120/ 230	24,000'/ 13,700'	74/ 78	\$359,520
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system and dual exhaust gas temperature gauges. Service ceiling is max approved operating altitude.											
PIPER 602P Aerostar	6	2 Lyc. IO-540-AA1A5, 290 hp ea.	993/ 165	6,000/ 4,125/ 882	247 @ 25,000'/200/33 228 @ 25,000'/181/30	NA 1,098 @ 23,000'	2,250' 2,076'	2,342/ 583	28,000'/ 12,900'	71/ 80	\$376,860
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, corrosion proofing, fuel injection, dual exhaust gas temperature gauges and exterior paint.											
CESSNA 414A Chancellor	6-8	2 Cont. TSIO-520-NB, 310 hp ea.	1,280/ 213	6,785/ 4,368/ 1,190	214 @ 25,000'/198/33 202 @ 25,000'/178/29	1,100 @ 25,000' 1,190 @ 25,000'	2,595'/ 2,393'	1,520/ 290	30,800'/ 19,850'	72/ 79	\$416,750
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, strobe lights, turbochargers, oxygen system, fixed cabin pressure control system and exterior paint.											
BEECH B60 Duke	4-6	2 Lyc. TIO-541-E1C4, 380 hp ea.	1,392/ 232	6,775/ 4,423/ 1,498	240 @ 26,000'/260/44 207 @ 18,000'/234/39	1,065 @ 26,000' 1,168 @ 25,000' (63%)	2,626'/ 3,065'	1,601/ 307	30,000'/ 15,100'	73/ 88	\$433,250
Price includes engine gauges, nav/com, marker beacon, ADF, transponder, pitot-static system, pressurization and turbochargers. Max payload calculated at max standard fuel.											
PILATUS BRITTEN-NORMAN BN-2A-MK III Trislander (fg)	18	3 Lyc. O-540-E4C5, 260 hp ea.	1,176/ 196	10,000/ 5,600/ 3,224	154 @ 7,000'/253/42 150 @ 7,000'/228/38	820 @ 7,000' 870 @ 7,000'	1,919'/ 1,430'	1,000/ 145	12,400'/ 6,800'	50/ NA	\$474,500
Price includes dual controls, engine gauges, gyro instrumentation, avionics package, pitot-static system and ELT.											
CESSNA 421C Golden Eagle	8	2 Cont. GTSIO-520-N, 375 hp ea.	1,280/ 213	7,500/ 4,668/ 1,622	236 @ 25,000'/257/43 223 @ 25,000'/228/38	890 @ 25,000' 950 @ 25,000'	2,323'/ 2,293'	1,940/ 350	30,200'/ 14,900'	74/ 80	\$489,250
Price includes dual controls, dual engine gauges, dual nav/com, ADF, marker beacon receiver, gyro instrumentation, pitot-static system, strobe lights, fuel injected engines, turbochargers, oxygen system, fixed cabin pressure control system and exterior paint.											

*Gross Weight, sea level; (fg)—fixed gear; NA—Not Available

1982 GENERAL AVIATION AIRCRAFT DIRECTORY

TURBOPROP

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) Max @ alt/ pph/ gph Econ @ alt/ pph/ gph	Range w 45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Service/ SE Svc Ceiling	Stall Speed (gear, flaps down)/ Vmc (kt)	Price
PIPER PA-31T I Cheyenne I	6-7	2 P&W PT6A-11, 500 shp ea.	2,025/ 300	8,700/ 4,910/ 1,765	249 @ 14,000'/544/81 212 @ 29,000'/314/47	940 @ 25,000'	2,444'/ 2,263'	1,750/ 413	28,200'/ 12,500'	72/ 90	\$819,690
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, air conditioning, exterior paint and corrosion proofing.											
BEECH C-90-1 King Air	6-10	2 P&W PT6A-21, 550 shp ea.	2,573/ 381	9,650/ 5,765/ 1,312	237 @ 12,000'/504/75 216 @ 21,000'/395/59	1,297 @ 21,000'	2,261'/ 1,672'	1,955/ 539	28,100'/ 15,050'	76/ 92	\$902,000
Price includes dual controls, engine gauges, dual nav/com, transponder, DME, ADF, marker beacon, gyro instrumentation, pitot-static system, pressurization, air conditioning and exterior paint. Pressurization differential, 5 psi.											
CESSNA CE-425 Corsair	6-8	2 P&W PT6A-112, 450 shp ea.	2,498/ 370	8,275/ 4,915/ 908	264 @ 17,700'/536/79 249 @ 30,000'/352/52	1,565 @ 26,000'	2,341'/ 2,145'	2,027/ 434	34,700'/ 18,500'	79/ 80	\$935,000
Price includes dual controls, engine gauges, dual nav/com, ADF, glideslope, transponder, DME, autopilot, HSI, encoding altimeter, gyro instrumentation, pitot-static system, air conditioner, cabin pressure system, strobe lights, oxygen system, exterior paint and prop synchronizer.											
PIPER PA-31T II Cheyenne II	6-8	2 P&W PT6A-28, 620 shp ea.	2,579/ 382	9,000/ 4,032/ 2,389	283 @ 11,000'/688/102 224 @ 31,000'/316/47	1,380 @ 29,000'	1,980'/ 2,480'	2,710/ 660	31,600'/ 14,600'	75/ 96	\$955,760
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, air conditioning, exterior paint and corrosion proofing.											
PIPER PA-31T II Cheyenne IIXL	8	2 P&W PT6A-135, 620 shp ea.	2,579/ 382	9,000/ 5,164/ 1,257	275 @ 12,000'/NA/NA 243 @ 31,000'/NA/NA	1,233 @ 29,000'	2,940'/ 2,446'	1,750/ 470	32,400'/ 14,900'	77/ 98	\$1,069,060
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, air conditioning, exterior paint and corrosion proofing.											
GAF N24-A Nomad	18	2 Allison B-25 17C, 400 shp ea.	1,770/ 269	9,400/ 5,350/ 2,300	173 @ 5,000'/335/50 150 @ 5,000'/300/44	850 @ 9,500'	1,706'/ 1,380'	1,313/ 240	23,300'/ 11,390'	57/ 67	\$1,170,000
GULFSTREAM AMERICAN 840 Commander Jetprop	8-11	2 Garrett TPE 331-5-254K, 717 shp ea.	2,868/ 425	10,325/ 6,635/ 893	267 @ 31,000'/378/56 248 @ 31,000'/343/51	2,040 @ 31,000'	1,833'/ 2,332'	2,824/ 1,003	34,050'/ 21,000'	75/ 93	\$1,189,500
Price includes gyro instrumentation, dual controls, pitot-static system, avionics package w/autopilot, flight director, radar and radio altimeter and ice protection system.											
BEECH F90 King Air	6-10	2 P&W PT6A-135, 750 shp ea.	3,149/ 467	10,950/ 6,549/ 1,252	267 @ 12,000'/350/52 251 @ 25,000'/482/71	1,576 @ 26,000'	2,856'/ 2,275'	2,380/ 600	31,000'/ 19,420'	77/ 91	\$1,224,250
Price includes engine gauges, gyro instrumentation, dual controls, ADF, DME, marker beacon lights, transponder, compass system, and dual microphones, headsets and cabin speakers. Max payload calculated at max standard fuel.											
BEECH B100 King Air	8-15	2 Garrett TPE 331-6-252B, 715 shp ea.	3,149/ 467	11,800/ 7,082/ 1,623	265 @ 12,000'/710/105 262 @ 21,000'/549/81	1,325 @ 21,000'	2,694'/ 2,679'	2,139/ 501	30,430'/ 15,150'	83/ 86	\$1,224,250
Price includes dual controls, engine gauges, dual nav/com, transponder, radar, DME, ADF, marker beacon, gyro instrumentation, pitot-static system, pressurization, reversible four blade props, engine fire detection system, air conditioning and exterior paint. Max payload calculated at max standard fuel.											
MITSUBISHI Solitaire	7-9	2 Garrett TPE 331-10-501M, 727 shp ea.	2,700/ 400	10,520/ 7,010/ 810	321 @ 20,000'/NA/NA 304 @ 30,000'/450/67	1,600 @ 31,000'	1,800'/ 1,950'	2,350/ 475	35,500'/ 16,900'	76/ 93	\$1,325,000
Price includes dual controls, dual flight instrumentation, dual nav/com, marker beacon receiver, ADF, dual RMI, DME, transponder, full IFR instrumentation with integrated FD/AP, executive interior, refreshment center, pressurization, exterior paint, flight training for 2 pilots and 3-year warranty on airframe.											
PIPER PA-42 Cheyenne III	8-11	2 P&W PT6A-41, 720 shp ea.	2,754/ 408	11,000/ 6,389/ 1,857	290 @ 20,000'/NA/NA 265 @ 33,000'/NA/NA	1,330 @ 33,000'	3,168'/ 3,017'	2,295/ 560	32,500'/ 18,800'	86/ 98	\$1,375,400
Price includes engine gauges, pitot-static system, dual controls, full deice equipment and environmental control system.											
BEECH C99 Commuter	17	2 P&W PT6A-36, 715 shp ea.	2,466/ 365	11,380/ 6,124/ 2,710	249 @ 8,000'/750/111 207 @ 8,000'/542/80	655 @ 8,000'	3,220'/ 3,117'	2,221/ 539	28,080'/ 14,360'	81/ NA	\$1,379,000
Price includes complete anti-ice and deice equipment, air conditioning system, fire protection and detection systems, interior, oxygen system and exterior lighting with strobe lights.											

*Gross Weight, sea level; NA—Not Available

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) Max @ alt/pph/gph Econ @ alt/pph/gph	Range w 45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Service/ SE Svc Ceiling	Stall Speed (gear, flaps down)/Vmc (kt)	Price
GULFSTREAM AMERICAN 900 Commander Jetprop	8-11	2 Garrett TPE 331-5-254K, 748 shp ea.	2,868/ 425	10,700/ 7,000/ 928	265 @ 31,000'/376/56 251 @ 31,000'/348/52	1,966 @ 31,000'	1,937'/ NA	2,779/ 924	32,245'/ 18,140'	77/ 90	\$1,389,500
<i>Price includes dual controls, engine gauges, gyro instrumentation, pitot-static system, autopilot, flight director, radar, radar altimeter and icing package.</i>											
CESSNA CE-441 Conquest	8-11	2 Garrett TPE 331-8-403S, 635 shp ea.	3,226/ 477	9,925/ 5,682/ 1,060	293 @ 24,000'/510/76 283 @ 35,000'/346/51	2,212 @ 33,000'	2,465'/ 1,875'	2,435/ 715	35,000'/ 21,380'	75/ 92	\$1,395,000
<i>Price includes dual controls, dual engine gauges, dual nav/com, marker beacon, ADF, DME, transponder, RMI, radar, flight director, encoding altimeter, gyro instrumentation, pitot-static system, ELT, air conditioning, strobe lights, oxygen system, pressurization system, corrosion proofing and exterior paint.</i>											
GULFSTREAM AMERICAN 980 Commander Jetprop	8-11	2 Garrett TPE 33-10-501K, 733 shp ea.	3,199/ 474	10,325/ 6,733/ 466	295 @ 31,000'/440/65 249 @ 31,000'/336/50	2,040 @ 31,000'	1,854'/ 2,310'	2,777/ 982	37,369'/ 24,850'	75/ 93	\$1,439,500
<i>Price includes gyro instrumentation, dual controls, pitot-static system, avionics package w/autopilot, flight director, radar, radar altimeter and ice protection system.</i>											
GULFSTREAM AMERICAN 1000 Commander Jetprop	8-11	2 Garrett TPE 331-10-501K, 820 shp ea.	3,199/ 474	11,200/ 7,210/ 864	290 @ 31,000'/442/65 256 @ 31,000'/342/51	2,080 @ 35,000'	2,131'/ 2,370'	2,802/ 929	35,500'/ 21,000'	77/ 95	\$1,589,500
<i>Price includes dual controls, gyro instrumentation, pitot-static system, avionics package, autopilot, flight director, radar altimeter and ice protection system.</i>											
EMBRAER EMB-110/41 Bandeirante	20	2 P&W PT6A-34, 750 shp ea.	2,884/ 427	13,000/ 8,100/ 2,016	224 @ 10,000'/NA/NA 178 @ 10,000'/NA/NA	1,000 @ NA	2,620'/ 2,850'	1,640/ 370	21,500'/ 10,200'	71/ NA	\$1,600,000
<i>Price includes dual controls, engine gauges, avionics package, gyro instrumentation, pitot-static system and ELT. Executive model available for \$1,630,000, fully equipped, 10 seats.</i>											
MITSUBISHI Marquise	9-11	2 Garrett TPE 331-10-501M, 850 shp ea.	2,700/ 400	11,625/ 7,746/ 1,179	308 @ 16,000'/NA/NA 280 @ 28,000'/464/69	1,395 @ 31,000'	2,170'/ 2,200'	2,200/ 410	29,750'/ 14,800'	79/ 99	\$1,675,000
<i>Price includes dual controls, dual flight instrumentation, dual nav/com, DME, transponder, ADF, dual RMI, radar, marker beacon receiver, full IFR instrumentation with integrated FD/AP, executive interior, refreshment center, pressurization, exterior paint, flight training for 2 pilots and 3-year warranty on air frame.</i>											
GULFSTREAM AMERICAN Commuter I-C	37	2 RR Dart, MK 529, 1,990 shp ea.	10,460/ 1,549	240,850/ NA/ 890	300 @ NA/NA/NA NA	515 @ 25,000'	4,850'/ 2,725'	1,900/ 540	30,000'/ 11,000'	87/ 87	\$1,680,000
BEECH B200 Super King Air	8-15	2 P&W PT6A-42, 850 shp ea.	3,645/ 540	12,500/ 7,538/ 1,317	285 @ 18,000'/746/110 278 @ 25,000'/640/95	1,898 @ 35,000'	2,579'/ 2,074'	2,450'/ 740	35,000'/ 21,735'	75/ 91	\$1,685,500
<i>Price includes dual controls, engine gauges, dual nav/com, transponder, radar, DME, ADF, marker beacon, gyro instrumentation, pitot-static system, pressurization, reversible three-blade props, engine fire detection system, emergency oxygen system, air conditioning and exterior paint. Max payload calculated at max standard fuel.</i>											
FAIRCHILD/SWEARINGEN Merlin III C-41	8-11	2 Garrett TPE 331-10U-503G, 900 shp ea.	4,342/ 643	13,230/ 8,150/ 838	294 @ 25,000'/530/78 270 @ 27,000'/450/67	2,246 @ 26,000'	2,920'/ 3,530'	2,650/ 680	27,800'/ 14,200'	92/ 107	\$1,785,000
<i>Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system.</i>											
FAIRCHILD/SWEARINGEN Merlin III C-23	8-11	2 Garrett TPE 331-10U-503G, 900 shp ea.	4,342/ 643	12,500/ 8,090/ 168	294 @ 25,000'/530/79 270 @ 27,000'/450/67	2,195 @ 26,000'	2,500'/ 3,360'	2,800/ 780	29,500'/ 16,500'	89/ 107	\$1,785,000
<i>Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system.</i>											
FAIRCHILD/SWEARINGEN Metro III	19-20	2 Garrett TPE 331-11U-601G, 1,000 shp ea.	4,342/ 643	14,000/ 8,225/ 1,021	263 @ 20,000'/600/89 248 @ 20,000'/557/83	1,940 @ 26,000'	3,050'/ 2,710'	2,500/ -760	27,500'/ 16,000'	87/ 87	\$2,095,000
<i>Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system. Also available as Model 41B.</i>											
FAIRCHILD/SWEARINGEN Merlin IV C-41	13-16	2 Garrett TPE 331-11U-601G, 1,000 shp ea.	4,342/ 643	14,000/ 9,100/ 658	273 @ 25,000'/525/78 248 @ 25,000'/464/69	2,102 @ 26,000'	3,050'/ 2,970'	2,500/ 760	27,500'/ 16,000'	87/ 87	\$2,150,000
<i>Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system. Also available as Model 41B.</i>											

*Gross Weight, sea level; NA—Not Available

1982 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) Max @ alt/pph/gph Econ @ alt/pph/gph	Range w 45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Service/ SE Svc Ceiling	Stall Speed (gear, flaps down)/Vmc (kt)	Price
CASA C-212-200	21-27	2 Garrett TPE 331-10, 900 shp ea.	2,214/ 328	16,537/ 9,700/ 2,975	200 @ 10,000'/700/104 186 @ 10,000'/580/86	500 @ 8,000'	2,200'/ 1,810'	1,535/ 345	28,000'/ 11,500'	70/ 84	\$2,285,000
<i>Aircraft is fully equipped and delivered under FAR Part 25 and is certificated for Parts 121 and 135 operations. Price includes pilot's and mechanic's training, avionics, gyro, engine and fuel gauges and instrumentation, exterior paint and interior.</i>											
SHORTS SD3-30/200	30	2 P&W PT6A-45R, 1,198 shp ea.	3,840/ 569	22,900/ 14,701/ 4,359	189 @ 10,000'/920/136 159 @ 10,000'/700/104	750 @ 10,000'	3,400'/ 3,640'	1,180/ 300	20,000'/ 11,300'	74/ 76	\$3,045,000
<i>Standard equipment includes all instrumentation necessary for airline use.</i>											
DE HAVILLAND DHC-7 Series 100 Dash 7	53	4 P&W PT6A-50, 1,120 shp ea.	9,990/ 1,665	44,000/ 27,650/ 6,384	230 @ 19,000'/1,763/294 215 @ 19,000'/1,569/262	1,403 @ 20,000'	2,260'/ 1,950'	1,220/ 720	22,800'/ 14,800'	66/ 65	\$5,740,000
<i>STOL aircraft. Standard equipment includes dual controls, engine gauges, IFR avionics, gyro instrumentation, pitot-static system, deicing system, air conditioning, crew oxygen, passenger emergency oxygen, 50 passenger seats and exterior paint.</i>											
BRITISH AEROSPACE Intercity 748	48	2 RR Dart 535-2, 2,280 shp ea.	11,205/ 1,660	46,500/ 27,123/ 8,177	244 @ 10,000'/2,000/296 220 @ 23,000'/1,300/193	1,860 @ 20,000'	2,700'/ 3,300'	NA	25,000'/ 9,500'	80/ 83	\$6,100,000
<i>Price includes dual controls, engine gauges, avionics package, gyro instrumentation, pitot-static system and ELT.</i>											
FOKKER F27 Mark 500	56	2 RR MK-7-535-7R, 2,120 shp ea.	9,090/ 1,347	45,000/ 28,000/ 11,400	259 @ 20,000'/1,542/228 232 @ 20,000'/1,311/194	1,040 @ 20,000'	5,348'/ 3,350'	1,790 NA	25,000'/ NA	78/ NA	\$6,500,000
<i>Model Mark 600 with 44 seats also available. Price shown is 1981 dollars.</i>											
DE HAVILLAND DHC-6 Series 300 Twin Otter	22	2 P&W PT6A-27, 620 shp ea.	2,551/ 378	12,500/ 7,415/ 2,502	162 @ 10,000'/857/127 150 @ 10,000'/772/114	775 @ 10,000'	1,500'/ 1,940'	1,600/ 340	26,700'/ 11,600'	58/ 64	NA
<i>Fixed gear, STOL aircraft. Standard equipment on request.</i>											

TURBOJET

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Optimum Speed kt @ alt/pph/gph	Range w 45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Bal Field Length	Service/ SE Svc Ceiling	Stall Speed (gear, flaps down)/ Vmc (kt)	Price
CESSNA 500 Citation I	7-8	2 P&W JT15D-1A, 2,200 lbs. thrust ea.	3,807/ 564	11,850/ 6,605/ 1,588	352 @ 35,000'/967/143	1,326 @ 41,000'	2,463'/ 2,270'	2,680/ 800	2,930'	41,000'/ 21,000'	82/ 55	\$1,695,000
Price includes full instrumentation, FD/AP and interior. Also available as Citation I/SP, Model 501.												
CESSNA 550 Citation II	9-11	2 P&W JT15D-4, 2,500 lbs. thrust ea.	5,009/ 742	13,300/ 7,196/ 1,295	363 @ 25,000'/1,561/231	1,703 @ 43,000'	2,385'/ 2,270	3,500/ 1,055	2,990'	43,000'/ 25,200'	81/ 77	\$2,170,000
Price includes full instrumentation, FD/AP and interior. Also available as Citation II/SP, Model 551.												
GATES 25D Learjet	10	2 GE CJ610-8A, 2,950 lbs. thrust ea.	6,098/ 903	15,500/ 7,950/ 1,052	452 @ 41,000'/1,575/233	1,431 @ 43,000'	3,937'/ 2,817'	6,830/ 1,910	3,937'	51,000'/ 23,500'	97/ 102	\$2,201,300
Price includes dual controls, engine gauges, dual nav/com with marker lights, DME, transponder, radar, ADF, dual RMI, flight director, encoding altimeter, gyro instrumentation and pitot-static system.												
MITSUBISHI Diamond I	7-9	2 P&W JT 15D-4, 2,500 lbs. thrust ea.	4,255/ 630	14,430/ 8,845/ 1,330	406 @ 39,000'/963/143	1,530 @ 41,000'	3,900'/ 2,800'	3,040/ 810	NA	41,000'/ 18,300'	83/ 89	\$2,250,000
Price includes full IFR instrumentation with integrated flight director/autopilot, dual controls, dual flight instrumentation, dual nav/coms, dual RMI, marker beacon receiver, ADF, DME, transponder, radar, pressurization and exterior paint.												
GATES 28 Learjet	10	2 GE CJ610-8A, 2,950 lbs. thrust ea.	4,684/ 693	15,500/ 8,568/ 1,848	448 @ 47,000'/1,419/210	1,137 @ 49,000'	2,998'/ 2,734'	6,925/ 2,125	2,630'	51,000'/ NA	90/ 91	\$2,429,400
Price includes dual controls, engine gauges, dual nav/com with marker lights, DME, transponder, radar, ADF, dual RMI, flight director, encoding altimeter, gyro instrumentation and pitot-static system.												
GATES 29 Learjet	8	2 GE CJ610-8A, 2,950 lbs. thrust ea.	5,373/ 796	15,500/ 8,524/ 1,203	448 @ 47,000'/1,419/210	1,376 @ 49,000'	2,998'/ 2,734'	6,925/ 2,125	2,880'	51,000'/ NA	90/ 91	\$2,478,000
Price includes dual controls, engine gauges, dual nav/com with marker lights, DME, transponder, radar, ADF, dual RMI, flight director, encoding altimeter, gyro instrumentation and pitot-static system.												

*Gross Weight, sea level; NA—Not Available

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Optimum Speed kt @ alt/pph/gph	Range w 45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Bal Field Length	Service/ SE Svc Ceiling	Stall Speed (gear, flaps down)/ Vmc (kt)	Price
GATES 25G Learjet	10	2 GE CJ610-8A, 2,950 lbs. thrust ea.	6,638/ 983	16,500/ 8,250/ 1,212	452 @ 41,000' / 1,339/ 198	1,800 @ 43,000'	4,950' / 2,450'	5,720' / NA	NA	51,000' / NA	NA / NA	\$2,501,300
<i>Price includes dual controls, engine gauges, dual nav/com with marker lights, DME, transponder, radar, ADF, dual RMI, flight director, encoding altimeter, gyro instrumentation and pitot-static system.</i>												
GATES 35A Learjet	10	2 Garrett TFE731-2, 3,500 lbs. thrust ea.	6,238/ 924	17,250/ 9,571/ 1,041	459 @ 41,000' / 1,190/ 176	2,289 @ 43,000'	4,224' / 3,075'	4,760' / 1,460	4,224'	45,000' / 25,300'	99 / 112	\$3,233,400
<i>18,550 gross weight available as no-cost option. Price includes dual controls, dual engine gauges, dual nav/com with marker lights, DME, dual transponder, radar, ADF, dual RMI, dual flight indicators, encoding altimeter, radio altimeter, gyro instrumentation and pitot-static system.</i>												
GATES 36A Learjet	8	2 Garrett TFE731-2, 3,500 lbs. thrust ea.	7,440/ 1,102	18,550/ 9,570/ 1,140	459 @ 41,000' / 1,190/ 176	2,720 @ 43,000'	4,972' / 3,075'	4,339' / 1,276	4,784'	45,000' / 23,500'	99 / 112	\$3,392,900
<i>Price includes dual controls, dual engine gauges, dual nav/com with marker lights, DME, dual transponder, radar, ADF, dual RMI, dual flight indicators, encoding altimeter, radio altimeter, gyro instrumentation and pitot-static system.</i>												
ISRAEL AIRCRAFT Westwind 1	10	2 Garrett TFE731-3, 3,700 lbs. thrust ea.	8,710/ 1,290	23,000/ 12,390/ 1,900	439 @ 41,000' / 1,200/ 177	2,440 @ 41,000'	4,950' / 2,450'	3,200' / 1,063	4,950'	45,000' / 29,000'	99 / 104	\$3,695,000
<i>Price includes thrust reversers, hydraulic nosewheel steering, radar, angle of attack display, dual transponder, compass system, RNAV, strobe lights, recognition lights, ADF, DME, marker beacon lights, dual nav/com, dual RMI, air conditioning, oxygen and paint.</i>												
DASSAULT Falcon 100	10	2 Garrett TFE 731-2-1C, 3,230 lbs. thrust ea.	5,912/ 876	18,740/ 10,800/ 1,630	488 @ 41,000' / 1,140/ 169	1,950 @ 41,000'	4,500' / 2,750'	4,450' / 321	4,500'	45,000' / 26,000'	93 / 97	\$3,970,000
<i>Price includes engine gauges, dual nav/com, marker beacon, ADF, DME (dual indicators), dual transponder, radar, radio and encoding altimeter, autopilot, flight director, single point refueling, landing lights, strobe lights, fully modulated anti-skid and thermal anti-ice.</i>												
ISRAEL AIRCRAFT Westwind 2	10	2 Garrett TFE731-3, 3,700 lbs. thrust ea.	9,580/ 1,419	23,650/ 12,717/ 1,353	459 @ 41,000' / 1,200/ 177	2,905 @ 41,000'	5,250' / 2,450'	3,400' / 1,130	5,250'	45,000' / 36,000'	99 / 104	\$4,349,000
<i>Price includes thrust reversers, hydraulic nosewheel steering, color radar, angle of attack display, dual transponder, dual compass system, DME, ADF, radio altimeter, autopilot, flight director, VLF, strobe lights, recognition lights, marker beacon lights, dual nav/com, dual RMI, complete Collins Flight Management system, air conditioning, oxygen and paint.</i>												
BRITISH AEROSPACE HS 125 Series 700	8-14	2 Garrett TFE 731-3R-1H, 3,700 lbs. thrust ea.	9,450/ 1,400	25,000/ 14,000/ 1,550	443 @ 31,000' / NA/NA	2,550 @ 41,000'	NA / 2,250'	3,000' / 1,350	NA	41,000' / 21,600'	82 / 95	\$4,650,000
<i>Price includes engine gauges.</i>												
GATES 55 Learjet	10	2 Garrett TFE731-2, 3,700 lbs. thrust ea.	6,707/ 993	20,750/ 12,130/ 1,513	456 @ 41,000' / 1,161/ 172	2,315 @ 47,000'	4,950' / 3,109'	4,380' / 1,250	NA	51,000' / NA	103 / 99	\$4,995,000
<i>Price includes dual controls, engine gauges, dual nav/com, dual transponders, dual RMI, DME, ADF, radio altimeter, radar, dual marker beacons, encoding altimeter, gyro instrumentation, pitot-static system and exterior paint. Price escalation from Oct. 1, 1977 until third month prior to aircraft delivery.</i>												
DASSAULT Falcon 20F	12	2 GE CF700-2D2, 4,500 lbs. thrust ea.	9,179/ 1,360	28,660/ 17,060/ 2,021	428 @ 39,000' / 1,800/ 267	1,725 @ 39,000'	4,950' / 2,475'	3,650' / 430	4,950'	42,000' / 26,000'	99 / 99	\$6,100,000
<i>Price includes dual nav/com, marker beacon, ADF, dual DME, dual transponder, radar, radio altimeter, autopilot, flight director, single point refueling, aux. power unit, landing and strobe lights, fully modulated anti-skid, thermal anti-ice and exterior paint.</i>												
CANADAIR CL600 Challenger	11-19	2 Lyc. ALF-502L-2, 7,500 lbs. thrust ea.	16,725/ 2,477	40,400/ 22,875/ 800	401 @ 43,000' / 1,740/ 257	3,460 @ 43,000'	4,700' / 4,450'	3,600' / 1,175	6,500'	46,000' / 24,000'	96 / 110	\$7,700,000
<i>Price includes thrust reversers, aux. power unit and basic avionics.</i>												
DASSAULT Falcon 50	14	3 Garrett TFE 731-3-1C, 3,700 lbs. thrust ea.	15,520/ 2,299	38,800/ 20,240/ 2,640	453 @ 41,000' / 1,857/ 275	3,650 @ 43,000'	4,700' / 2,900'	3,526' / 2,100	4,700'	45,000' / 35,000'	91 / 82	\$9,300,000
<i>Price includes dual nav/com, marker beacon, dual DME, dual transponder, dual ADF, radio altimeter, radar, flight director, autopilot, center engine thrust reverser, external 90 cu. ft. press. baggage compartment, single point refueling, landing and strobe lights, fully modulated anti-skid, thermal anti-ice, and VLF navigation.</i>												

*Gross Weight, sea level; NA—Not Available

1982 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Optimum Speed kt @ alt/pph/gph	Range w 45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out (fpm)	Bal Field Length	Service/ SE Svc Ceiling	Stall Speed (gear, flaps down)/ Vmc (kt)	Price
FOKKER F28 Mark 4000	85	2 RR RB 183, MK555-15P, 9,900 lbs. thrust ea.	17,420/ 2,554	73,000/ 36,680/ 22,500	436 @ 35,000'/ 498/73	1,120 @ 35,000'	4,560'/ 3,385'	2,890/ NA	2,890'	35,000'/ NA	98/ NA	\$10,500,000
<i>Model Mark 3000 with 65 seats also available.</i>												
GULFSTREAM AMERICAN Gulfstream II-B	8	2 RR 163-25, MK511-B, 11,400 lbs. thrust ea.	26,000/ 3,852	39,100/ 32,100/ 2,900	442 @ 43,000'/ 2,728/404	3,955 @ 43,000'	5,850'/ 3,400'	3,800/ 1,200	NA	45,000'/ 27,000'	105/ 101	NA
<i>Price includes dual controls, engine gauges, dual flight directors, autopilot, three VHF transceivers, dual VHF receivers, dual ADF, dual transponders, dual DME, radar, radar altimeter, cockpit voice recorder, gyro instrumentation and pitot-static system.</i>												
GULFSTREAM AMERICAN Gulfstream III	8	2 RR 163-25, MK 511-B, 11,400 lbs. thrust ea.	28,300/ 4,193	68,700/ 32,200/ 2,400	442 @ 43,000'/ 2,728/404	3,955 @ 43,000'	5,850'/ 3,400'	3,800/ 1,200	NA	45,000'/ 27,000'	105/ 101	NA
<i>Standard equipment includes dual controls, engine gauges, dual flight directors, autopilot, three VHF transceivers, dual VHF receivers, dual ADF, dual transponders, dual DME, radar, radar altimeter, cockpit voice recorder, gyro instrumentation and pitot-static system.</i>												

AGRICULTURAL

Manufacturer and Model	Seats	Powerplant/ Prop type	Hopper Capacity (gal)	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Working Speed (kt) pph/gph	Takeoff/ Landing Distance (over 50' obst)	*Rate of climb (fpm)	Stall Speed (gear, flaps down, kt)	Price
WEATHERLY 620	1	P&W R-985, 450 hp/CS	335	384/ 64	5,800/ 2,800/ 2,616	80-126/ NA/NA	NA/NA	700	50	\$75,000
<i>Price includes engine gauges, pitot-static system and flight instruments.</i>										
CESSNA Ag Truck	1	Cont. IO-520-D, 300 hp/CS	280	324/ 54	4,200/ 2,230/ 1,646	106/ 93/16	2,250'/ 1,265'	465	56	\$80,650
<i>Price includes engine gauges, pitot-static system and spray dispersal equipment.</i>										
EAGLE 220	1	Cont. W-670-6N, 220 hp/FP	250	240/ 40	5,400/ 2,549/ 2,611	56-83/ 84/14	NA/NA	NA	36	\$81,500
<i>Price includes airspeed, altimeter, compass, fuel and engine gauges, polyurethane finish, quick release canopy, hydraulic disc brakes and spray dispersal equipment.</i>										
AIR TRACTOR AT-301	1	P&W R-1340, 600 hp/CS	350	456/ 76	6,900/ 3,800/ 2,644	114/ 180/30	NA/NA	900	48	\$84,500
<i>Price includes spray equipment.</i>										
EMAIR MA-1B Diablo 1200	1	Wright R-1820, 1,200 hp/CS	475	648/ 108	8,000/ 4,200/ 3,152	102/ 240/40	NA/NA	1,700	52	\$90,000
<i>Price includes corrosion resistant exterior paint and liquid dispersal equipment.</i>										
CESSNA Ag Husky	1	Cont. TSIO-520-T, 310 hp/CS	280	324/ 54	4,400/ 2,306/ 1,770	108/ 106/18	2,060'/ 1,265'	510	58	\$90,500
<i>Price includes engine gauges, pitot-static system and spray dispersal equipment.</i>										
EAGLE 300	1	Lyc. IO-540M1A5D, 300 hp/CS	250	240/ 40	5,400/ 2,549/ 2,611	56-95/ 102/17	NA/NA	NA	36	\$96,500
<i>Price includes airspeed, altimeter, compass, fuel and engine gauges, polyurethane finish, quick release canopy, hydraulic disc brakes and spray dispersal equipment.</i>										
SCHWEIZER B/600 Ag-Cat	1	P&W R-1340, 600 hp/CS	400	480/ 80	7,020/ 3,525/ 3,495	90-105/ 198/33	NA/NA	NA	52	\$121,995
<i>Price includes engine gauges, pitot-static system, spray dispersal system, engine gauges, navigation light extend., power unit and locking tailwheel.</i>										

FP—Fixed Pitch; CS—Constant Speed; *Gross Weight, sea level; NA—Not Available

Manufacturer and Model	Seats	Powerplant / Prop type	Hopper Capacity (gal)	Fuel Capacity (lb/gal)	Gross Wgt / Empty Wgt / Max Payload (full fuel, lb)	Working Speed (kt) / pph / gph	Takeoff / Landing Distance (over 50' obst)	*Rate of climb (fpm)	Stall Speed (gear, flaps down, kt)	Price
WEATHERLY 620TP	1	P&W PT6A-11AG, 500 hp/CS	340	516 / 76	6,350 / 2,700 / 3,134	80-125 / 204/30	NA/NA	NA	50	\$156,000
Price includes engine gauges, pitot-static system and flight instruments.										
PEZETEL PZL-M 18 Dromader	1	PZL-ASZ-62 IR, 1,000 hp/CS	660	636 / 106	9,300 / 5,645 / 5,300	100/300 / 50	1,500' / NA	1,150	63	\$157,940
Price includes 660 gal hopper, artificial horizon, course, airspeed, turn and bank, compass, altimeter, rate of climb, clock, engine controls, navigation, landing and taxi lights and dispersal equipment (without pump and sump).										
MARSH Turbo Ag-Cat-C	1	Garrett TPE331, 715 hp/CS	500	540 / 80	8,500 / 3,212 / 4,748	78-117 / 204/30	700' / 300'	1,800	47	\$228,000
Price includes engine gauges, pitot-static system, automatic start sequencing, automatic fuel nozzle purging, full spray equipment, reversible prop-inlet and fuel deicing equipment.										
MARSH S2RT Turbo Thrush	1	Garrett TPE331, 715 hp/CS	400	715 / 106	7,800 / 3,600 / 3,485	90-159 / 204/30	600' / 300'	1,800	39	\$230,500
Price includes engine gauges, pitot-static system, automatic start sequencing, automatic fuel nozzle purging, windshield wipers, full spray equipment, reversible prop-inlet and fuel deicing equipment.										
MARSH S2RT-500 Turbo Thrush	1	Garrett TPE331, 715 hp/CS	500	715 / 106	8,600 / 3,600 / 4,285	90-159 / 204/30	600' / 300'	1,800	39	\$236,000
Price includes engine gauges, pitot-static system, automatic start sequencing, automatic fuel nozzle purging, full spray equipment, reversible prop-inlet and fuel deicing equipment.										
AYRES S2R-R1340 Thrush	2	P&W R-1340, 600 hp/CS	400	1,140 / 190	6,900 / 3,700 / 2,060	91-100 / 192/32	775' / 500'	900	48	NA
Price includes engine gauges, pitot-static system, all engine/flight and dispersal system controls, spray equipment, navigation and instrument lights, vibra-dant engine mount, aft station crew seat and rotating beacon.										
AYRES S2R-T11/400 Thrush	2	P&W PT6A-11AG, 500 shp/CS	400	1,283 / 190	8,500 / 3,900 / 3,318	83-130 / 270/40	600' / 500'	990	49	NA
Price includes engine gauges, pitot-static system, all engine/flight and dispersal system controls, spray equipment, navigation and instrument lights, rotating beacon, vibra-dant rear facing seat, optional forward facing seat and dual controls.										
AYRES S2R-T15/400 Turbo Thrush	2	P&W PT6A-15AG, 680 shp/CS	400	1,283 / 190	8,500 / 3,900 / 3,317	83-130 / 270/40	600' / 500'	1,350	49	NA
Price includes engine gauges, pitot-static system, all engine/flight and dispersal system controls, spray equipment, aft crew seat, navigation and instrument lights and rotating beacon. Also available with 500 gal hopper.										
AYRES S2R-T34/400 Turbo Thrush	2	P&W PT6A-34AG, 750 shp/CS	400	1,283 / 190	8,500 / 3,900 / 3,317	83-130 / 270/40	600' / 500'	1,740	49	NA
Price includes engine gauges, pitot-static system, all engine/flight and dispersal system controls, spray equipment, aft crew seat, navigation and instrument lights and rotating beacon. Also available with 500 gal hopper.										
AYRES S2R-R1820	1-2	Wright R1820, 1,200 hp	510	1,140 / 190	10,000 / 4,990 / 3,870	87-130 / 360/60	550' / 550'	2,033	49	NA

ROTARY WING

Manufacturer and Model	Seats	Powerplant(s)	Fuel Capacity (lb/gal, no rsv)	Gross Wgt / Empty Wgt / Max. Payload (full fuel, lb)	Cruise Speed kt @ alt / pph / gph	Never Exceed Speed (Vne, kt)	Max Range nm @ alt	Hover OGE	Hover IGE	Main Rotor Diameter / # Blades	Price
ROBINSON R22-HP	2	Lyc. O-320-B2C, 160 hp derated to 124 hp	120 / 20	1,300 / 796 / 384	94 @ 5,000' / 45/7.5	102	209 @ SL	6,400'	8,300'	25'2" / 2	\$59,850
Price includes dual controls, floor switch, engine gauges, throttle synchronizer, low rotor rpm horn, warning lights, anticollision light and soundproofing.											
BRANTLY-HYNES B2B	2	Lyc. IVO-360-A1A, 180 hp	186 / 31	1,670 / 1,000 / 500	83 @ SL / 60/10	87	209 @ SL	4,000'	6,700'	23'7" / 3	\$69,950

Price includes dual controls, engine gauges and pitot-static system.

CS—Constant Speed; *Gross Weight, sea level; NA—Not Available; OGE—Out of Ground Effect; IGE—In Ground Effect



The revolutionary Lear Fan 2100 will begin certification tests soon. The company plans to build five of the airplanes this year in Northern Ireland.

PRODUCTION AIRCRAFT

Single-engine Fixed Gear

AIRCRAFT	MONTH	PAGE
Beechcraft Sundowner 180	October 1980	84
Cessna 182R Skylane	October 1981	32
Cessna T182 Turbo Skylane	April 1981	93
Cessna A185F Skywagon	February 1980	68
Flug- und Fahrzeugwerke AG Bravo	November 1980	114
Great Lakes 2T-1A-2	March 1982	118
Piper PA-28 Archer II	January 1982	28
Piper PA-32 Turbo Saratoga	June 1980	40
Socata Rallye TB-10 Tobago	November 1981	69

Single-engine Retractable Gear

AIRCRAFT	MONTH	PAGE
Beechcraft V35 Bonanza	February 1981	34
Cessna 172RG Cutlass	September 1980	34
Cessna P210N Pressurized Centurion Part I	November 1980	32
Part II	January 1981	69
Mooney M20J 201	August 1980	36
Mooney M20K 231	March 1980	40
Piper PA-28 Turbo Arrow IV	January 1981	28
Piper PA-32 Saratoga SP	February 1980	35

Multi-engine Piston

AIRCRAFT	MONTH	PAGE
Beechcraft B55 Baron	July 1980	32
Beechcraft Model 76 Duchess	April 1981	28
Cessna T303 Crusader	February 1982	68
Partenavia P68C	May 1981	92
Piper PA-31 Navajo C/R	June 1981	36
Piper PA-34 Seneca III	December 1981	32
Piper PA-44 Turbo Seminole	December 1980	76
Wing Aircraft D-1 Derringer	January 1982	72

Turbine

AIRCRAFT	MONTH	PAGE
Beechcraft B200 Super King Air	July 1981	86
Cessna 425 Corsair	March 1981	116
Gates Learjet Longhorn Model 55	November 1981	36

AIRCRAFT	MONTH	PAGE
Gulfstream Commander 1000	September 1981	28

Seaplanes

AIRCRAFT	MONTH	PAGE
Grumman G-111 Albatross	October 1981	92
Lake LA-4-200 Buccaneer	August 1980	68

Sailplanes

AIRCRAFT	MONTH	PAGE
Schweizer SGS 1-36 Sprite	August 1981	32

USED AIRCRAFT

Single-engine Fixed Gear

AIRCRAFT	MONTH	PAGE
Aeronca C-3	March 1981	32
Cessna 140	October 1980	36
Cessna 172 Skyhawk	December 1981	73
Cessna 177 Cardinal	March 1982	32
Cessna 182 Skylane	February 1980	75
Cessna 195B	April 1980	87
Ercoupe 415-D	March 1980	124
Gulfstream American Tiger	April 1980	40
Piper PA-22 Tri-Pacer	February 1982	36
Piper PA-28-140 Cherokee	July 1980	63
Socata Rallye 235C	January 1980	78
Spartan C2-60	January 1981	81

Single-engine Retractable Gear

AIRCRAFT	MONTH	PAGE
Mooney M20	September 1981	58
Piper PA-24 Comanche	May 1980	83
Piper PA-24-400 Comanche	February 1981	65
Rockwell Commander 112s and 114s	November 1980	80

Multi-engine Piston

AIRCRAFT	MONTH	PAGE
Beechcraft B95A Travel Air	August 1981	68
Cessna Turbo 310R II	May 1980	36
Champion Lancer Model 402	June 1980	109
Piper PA-23 Apache	November 1981	80
Piper PA-34 Seneca II	January 1980	38

1982 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplant(s)	Fuel Capacity (lb/gal, no rsv)	Gross Wgt/Empty Wgt/Max. Payload (full fuel, lb)	Cruise Speed kt @ alt/pph/gph	Never Exceed Speed (Vne, kt)	Max Range nm @ alt	Hover OGE	Hover IGE	Main Rotor Diameter/# Blades	Price
HUGHES 300C	3	Lyc. HIO-360-D1A, 225 hp	180/30	2,050/1,046/824	83 @ 4,000' / NA/NA	91	195 @ 4,000'	2,750'	5,900'	27' / 3	\$115,000
Price includes engine gauges, airspeed, altimeter, compass, elastomeric main rotor dampers, pitot-static system and exterior paint.											
ENSTROM F-28C-2	3	Lyc. HIO-360-E1BD, 205 hp	240/40	2,350/1,528/582	74 @ SL / 79 / 13.2	102	235 @ SL	4,100'	11,300'	32' / 3	\$124,950
Base price. No options included.											
HILLER 12E	3	Lyc. VO-540-C2A, 305 hp	288/48	3,100/1,759/1,053	78 @ SL / 16.2 / 2.7	83	186 @ SL	6,800'	10,400'	35' 4" / 2	\$129,500
Price includes standard or extended landing gear, ground handling wheels, engine gauges, electric trim, choice of color scheme, all metal 6,670 hour main rotor blades, cargo hook hard point, dual carburetors and separate transmission oil system.											
BRANTLY-HYNES 305	5	Lyc. IVO-540-A1A, 305 hp	258/43	2,900/1,600/1,060	96 @ SL / 90 / 15	104	239 @ SL	3,000'	4,000'	28' 5" / 3	\$129,950
Price includes dual controls, engine gauges and pitot-static system.											
ENSTROM 280C Shark	3	Lyc. HIO-360-E1BD, 205 hp	240/40	2,350/1,515/595	83 @ SL / 85.2 / 14.2	106	231 @ SL	4,100'	11,300'	32' / 3	\$129,950
ENSTROM 280F Shark	3	Lyc. HIO-360-F1AD, 225 hp	240/40	2,350/1,550/560	88 @ SL / 88 / 14.7	106	241 @ SL	7,700'	14,100'	32' / 3	\$139,950
ENSTROM F28F-UT	3	Lyc. HIO-360-F1AD, 225 hp	240/40	2,600/1,550/810	74 @ SL / 90 / 15	74	200 @ SL	NA	7,700'	32' / 3	\$139,950
ENSTROM F-28F Falcon	3	Lyc. HIO-360-F1AD, 225 hp	240/40	2,350/1,550/560	83 @ SL / 88 / 14.7	102	229 @ SL	7,700'	14,100'	32' / 3	\$135,950
Price includes engine gauges and pitot-static system.											
HILLER 12E4	4	Lyc. VO-540-C2A, 305 hp	288/48	3,100/1,836/976	78 @ SL / 16.2 / 2.7	82	186 @ SL	6,800'	10,400'	35' 4" / 2	\$142,400
Price includes standard or extended landing gear, ground handling wheels, engine gauges, electric trim, choice of color scheme, all metal 6,670 hour main rotor blades, cargo hook hard point, dual carburetors and separate transmission oil system.											
HILLER 12ET	3	Allison 250-C20B, 301 hp	324/48	3,100/1,650/1,126	78 @ SL / 24 / 3.5	83	150 @ SL	7,000'	12,000'	35' 4" / 2	\$214,200
Price includes standard or extended landing gear, ground handling wheels, engine gauges, electric trim, choice of color scheme, all metal 6,670 hour main rotor blades, cargo hook hard point and separate transmission oil system.											
HILLER 12E4T	4	Allison 250-C20B, 301 hp	324/48	3,100/1,650/1,126	78 @ SL / 24 / 3.5	83	150 @ SL	7,000'	12,000'	35' 4" / 2	\$233,850
Price includes standard or extended landing gear, ground handling wheels, engine gauges, electric trim, choice of color scheme, all metal 6,670 hour main rotor blades, cargo hook hard point and separate transmission oil system.											
HUGHES 500D	5	Allison 250-C20B, 420 shp	412/61	3,550/1,360/1,778	139 @ 5,000' / NA/NA	152	286 @ 5,000'	7,500'	8,500'	26' 6" / 5	\$308,000
Price includes engine gauges, annunciator panel, compass, altimeter, airspeed indicator, pitot-static system, strobe lights and exterior paint.											
BELL 206 B 111 JetRanger III	5	Allison 250-C20J, 420 shp	494/73	3,200/1,635/1,071	116 @ SL / NA/NA	130	359 @ SL	8,800'	12,800'	33' 4" / 2	\$330,000
Never exceed speed—122 above 300 lb. External gross weight—3,350 lb. Price includes engine gauges and pitot-static system.											
AEROSPATIALE AS 350D AStar	6	Lyc. LTS-101-600A2, 615 shp	945/140	4,300/2,360/1,002	122 @ 3,000' / 264 / 44	147	390 @ 3,000'	5,400'	8,800'	35' 1" / 3	\$428,000
Price includes engine gauges, pitot-static system, fire detection system and interior and exterior paint.											

OGE—Out of Ground Effect; IGE—In Ground Effect; NA—Not Available

1982 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplant(s)	Fuel Capacity (lb/gal, no rsv)	Gross Wgt/ Empty Wgt/ Max. Payload (full fuel, lb)	Cruise Speed kt @ alt/pph/gph	Never Exceed Speed (Vne, kt)	Max Range nm @ alt	Hover OGE	Hover IGE	Main Rotor Diameter / # Blades	Price
AEROSPATIALE AS 350B Ecureuil	6	Turbomeca Arriel, 641 hp	945/140	4,300/2,363/999	123 @ 3,000'/270/45	147	381 @ 3,000'	7,380'	9,675'	35'1"/3	\$428,000
Price includes airspeed, altimeter, rate-of-climb indicator, torquemeter, rotor tachometer, engine and fuel gauges, clock, warning panel, OAT indicator on canopy, magnetic compass and pitot head.											
BELL 206L-1 LongRanger II	7	Allison 250-C28B, 500 shp	617/91	4,150/2,203/1,330	113 @ SL/NA/NA	130	300 @ SL	5,300'	12,300'	37'/2	\$495,000
External gross weight—4,250 lb. Price includes engine gauges and pitot-static systems. An IFR configuration is available including a fully coupled autopilot, independent electrical systems, force trim system and complete avionics for \$640,000.											
AEROSPATIALE 355F TwinStar	6	2 Allison 250C-20F, 420 shp ea.	1,303/193	5,070/2,807/970	128 @ 3,000'/390/65	147	384 @ 3,000'	6,900'	6,900'	35'/3	\$673,000
Price includes gyro instrumentation, engine gauges, skid landing gear with removable wheels and navigation and instrument lighting system.											
MESSERSCHMITT BO-105 CBS 200/10	5-6	2 Allison 250-C-20B, 420 shp ea.	903/150	5,291/2,780/1,608	131 @ SL/318/53	145	310 @ SL	5,300'	8,400'	32' 3"/4	\$780,000
Price includes dual controls, engine instruments and indicators, pitot-static system, altimeter, airspeed, magnetic compass, aircraft covers and ground handling wheels.											
AGUSTA MKII 109A	8	2 Allison 250-C-20B, 420 shp ea.	991/147	5,730/3,250/1,320	150 @ SL/55/9	168	375 @ SL	6,800'	10,000'	36'1"/4	\$1,050,000
Price includes engine and flight instrumentation.											
BELL 222	8-10	2 Lyc. LTS-101-650C-3, 620 shp ea.	1,275/189	7,850/4,860/1,715	133 @ SL/NA/NA	150	330 @ SL	4,600'	†4,200	39'9"/2	\$1,195,000
External gross weight—8,200 lb. Price includes engine gauges, VHF transceiver, gyro instrumentation and pitot-static system. Price for IFR equipped, \$1,495,000. †Maximum alt. for takeoff and landing.											
BELL 212 Twin	15	2 P&W PT6T-3B, 900 shp ea.	1,462/216	11,200/6,214/3,524	100 @ SL/NA/NA	100	226 @ SL	—	†4,600'	48'/2	\$1,600,000
External gross weight—11,200 lb. Price includes engine gauges, VHF transceiver, gyro instrumentation and pitot-static system. Price for IFR equipped, \$1,780,000. †Maximum alt. for takeoff and landing.											
SIKORSKY S-76	14	2 Allison 250-C30, 1,300 shp ea.	1,680/249	10,000/5,600/1,320	145 @ SL/534/79	155	480 @ 3,000'	2,900'	6,200'	44'/4	\$1,676,000
Price includes engine gauges, VHF transceiver, gyro instrumentation and pitot-static system.											
AEROSPATIALE SA 365N Dauphin 2	14	2 Turbomeca Arriel, 700 shp ea.	2,032/301	8,490/4,314/2,159	150 @ 3,000'/654/97	165	465 @ 3,000'	3,445'	7,710'	39'1"/4	\$1,760,000
Price includes engine gauges and controls, gyro instrumentation and navigation and instrument lighting system.											
BELL 412	15	2 P&W PT6T-3B, 900 shp ea.	1,455/216	11,600/6,267/3,878	123 @ SL/NA/NA	140	226 @ SL	2,000'	4,100'	46'/4	\$1,975,000
Price includes AFCS; IFR equipped \$2,085,000. Service ceiling is max. alt. for takeoff and landing.											
AEROSPATIALE AS 332C Super Puma	21	2 Turbomeca Makila, 1,755 hp ea.	2,754/408	18,080/135 @ 3,000'/1,040/154 9,115/6,231	160	358 @ 3,000'	7,545'	9,840'	51'1"/4	\$4,400,000	
Price includes dual controls, engine gauges, gyro instrumentation and navigation and instrument lighting system.											
AEROSPATIALE AS 332L Super Puma	25	2 Turbomeca Makila, 1,755 shp ea.	3,618/536	18,080/135 @ 3,000'/1,040/154 9,437/5,052	160	470 @ 3,000'	7,545'	9,840'	51'/4	\$4,822,000	
BELL 214ST	18-19	2 GE CT 7-2A, 1,625 shp ea.	2,856/423	17,500/9,513/5,131	130 @ SL/NA/NA	NA	415 @ SL	NA	NA	52'/2	NA
Price includes pilot/copilot instruments and controls, AFCS, ADF, transponder, dual VOR/LOC/glideslope, marker beacon, dual VHF transceivers, RNAV, DME and encoding altimeter.											
AEROSPATIALE SA 315B Lama	5	Turbomeca Artouste IIIB, 858 shp	1,026/152	4,300/2,266/1,016	105 @ 3,000'/371/55	113	294 @ 3,000'	15,100'	16,565'	36'2"/3	NA
External gross weight—5,070 lb. Price includes engine gauges, pitot-static system and interior and exterior paint.											

OGE—Out of Ground Effect; IGE—In Ground Effect; NA—Not Available

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