



Added space is found in wings (in rear of engine nacelles) of 1964 Skyknight as demonstrated in this photograph

1964 Skyknight Has More Baggage Space

Wing lockers that expand baggage capacity and loading flexibility highlight a long list of changes in Cessna's turbocharged *Skyknight* for 1964.

Engine nacelles have been redesigned to increase the total space available for luggage by 12.6 cubic feet. Each compartment, which is lined and sealed for weather, holds a maximum of 120 pounds of luggage and brings the total baggage capacity to 600 pounds in a standard aircraft configuration. The lockers are located on the aircraft's CG and additional weight in the compartments has no effect on takeoff, flight or landing characteristics of the airplane, according to the Cessna firm. The new compartments increase the loading flexibility of the aircraft by permitting ample space for six occupants.

Flap extension has been reduced from 45° to 35° and power-off landing ap-

proach speed has been reduced from 115 m.p.h. to 105 m.p.h. at gross weight.

Landing roll has been reduced from 969 to 740 feet, while the total landing distance over a 50-foot obstacle has been decreased from 2,056 feet to 1,910 feet.

The *Skyknight*, which was first introduced in 1962, is powered by two turbocharged Continental TS10-470-C 260 h.p. engines with fuel injection. Overhaul time on the *Skyknight* engines has recently been extended from 600 to 900 hours. The *Skyknight* will maintain sea-level performance up to 16,000 feet and normally cruises at 244 m.p.h. at 19,500 feet on 75% power with a fuel consumption rate of 8.6 miles per gallon.

With a rate of climb of 1,820 feet per minute, the *Skyknight* has a single-engine service ceiling of 16,600 feet at full gross weight.

The aircraft is priced at \$76,950 f.a.f. Wichita, Kan. ●