



Priced at \$259,500, the new Queen Air 88 ranks next to the King Air in the Beechcraft line. Fifty units are scheduled for first year's production

A Pressurized Queen Air Introduced

There's a new "Queen" to be reckoned with at Beech Aircraft Corporation—a new pressurized twin-engine aircraft that packs a lot of authority. It is the *Queen Air 88*, a new companion for the nonpressurized *Queen Air 80*, the lower priced *Queen Air 65* and the pressurized, turbine-powered *King Air*. The "88" fits in between the *Queen Air 80* and the *King Air* in price, performance and equipment.

Beech officials said the *Queen Air 88* represented some of the best features of the Beechcraft *King Air* and the Beechcraft *Queen Air 80*. It carries a price tag of \$259,500. The six- to nine-place interior reminds one of the *King Air*. In exterior design it resembles the Model 80. About the only way you can tell these two *Queens* apart is by the air scoops on the nacelles for the two Lycoming 1GSI-540-A1A supercharged, fuel-injection engines and the round windows. Dimensions of the Model 88 and Model A80 are the same.

Distributors and members of the aviation press attending the coming-out party were impressed by the appearance and performance of the new *Queen Air 88*. Its cabin pressurization, sound proofing and comfort were features immediately noticeable to visitors who took advantage of the demonstration flights of N88088 during the two-day affair at the Beech factory. No chewing gum was needed by this writer when the new plane descended to about 7,000 feet at the rate of 4,000 f.p.m. after cruising about 45 minutes at 15,500 feet. There wasn't a pop in the eardrums either climbing or descending. Its pressurization system is identical with that of the *King Air*, creating 8,000-foot cabin comfort for passengers while the plane is flying at 16,500 feet. The Model 88's air-conditioning system, combined with its pressurization, keeps the comfort level constant whether the plane is on the ground or in flight, even when outside temperatures range from minus

40° to plus 105°F, according to Beech officials. Cabin pressure and temperature controls can be operated either automatically or manually. The latter is particularly useful when rapid ascent or descent is desired.

The cabin of N88088 was extremely quiet while the plane was in flight. Conversations could be carried on without too much difficulty between a passenger in one of the rear seats and the pilot. The cockpit can be closed off by a folding door when desired.

The *Queen Air 88* has a gross weight of 8,800 pounds, an empty dry weight of 6,065 pounds and useful load of 2,735 pounds. Preliminary performance data gives the plane a cruising speed of 221 m.p.h. at 70% power at 15,000 feet; high speed of 246 m.p.h. at 11,500 feet, and cruising range of 1,225 miles at 17,000 feet with 65% power. Its two-engine rate of climb, at full gross weight at sea level, is placed at 1,450 f.p.m.; service ceiling, 27,300 feet. Takeoff and landing distances, over a 50-foot obstacle, are 1,845 feet and 2,300 feet, respectively.

Beech plans to begin deliveries this month, although certification flight tests had not been completed when the mid-July demonstrations were held. First year's production of Model 88 has been placed at 50 units—orders have been placed for all 50 by Beechcraft distributors, reporters learned at Wichita. Model 88 units are being constructed on the *King Air* assembly line.

In the matter of price, the three Beechcraft *Queen Air* models and the *King Air* rank this way: *King Air*, \$320,000; *Queen Air 88*, \$259,500; *Queen Air 80*, \$140,000; *Queen Air 65*, \$110,000. (These prices are for standard models. The Model 88 contains more than 20 items, in addition to pressurization and radio package, which previously were offered as optional equipment on other *Queen Air* models.)

C.P.M. ●