



BONUS SUPPLEMENT

GENERAL AVIATION AIRCRAFT 1972

This Supplement, which represents an annual service to AOPA members and the general aviation industry, contains the latest specifications and performance data for general aviation aircraft. Included is detailed information on more than 200 individual 1972 models, both fixed wing and rotary wing. Over 60 photographs accompany the data.

1972 GENERAL AVIATION AIRCRAFT



CESSNA SKYLANE



PIPER CHEROKEE



AMERICAN AVIATION TRAVELER



AEROSTAR CHAPARRAL



MESSERSCHMITT-BOLKOW BO 209



BEECH BONANZA V35B



BELLANCA SUPER VIKING



NORTH AMERICAN AERO COMMANDER 112



PIPER SENECA



WING DERRINGER



CESSNA SKYMASTER



MITSUBISHI MU-2J



NORTH AMERICAN SHRIKE COMMANDER ESQUIRE



CESSNA CITATION



MELRIDGE AZTEC NOMAD



GATES LEARJET 24D

Part I—1972 GENERAL AVIATION AIRCRAFT

| Manufacturer Model | Seats | Powerplant | Fuel Capacity (gal) | Weight Gross/Empty (lb) | Service Ceiling (ft) | Range Max./Cruising (sm) | Speed Max./Cruising (mph) | Stall Speed (mph) | Rate Of Climb (fpm) | Takeoff/Landing Distance/Distance (Over 50-foot Obstacle) (ft) | Price (Standard) |
|---|-------|-------------------------------------|---------------------|-------------------------|----------------------|--------------------------|---------------------------|-------------------|---------------------|--|------------------|
| AEROSPATIALE Corvette SN-600 | 10-12 | 2 United Aircraft of Canada JT15D-4 | 2921 (lb) | 12,500/6976 | 40,026 | 1640/1072 | 505/435 | 85 | 3346 | 2600/1980 | N/A |
| AEROSTAR 200 Ranger (R)(CS) | 4 | Lyc. 180 hp O-360-A1D | 52 | 2575/1525 | 19,500 | 1001/(N/A) | 176/168 | 57 | 1000 | 1395/1550 | \$19,995 |
| 201 Chaparral (R)(CS) | 4 | Lyc. 200 hp IO-360-A1A | 52 | 2575/1600 | 21,200 | 965/(N/A) | 190/182 | 57 | 1400 | 1550/1550 | \$21,995 |
| 220 Executive (R)(CS) | 4 | Lyc. 200 hp IO-360-A1A | 64 | 2740/1640 | 18,800 | 1147/(N/A) | 185/172 | 62 | 1330 | 1385/1910 | \$23,995 |
| AEROTEK Pitts S-2A (FG)(CS) | 2 | Lyc. 200 hp IO-360-A1A | 23 | 1500/1000 | — | 300/300 | 157/140 | 58 | 2050 | — — | \$24,395 |
| AMERICAN AVIATION Yankee (FG)(FP) | 2 | Lyc. 108 hp O-235-C2C | 22 | 1500/963 | 11,250 | 516/466 | 144/134 | 65 | 710 | 1615/1245 | \$8,750 |
| Trainer (FG)(FP) | 2 | Lyc. 108 hp O-235-C2C | 22 | 1500/968 | 12,425 | 516/466 | 138/125 | 59 | 765 | 1440/1065 | \$8,950 |
| TR-2 (FG)(FP) | 2 | Lyc. 108 hp O-235-C2C | 22 | 1500/1025 | 12,425 | 516/466 | 144/134 | 59 | 720 | 1440/1065 | \$12,450 |
| Traveler (FG)(FP) | 4 | Lyc. 150 hp O-320-E2G | 38 | 2200/1200 | 12,650 | 650/600 | 150/140 | 58 | 660 | 1600/1100 | \$15,850 |
| AMERICAN HANSA HFB-320 | 9-15 | 2 GE CJ 610-5 | 1093 | 20,500/12,125 | 40,000+ | 1835/1550 | 535/515 | 95 | 4500 | 5500/2650 | \$890,000 |
| HFB-320 | 9-15 | 2 GE CJ 610-9 | 1093 | 20,500/12,125 | 41,000+ | 1855/1570 | 535/530 | 95 | 4800 | 4900/2650 | \$940,000 |
| AMERICAN JET Turbo Star 402 (R)(CSFFR) | 10 | 2 Allison 400 shp 250-B17 | 202/284 | 6300/3319 | 35,000 | 1900/1600 | 261/270 | 86 | 3000 | 1100/900 | \$110,000* |
| AVIONS MARCEL DASSAULT Falcon D | 12 | 2 GE CF700-2D | 1340 | 27,337/16,500 | 42,000 | 2050/(N/A) | M=.88/525 | 101 | 3500 | 4000/2940 | \$1,440,000 |
| Falcon E | 12 | 2 GE CF700-2D2 | 1340 | 28,660/16,700 | 42,000 | 2050/(N/A) | M=.88/525 | 101 | 3300 | 4200/3100 | (N/A) |
| Falcon F | 12 | 2 GE CF700-2D2 | 1380 | 28,660/16,800 | 42,000 | 2100/(N/A) | M=.88/525 | 96 | 3300 | 3600/2460 | \$1,650,000 |
| Falcon 10 | 9 | 2 Garrett TFE-731-2 | 890 | 18,250/9900 | 45,000 | 2400/(N/A) | M=.87/575 | 90 | 5500 | 3300/2300 | N/A |
| BEAGLE 206-S (R)(CSFF) | 6-8 | 2 Cont. 340 hp GTSIO-520C | 235 | 7500/4800 | 27,500 | 1665/1400 | 250/220 | 70 | 1590 | 1875/2140 | \$103,500 |
| BEECH Sport B19 (FG)(FP) | 2-4 | Lyc. 150 hp O-320-E2C | 60 | 2250/1374 | 11,100 | 883/767 | 140/131 | 56 | 700 | 1320/1220 | \$15,975 |
| Sundowner C23 (FG)(FP) | 4 | Lyc. 180 hp O-360-A4G | 60 | 2450/1416 | 13,650 | 860/685 | 151/143 | 60 | 820 | 1380/1275 | \$18,795 |
| Sierra A24R (R)(CS) | 4-6 | Lyc. 200 hp IO-360-A1B | 60 | 2750/1610 | 14,350 | 880/657 | 170/162 | 66 | 862 | 1630/1380 | \$25,795 |

*Conversion exchange.

Part I of the Supplement provides data on 1972 models of fixed wing aircraft that are offered by U.S. manufacturers and foreign manufacturers who sell their aircraft in the United States. Part II provides similar data on rotary wing aircraft. Additional details on any aircraft model shown can be obtained by contacting the appropriate manufacturer or its sales outlets. Addresses, for both aircraft and engine manufacturers, are shown. Where appropriate, U.S. addresses for foreign manufacturers are also given. As an added reference aid, each airframe manufacturer's address is followed by a summary of the aircraft models it offers.

Abbreviations used in this Supplement to conserve space, include the following: (FG)—Fixed Gear; (R)—Retractable Gear; (FP)—Fixed Pitch Propeller; (CS)—Constant Speed Propeller; (CSFF)—Constant Speed, Full Feathering Propeller; (CSFFR)—Constant Speed, Full Feathering, Reversible Propeller.



PITTS S-2A



AMERICAN HANSA JET HFB-320

| Manufacturer Model | Seats | Powerplant | Fuel Capacity (gal) | Weight Gross/Empty (lb) | Service Ceiling (ft) | Range Max./Cruising (sm) | Speed Max./Cruising (mph) | Stall Speed (mph) | Rate Of Climb (fpm) | Takeoff/Landing Distance/Distance (Over 50-foot Obstacle) (ft) | Price (Standard) |
|-----------------------------|-------|---------------------------------|---------------------|-------------------------|----------------------|--------------------------|---------------------------|-------------------|---------------------|--|------------------|
| Bonanza G33 (R)(CSFF) | 4-5 | Cont. 260 hp IO-470-N | 50/80 | 3300/1935 | 16,600 | 1243/1005 | 204/193 | 56 | 1060 | 1516/1150 | \$41,450 |
| Bonanza F33A (R)(CSFF) | 4-6 | Cont. 285 hp IO-520-BA | 50/80 | 3400/2000 | 17,500 | 1080/896 | 208/200 | 63 | 1136 | 1320/1177 | \$46,000 |
| Bonanza V35B (R)(CSFF) | 4-6 | Cont. 285 hp IO-520-BA | 50/80 | 3400/1985 | 17,500 | 1110/896 | 210/203 | 63 | 1136 | 1320/1177 | \$46,000 |
| Bonanza A36 (R)(CSFF) | 4-6 | Cont. 285 hp IO-520-BA | 50/80 | 3600/2040 | 16,000 | 980/875 | 204/195 | 64 | 1015 | 1525/1240 | \$50,500 |
| Baron B55 (R)(CSFF) | 4-6 | 2 Cont. 260 hp IO-470-L | 112/142 | 5100/3080 | 19,700 | 1225/980 | 236/225 | 78 | 1670 | 1255/1370 | \$75,000 |
| Baron E55 (R)(CSFF) | 4-6 | 2 Cont. 285 hp IO-520-C | 112/142 | 5300/3115 | 20,900 | 1143/910 | 242/230 | 77 | 1670 | 968/1414 | \$92,650 |
| Baron 58 (R)(CSFF) | 4-6 | 2 Cont. 285 hp IO-520-C | 142/168 | 5400/3215 | 17,800 | 1387/1100 | 242/230 | 83 | 1694 | 1093/1469 | \$108,850 |
| Duke A60 (R)(CSFF) | 4-6 | 2 Lyc. 380 hp TIO-541-E1A4 | 142/204 | 6775/4195 | 30,800 | 1175/1073 | 286/271 | 87 | 1601 | 1691/2380 | \$179,500 |
| Queen Air B80 (R)(CSFF) | 7-11 | 2 Lyc. 380 hp IGSO-540-A1D | 214/264 | 8800/5075 | 26,800 | 1560/1300 | 248/224 | 82 | 1275 | 1800/2311 | \$204,500 |
| King Air C90 (R)(CSFFR) | 6-10 | 2 P&W 550 eshp PT6A-20 | 384 | 9650/5600 | 25,600 | 1446/1321 | 253/253 | 85 | 2000 | 2180/1590 | \$460,150 |
| King Air A100 (R)(CSFFR) | 8-15 | 2 P&W 680 eshp PT6A-28 | 470 | 11,500/6728 | 24,850 | 1542/1384 | 285/285 | 86 | 1963 | 2255/1843 | \$644,500 |
| 99A Airliner (R)(CSFFR) | 15-17 | 2 P&W 550 eshp PT6A-27 | 376 | 10,900/6000 | 26,200 | 1150/950 | (N/A)/284 | 73 | 2090 | 1919/2680 | On request |
| BH 125 | 6-9 | 2 Rolls Royce Bristol Viper 522 | 1365 | 23,300/11,905 | 41,000 | 1770**/(N/A) | (N/A)/508 | 97 | 4800 | 3710/3750 | \$1,245,000 |
| BELLANCA Champ 7AC (FG)(FP) | 2 | Franklin 60 hp 2A-120-B | 13 | 1220/750 | 9,000 | 410/(N/A) | 108/95 | 35 | 510 | 580/(N/A) | \$5,395 |
| Citabria 7ECA (FG)(FP) | 2 | Lyc. 115 hp 0-235-C1 | 26/39.5 | 1650/1034 | 12,000 | 728/(N/A) | 117/112 | 51 | 725 | 890/775 | \$7,195 |
| Citabria 7GCAA (FG)(FP) | 2 | Lyc. 150 hp 0-320-A2B | 39.5 | 1650/1107 | 17,000 | 537/(N/A) | 130/125 | 51 | 1120 | 630/755 | \$9,650 |
| Citabria 7GCBC (FG)(FP) | 2 | Lyc. 150 hp 0-320-A2B | 39.5* | 1650/1136 | 17,000 | 537/(N/A) | 128/125 | 45 | 1145 | 525/690 | \$10,250 |
| Citabria 7KCAB (FG)(FP) | 2 | Lyc. 150 hp IO-320-E2A | 39.5 | 1650/1128 | 17,000 | 537/(N/A) | 130/125 | 51 | 1120 | 860/690 | \$10,750 |
| Scout 7GCBC (FG)(FP) | 2 | Lyc. 150 hp 0-320-E2A | 39.5 | 2325/1150 restricted | 17,000 | 537/(N/A) | 128/125 | 45 | 1145 | 525/690 | \$11,250 |
| Decathlon 8KCAB (FG)(CS) | 2 | Lyc. 150 hp IO-320-E1A | 39.5 | 1800/1225 | 16,000 | 592/(N/A) | 140/135 | 53 | 1025 | 870/(N/A) | \$15,000 |
| Viking Super 17-30A (R)(CS) | 4 | Cont. 300 hp IO-520-D | 72/92 | 3200/1900 | 21,000 | 1140/(N/A) | 208/188 | 62 | 1840 | (N/A)/1050 | \$28,995 |
| Viking Super 17-31A (R)(CS) | 4 | Lyc. 300 hp IO-540K | 72/92 | 3200/1950 | 21,600 | 1410/(N/A) | 226/194 | 62 | 1800 | (N/A)/1100 | \$30,750 |

**With 45-minute reserve.



AMERICAN JET TURBO STAR 402



BEECH SUNDOWNER C23



BEECH BARON 58



BEECHCRAFT HAWKER 125

1972 GENERAL AVIATION AIRCRAFT



BELLANCA CHAMP



BELLANCA SCOUT



BELLANCA DECATHLON



BRITTEN-NORMAN NYMPH

| Manufacturer Model | Seats | Powerplant | Fuel Capacity (gal) | Weight Gross/Empty (lb) | Service Ceiling (ft) | Range Max./Cruising (sm) | Speed Max./Cruising (mph) | Stall Speed (mph) | Rate Of Climb (fpm) | Takeoff/Landing Distance/Distance (Over 50-foot Obstacle) (ft) | Price (Standard) |
|--|-------|----------------------------|---------------------|-------------------------|----------------------|--------------------------|---------------------------|-------------------|---------------------|--|------------------|
| BELLANCA (Cont'd.) Turbo Viking 17-31ATC (R) (CS) | 4 | Lyc. 300 hp TS10-540K | 72/92 | 3200/2010 | 24,000 | 1800/(N/A) | (N/A)/235 | 62 | 1800 | (N/A)/1100 | \$37,250 |
| BRITTEN-NORMAN Nymph BN-3 (FG) (FP) | 4 | Lyc. 160 hp O-320 | 36 | 2350/1250 | 12,000 | 520/480 | 135/130 | 46 | 700 | 1480/1110 | \$12,750 |
| Islander BN-2A-2 (FG) (CSFF) | 10 | 2 Lyc. 300 hp IO-540K | 137 | 6300/3738 | 20,000 | 756/591 | 180/170 | 47 | 1250 | 1030/960 | \$91,692 |
| Islander BN-2A-3 (FG) (CSFF) | 10 | 2 Lyc. 300 hp IO-540-K | 196 | 6300/3815 | 21,200 | 1110/910 | 180/170 | 47 | 1250 | 1030/960 | \$96,692 |
| Islander BN-2A-6 (FG) (CSFF) | 10 | 2 Lyc. 260 hp O-540-E | 137 | 6200/3588 | 14,600 | 832/657 | 170/160 | 47 | 1010 | 1065/955 | \$89,970 |
| Islander BN-2A-7 (FG) (CSFF) | 10 | 2 Lyc. 260 hp O-540-E | 196 | 6300/3665 | 15,600 | 1250/1010 | 170/160 | 47 | 995 | 1090/960 | \$91,120 |
| Islander BN-2A-8 (FG) (CSFF) | 10 | 2 Lyc. 260 hp O-540-E | 137 | 6200/3600 | 15,600 | 832/657 | 170/160 | 47 | 1010 | 1065/955 | \$89,500 |
| Trislander Mk III (FG) (CSFF) | 18 | 3 Lyc. 260 hp O-540-E | 196 | 9350/5638 | 16,400 | 960/700 | 188/180 | 56 | 1060 | 1700/1750 | \$230,000 |
| BURNS AIRCRAFT BA-42 (R) (CSFF) | 6 | Cont. 210 hp IO-360-D | 100 | 4500/2700 | 20,000 | 1150/1050 | 235/225 | 75 | 1600 | 2000/2000 | \$59,950 |
| CESSNA 150 Standard* (FG) (FP) | 2 | Cont. 100 hp O-200-A | 26/38 | 1600/980 | 12,650 | 565/475 880/725 | 122/117 | 48 | 670 | 1385/1075 | \$9,425 |
| 150 Trainer (FG) (FP) | 2 | Cont. 100 hp O-200-A | 26/38 | 1600/1000 | 12,650 | 565/475 880/725 | 122/117 | 48 | 670 | 1385/1075 | \$11,340 |
| 150 Aerobat* (FG) (FP) | 2 | Cont. 100 hp O-200-A | 26/38 | 1600/1035 | 12,650 | 555/470 855/715 | 120/115 | 48 | 670 | 1385/1075 | \$11,595 |
| 150 Commuter (FG) (FP) | 2 | Cont. 100 hp O-200-A | 26/38 | 1600/1065 | 12,650 | 565/475 880/725 | 122/117 | 48 | 670 | 1385/1075 | \$12,550 |
| 172* (FG) (FP) | 4 | Lyc. 150 hp O-320-E2D | 42/52 | 2300/1265 | 13,100 | 640/615 820/775 | 139/131 | 49 | 645 | 1525/1250 | \$14,050 |
| Skyhawk (FG) (FP) | 4 | Lyc. 150 hp O-320-E2D | 42/52 | 2300/1305 | 13,100 | 655/620 830/780 | 140/132 | 49 | 645 | 1525/1250 | \$15,675 |
| 172 Floatplane (FP) | 4 | Lyc. 150 hp O-320-E2D | 42/52 | 2220/1430 | 12,000 | 530/500 670/625 | 108/106 | 52 | 580 | 2390/1345 | \$15,210** |
| 177B (FG) (CS) | 4 | Lyc. 180 hp O-360-A1F6 | 50 | 2500/1430 | 14,600 | 775/675 | 150/139 | 53 | 840 | 1400/1220 | \$18,040 |
| Cardinal (FG) (CS) | 4 | Lyc. 180 hp O-360-A1F6 | 50 | 2500/1485 | 14,600 | 790/690 | 153/142 | 53 | 840 | 1400/1220 | \$19,300 |
| Cardinal RG* (R) (CS) | 4 | Lyc. 200 hp IO-360-A1B6 | 51 | 2800/1645 | 17,100 | 1005/785 | 180/171 | 57 | 925 | 1585/1350 | \$25,995 |
| AGpickup (FG) (FP or CS) | 1 | Cont. 230 hp O-470-R | 37 | 3300/1835 (1850) | 7700 (8400) | (N/A)/245 (260) | 108/95 (112/101) | 57 | 460 (505) | 1740/1265 (1620) | \$21,725 |
| AGwagon C (FG) (CS) | 1 | Cont. 300 hp IO-520-D | 37/56 | 3300/1865 | 11,100 | (N/A)/260 | 121/114 | 57 | 690 | 1090/1265 | \$25,995 |
| AGcarryall (FG) (CS) | 2-6 | Cont. 300 hp IO-520-D | 62/81 | 3350/1835 | 13,400 | (N/A)/525 /715 | 148/141 | 59 | 845 | 1450/1400 | \$29,475 |

(For Cessna footnotes, see next page.)



CESSNA 150 AEROBAT



CESSNA CARDINAL RG



CESSNA STATIONAIR



CESSNA 414

| Manufacturer Model | Seats | Powerplant | Fuel Capacity (gal) | Weight Gross/Empty (lb) | Service Ceiling (ft) | Range Max./Cruising (sm) | Speed Max./Cruising (mph) | Stall Speed (mph) | Rate Of Climb (fpm) | Takeoff/Landing Distance/Distance (Over 50-foot Obstacle) (ft) | Price (Standard) |
|-------------------------------------|-------|---------------------------|---------------------|-------------------------|----------------------|--------------------------|---------------------------|-------------------|---------------------|--|------------------|
| AGtruck (FG)(CS) | 1 | Cont. 300 hp IO-520-D | 56 | 3300/2065 | 11,100 | (N/A)/260 | 121/114 | 57 | 690 | 1090/1265 | \$30,500 |
| Skywagon 180 (FG)(CS) | 4-6 | Cont. 230 hp 0-470-R | 65/84 | 2800/1545 | 19,600 | 1215/925 | 170/162 | 58 | 1090 | 1205/1365 | \$21,350 |
| 182 (FG)(CS) | 4 | Cont. 230 hp 0-470-R | 65/84 | 2950/1595 | 17,700 | 1160/690/910 | 165/157 | 57 | 890 | 1350/1350 | \$21,995 |
| Skylane (FG)(CS) | 4 | Cont. 230 hp 0-470-R | 65/84 | 2950/1645 | 17,700 | 1160/690/910 | 168/160 | 57 | 890 | 1350/1350 | \$23,040 |
| Skywagon 185 (FG)(CS) | 4-6 | Cont. 285 hp IO-520-D | 65/84 | 3350/1575 | 17,150 | 1075/860 | 178/169 | 59 | 1010 | 1365/1400 | \$25,140 |
| Skywagon 207 (FG)(CS) | 7 | Cont. 300 hp IO-520-F | 65/84 | 3800/1890 | 13,300 | 695/(N/A) 925/775 | 168/159 | 67 | 810 | 1970/1500 | \$31,175 |
| Turbo Skywagon 207 (FG)(CS) | 7 | Cont. 300 hp TSIO-520-G | 65/84 | 3800/1990 | 24,200 | 685/(N/A) 910/820 | 189/176 | 67 | 885 | 1970/1500 | \$35,760 |
| Stationair (FG)(CS) | 6 | Cont. 300 hp IO-520-F | 65/84 | 3600/1850 | 14,800 | 800/650 1020/830 | 174/164 | 61 | 920 | 1810/1395 | \$30,440 |
| Turbo Stationair (FG)(CS) | 6 | Cont. 285 hp TSIO-520-C | 65/84 | 3600/1950 | 26,300 | 825/700 1050/890 | 200/184 | 61 | 1030 | 1810/1395 | \$34,850 |
| Centurion (R)(CS) | 6 | Cont. 300 hp IO-520-L | 90 | 3800/2125 | 15,500 | 1250/1065 | 200/188 | 65 | 860 | 1900/1500 | \$38,375 |
| Turbo Centurion (R)(CS) | 6 | Cont. 285 hp TSIO-520-H | 90 | 3800/2240 | 28,500 | 1330/1170 | 230/219 | 65 | 930 | 2030/1500 | \$43,075 |
| Centurion II (R)(CS) | 6 | Cont. 300 hp IO-520-L | 90 | 3800/2205 | 15,500 | 1250/1065 | 200/188 | 65 | 860 | 1900/1500 | \$45,375 |
| Turbo Centurion II (R)(CS) | 6 | Cont. 285 hp TSIO-520-H | 90 | 3800/2320 | 28,500 | 1330/1170 | 230/219 | 65 | 930 | 2030/1500 | \$50,065 |
| Skymaster* (R)(CSFF) | 4-6 | 2 Cont. 210 hp IO-360-C | 93/131 | 4630/2695 | 18,000 | 925/755 1285/1060 | 199/190 | 70 | 1100 | 1675/1650 | \$53,775 |
| Pressurized Skymaster*** (R)(CSFF) | 4-6 | 2 Cont. 225 hp TSIO-360 | 120 | 4700/2900 | 30,300 | 1070/1070 | 247/230 | (N/A) | 1250 | (N/A)/(N/A) | \$78,600 |
| 310 (R)(CSFF) | 6 | 2 Cont. 260 hp IO-470-V0 | 102/184 | 5300/3223 | 19,500 | 960/774 1729/1390 | 236/221 | 72 | 1495 | 1795/1697 | \$73,175 |
| Turbo 310 (R)(CSFF) | 6 | 2 Cont. 285 hp TSIO-520-B | 102/184 | 5500/3302 | 28,200 | 1929/ 845 1521 | 274/259 | 78 | 1790 | 1662/1790 | \$93,900 |
| Turbo 401B (R)(CSFF) | 8 | 2 Cont. 300 hp TSIO-520-E | 102/184 | 6300/3665 | 26,180 | 1454/ 694 1248 | 261/240 | 79 | 1610 | 2220/1765 | \$111,750 |
| Turbo Utililiner 402B (R)(CSFF) | 8-10 | 2 Cont. 300 hp TSIO-520-E | 102/184 | 6300/3719 | 26,180 | 1454/ 694 1248 | 261/240 | 79 | 1610 | 2220/1765 | \$115,425 |
| Turbo 402B Business Liner (R)(CSFF) | 6-8 | 2 Cont. 300 hp TSIO-520-E | 102/184 | 6300/3719 | 26,180 | 1454/ 694 1248 | 261/240 | 79 | 1610 | 2220/1765 | \$117,425 |
| 340 (R)(CSFF) | 6 | 2 Cont. 285 hp TSIO-520-K | 102/184 | 5975/3697 | 26,500 | 1432/ 726 1306 | 260/241 | (N/A) | 1500 | 2430/1840 | \$127,500 |
| 414 (R)(CSFF) | 6-7 | 2 Cont. 310 hp TSIO-520-J | 102/184 | 6350/4039 | 31,100 | 1432/ 735 1323 | 272/252 | 81 | 1580 | 2350/1865 | \$153,500 |

*Companion aircraft to those listed above are manufactured by Cessna's French affiliate company, Reims Aviation, with some modifications, and are marketed throughout Europe and the United Kingdom. Designations in sequence are: F-150L, FA-150L, F-172L, Reims Rocket, Reims Cardinal RG and Reims Skymaster.

**Approximate cost. Cessna does not sell or install floats.
 ***All specification data estimated. Spring 1972 deliveries expected.

1972 GENERAL AVIATION AIRCRAFT

| Manufacturer Model | Seats | Powerplant | Fuel Capacity (gal) | Weight Gross/Empty (lb) | Service Ceiling (ft) | Range Max./Cruising (sm) | Speed Max./Cruising (mph) | Stall Speed (mph) | Rate Of Climb (fpm) | Takeoff/Landing Distance/Distance (Over 50-foot Obstacle) (ft) | Price (Standard) |
|--|-------|---|---------------------|-------------------------|----------------------|--------------------------|---------------------------|-------------------|---------------------|--|-------------------------|
| CESSNA (Cont'd.) Golden Eagle 421B (R) (CSFF) | 10 | 2 Cont. 375 hp GTS10-520-H | 175/255 | 7450/4409 | 31,000 | 1176/1057 1716/1542 | 282/270 | 85 | 1850 | 2507/2178 | \$197,900 |
| Executive Commuter 421B (R) (CSFF) | 10 | 2 Cont. 375 hp GTS10-520-H | 175/255 | 7450/4409 | 31,000 | 1176/1057 1716/1542 | 282/270 | 85 | 1850 | 2507/2178 | \$197,900 |
| Citation | 7-8 | 2 P&W JT15D-1 | 3590 (lb) | 10,850/6350 | 35,000 | 1322/1080 | (N/A)/402 | 81 | 3350 | 2760/2128 | \$695,000 |
| DE HAVILLAND Twin Otter Series 300 (FG) (CSFFR) | 22 | 2 P&W PT6A-27 652 eshp | 378 | 12,500/7500 | 26,700 | 870/(N/A) | 210/210 | 67 | 1600 | 1500/1940 | \$495,000 (Canadian) |
| DHC-4 Caribou (R) (CSFFR) | 34 | 2 P&W R2000 1450 bhp | 807 | 28,500/19,500 | 24,800 | 1310/(N/A) | 215/181 | 68 | 1355 | 3355/2960 | \$970,000 (Canadian) |
| DHC-7 (R) (CSFFR) | 51 | 4 P&W PT6A-50 1120 shp | 1360 | 41,000/24,000 | 23,800 | 1120/(N/A) | 276/276 | 73 | 1650 | 2160/2050 | On request |
| FAIRCHILD INDUSTRIES Porter (FG) (CSFFR) | 8-11 | (3 options) Garrett PC-6C, P&W PT6A-20, -27 | 178/228 | 6100/2450 | 29,000 | 620/600 960/900 | 173/150 | 33 | (N/A) | 600/500 | On request |
| FH-227D Cargonaut (R) (CSFF) | 20-52 | 2 Rolls Royce Dart 7 M K532-7L | 1364 | 45,500/23,686 | 25,000 | 1600/1400 | 295/295 | 89 | 1200 | 4650*/2500 | \$1,200,000 Complete |
| FAIRCHILD (distributor) Fokker F-28 (Fan Jet) | 20-65 | 2 Rolls Royce Spey Jr. MK555-15 | 4051 | 65,000/31,550 | 35,000 | 3120/3000 | 528/528 | 105 | 3400 | 5480*/2110 | \$2,900,000**** |
| GATES LEARJET 24D | 8 | 2 GE CJ 610-6 | 840 | 13,500/6851 | 45,000 | 2020/(N/A) | 541/481 | 101 | 6300 | 3917/3352 | \$839,000** |
| 25B | 10 | 2 GE CJ 610-6 | 910 | 15,000/7296 | 45,000 | 2055/(N/A) | 541/481 | 107 | 6050 | 5186/4022 | \$959,000** |
| 25C | 6 | 2 GE CJ 610-6 | 1104 | 15,000/7167 | 45,000 | 2548/(N/A) | 541/481 | 107 | 6050 | 5186/4022 | \$1,005,000** |
| GRUMMAN G-1159 | 19 | 2 Rolls Royce Spey 511-8 | 3450 | 62,500/35,600 | 43,000 | 3800/(N/A) | 590/530 | (N/A) | 6000 | 5000***/3190*** | \$3,200,000 |
| HAMILTON Turboliner HA-1 (R) (CSFFR) | 17 | 2 Airesearch TPE331-1-101B 715 shp | 430 | 11,500/6,500 | 24,000 | 1482/(N/A) | 295/275 | 92 | 1900 | 2800/2500 | \$300,000 |
| Westwind I (R) (CSFFR) | 11 | 2 P&W PT6A-27 715 eshp | 434 | 11,500/5900 | 24,000 | 1600/(N/A) | 270/260 | 92 | 1520 | 1870/2000 | \$230,000 |
| Westwind II (R) (CSFFR) | 17 | 2 P&W PT6A-27 715 eshp | 434 | 11,500/6500 | 24,000 | 1600/(N/A) | 295/275 | 92 | 1520 | 1870/2000 | \$280,000 |
| Westwind III (FG) (CSFFR) | 11 | 2 P&W PT6A-20 579 eshp | up to 525 | 11,235/5600 | 24,000 | 1900/(N/A) | 270/260 | 92 | 1520 | 1870/2000 | \$160,000 |
| HELIO AIRCRAFT Courier H-250 (FG) (CS) | 6 | Lyc. 250 hp 0-540-A1A5 | 60/120 | 3400/1960 | 15,200 | 718/644 | 160/152 | 31 | 830 | 750/520 | \$38,400 |
| Super Courier H-295 (FG) (CS) | 6 | Lyc. 295 hp GO-480-G106 | 60/120 | 3400/2080 | 20,500 | 737/660 | 167/165 | 30 | 1150 | 610/520 | \$44,400 |
| Stallion H-550A (FG) (CS) | 8-11 | P&W PT6A-27 680 shp | 120/224 | 5100/2860 | 28,000 | 675/640 | 216/206 | 42 | 2200 | 660/750 | \$138,900 |

*FAA engine out field length at maximum takeoff weight.
**Includes avionics.

***At maximum weight.
****No interior or avionics.



CESSNA GOLDEN EAGLE 421B



DE HAVILLAND TWIN OTTER



FAIRCHILD F-28



GRUMMAN GULFSTREAM II

| Manufacturer Model | Seats | Powerplant | Fuel Capacity (gal) | Weight Gross/Empty (lb) | Service Ceiling (ft) | Range Max./Cruising (sm) | Speed Max./Cruising (mph) | Stall Speed (mph) | Rate Of Climb (fpm) | Takeoff/Landing Distance/Distance (Over 50-foot Obstacle) (ft) | Price (Standard) |
|--|-------|---|---------------------|-------------------------|----------------------|--------------------------|---------------------------|-------------------|---------------------|--|------------------------------|
| ISRAEL AIRCRAFT Commodore Jet 1123 | 10-12 | 2 GE-610-9 | 1330 | 20,500/9375 | 45,000 | 2120/(N/A) | 510 | 90 | 4040 | 4100/2650 | \$995,000 |
| Arava 201 (FG)(CSFFR) | 22 | 2 P&W PT6A-34 | 417 | 15,000/8300 | 25,000 | 715 | (N/A)/192 | 70 | 1340 | 1390/977 | Upon Request |
| LAKE AIRCRAFT Lake Seaplane (CSP) | 4 | Lyc. 180 hp 0-360-A1A | 40 | 2400/1345 | 13,500 | 635/635 | 144/140 | 45 | 1000 | 1375/900 | \$21,500 |
| LA-4 Amphibian (R)(CSP) | 4 | Lyc. 180 hp 0-360-A1A | 40 | 2400/1555 | 13,000 | 627/627 | 140/138 | 45 | 800 | 1275/900 (water) | \$29,950 |
| Buccaneer Amphibian (R)(CSP) | 4 | Lyc. 200 hp 10-360-A1B | 40 | 2600/1535 | 14,700 | 616/616 | 154/150 | 45 | 1200 | 875/900 (water) | \$32,950 |
| Turbo Lake Amphibian (R)(CSP) | 4 | Lyc. 180 hp Turbocharged | 40 | 2400/1575 | 20,000 | 713/713 | 171/164 | 45 | 800 | 1275/900 (water) | \$34,285 |
| LOCKHEED-GEORGIA Dash 8 Jet Star | 10-12 | 4 P&W JT12-A-8 | 2660 | 42,500/21,337 | 43,000 | 2615/2287 | 570/507 | 108 | 6100 | 3200/2900 | \$1,750,000 |
| MAULE M-4-220 (FG)(CS) | 4 | Franklin 220 hp GA-350-C1 | 42 | 2300/1250 | 19,000 | 680/(N/A) | 190/180 | 40 | 1250 | 400/600 | \$16,495 |
| McKINNON Super Widgeon (R)(CSFF) | 5-6 | 2 Lyc. 270 hp GO-480-B1D | 180 | 5500/4000 | 18,000 | 1000/850 | 190/170 | 62 | 1750 | 1200/1200 | \$85,000 |
| Turboprop Goose G-21-G (R)(CSFFR) | 8-12 | 2 P&W PT6A-27 680 shp | 586 | 12,500/6635 | 20,000 | 1600/1200 | 236/226 | 82 | 2000 | 2800/2775 | \$470,000 |
| MELRIDGE Aztec Nomad Float Plane (CSFF) | 4-6 | 2 Lyc. 250 hp 10-540 | 144 | 5200/3400 | 14,000 | 830/725 | 166/158 | 59 | 975 | 2450/(N/A) | \$104,400 |
| MESSERSCHMITT-BOLKOW-BLOHM BO-209-125 (FG)(FP) | 2 | Lyc. 125 hp 0-235 | 39.2 | 1674/925 | N/A | (N/A)/685 | 146/139 | 52 | 748 | 820/660 | \$12,900 |
| BO-209-150 (FG)(FP) | 2 | Lyc. 150 hp 0-320 | 39.2 | 1808/1045 | 16,400 | (N/A)/623 | 168/149 | 57 | 1040 | 620/660 | \$13,900 |
| BO-209-160 (R)**(CS) | 2+2 | Lyc. 160 hp 10-320 | 39.2 | 1808/1067 | 17,000 | (N/A)/747 | 170/158 | 57 | 1180 | 590/660 | \$15,900 |
| MITSUBISHI MU-2F (R)(CSFFR) | 7-9 | 2 Garrett TPE-331-1-151A 705 eshp | 366 | 9920/5790* | 30,400 | 1640/1560 | 340/340 | 82 | 2875 | 1700/1320 | \$457,870 (With avionics) |
| MU-2G (R)(CSFFR) | 8-10 | 2 Garrett TPE-331-1-151A 705 eshp | 366 | 10,800/6650* | 27,000 | 1550/1480 | 325/325 | 84 | 2590 | 1890/1670 | \$547,870 (With avionics) |
| MU-2J (R)(CSFFR) | 8-10 | 2 Garrett TPE-331-6-251M 724 eshp | 366 | 10,800/6800* | 30,800 | 1550/1462 | 345/345 | 84 | 2690 | 1870/1670 | \$622,120 (With avionics) |
| NORTH AMERICAN ROCKWELL Lark Commander (FG)(FP) | 4 | Lyc. 0-360-A2F | 44 | 2475/1532 | 11,100 | (N/A)/560 | 138/132 | 59 | 718 | (N/A)/(N/A) | \$15,400 |
| Thrush Commander (FG)(CS) | 1 | P&W R1340 | 106 | 6900/3700 | 15,000 | 470/403 | 140/124 | 55 | 900 | 775/500 | \$42,650 |
| Aero Commander 112*** (R)(CS) | 4 | Lyc. 0-360-A1G-6 | 60 | 2550/1413 | 16,000 | 1180/1030 | 177/162 | 60 | 890 | 1640/1310 | (N/A) |

*Empty weight includes all standard equipment.
 **Retractable nose gear.
 ***Projected data; subject to change.



HELIO STALLION H-550A



ISRAEL COMMODORE JET 1123



LAKE BUCCANEER



NAR THRUSH COMMANDER

1972 GENERAL AVIATION AIRCRAFT



NAR SABRE 75



PIPER CUB



PIPER CHEROKEE ARROW II



PIPER CHEROKEE SIX

| Manufacturer Model | Seats | Powerplant | Fuel Capacity (gal) | Weight Gross/Empty (lb) | Service Ceiling (ft) | Range Max./Cruising (sm) | Speed Max./Cruising (mph) | Stall Speed (mph) | Rate Of Climb (fpm) | Takeoff/Landing Distance/Distance (Over 50-foot Obstacle) (ft) | Price (Standard) |
|---|-------|---------------------------|---------------------|-------------------------|----------------------|--------------------------|---------------------------|-------------------|---------------------|--|------------------|
| NAR (Cont'd.) Aero Commander III* (FG)(FP) | 4 | Lyc. 0-360-A4G | 60 | 2500/1362 | 14,500 | — /800 | 142/134 | 59 | 750 | 1575/1280 | (N/A) |
| Shrike Commander (R)(CSFF) | 4-7 | 2 Lyc. 10-540-E | 156 | 6750/4635 | 19,400 | 1078/901 | 215/205 | 68 | 1340 | 1915/2235 | \$109,250 |
| Shrike Commander Esquire (R)(CSFF) | 6 | 2 Lyc. 10-540-E | 156 | 6750/4741 | 19,400 | 1078/901 | 215/205 | 68 | 1340 | 1915/2235 | \$129,575 |
| Turbo Commander 681-B (R)(CSFFR) | 7-9 | 2 Garrett TPE-331-43-BL | 286.5 | 9450/5594 | 25,600 | 1315/1062 | 290/278 | 94 | 2007 | 2016/1200 | \$289,000 |
| Turbo Commander 690 (R)(CSFFR) | 7-9 | 2 Garrett TPE-331-5-251 K | 322 | 9900/5850 | 33,000 | 1773/1469 | 327/322 | 87 | 3003 | 2001/2046 | \$442,000 |
| Sabre Commander | 9 | 2 P&W JT-12-A-8 | 1063 | 19,035/10,050 | 45,000 | 2048/2048 | 563/Mach.8 | 84 | 4700 | 3300/2250 | \$995,000 |
| Sabre 75 | 12 | 2 P&W JT-12-A-8 | 1100 | 21,200/11,600 | 45,000 | 1600/1600 | 563/Mach.8 | 86.7 | 3950 | 4475/2650 | \$1,600,000 |
| PIPER Super Cub (PA-18) (FG)(FP) | 2 | Lyc. 150 hp 0-320 | 36 | 1750/930 | 19,000 | 460/460 | 130/115 | 43 | 960 | 500/725 | \$13,200 |
| Pawnee C-235 (PA-25) (FG)(FP) | 1 | Lyc. 235 hp 0-540 | 38 | 2900/1420 | 13,000 | 525/290 | 124/114 | 61 | 700 | 1350/850 | \$22,500 |
| Pawnee C-260 (PA-25) (FG)(FP or CS) | 1 | Lyc. 260 hp 0-540 | 38 | 2900/1472 | 13,000 | 525/285 | 128/115 | 61 | 755 | 1250/850 | \$20,700 |
| Cherokee 140E (PA-28) (FG)(FP) | 2-4 | Lyc. 150 hp 0-320-E2A | 50 | 2150/1237 | 14,300 | 880/540 | 139/132 | 55 | 660 | 1700/890 | \$11,650 |
| Cherokee 180G (PA-28) (FG)(FP) | 4 | Lyc. 180 hp 0-360-A4A | 50 | 2400/1339 | 13,000 | 760/725 | 152/143 | 57 | 750 | 1625/1150 | \$16,500 |
| Cherokee 235F (PA-28) (FG)(FP) | 4 | Lyc. 235 hp 0-540 | 84 | 2900/1472 | 14,500 | 1130/935 | 166/156 | 60 | 825 | 1360/1300 | \$22,900 |
| Cherokee Arrow II (PA-28R) (R)(CS) | 4 | Lyc. 200 hp 10-360 | 50 | 2650/1504 | 15,000 | 900/780 | 175/165 | 64 | 900 | 1600/1380 | \$23,500 |
| Cherokee Six E (PA-32-260) (FG)(FP or CS) | 6-7 | Lyc. 260 hp 0-540-E4B | 50 | 3400/1699 | 13,000 | 1170/950 | 168/160 | 63 | 760 | 1360/1000 | \$26,990 |
| Cherokee Six E (PA-32-300) (FG)(CS) | 6-7 | Lyc. 300 hp 10-540K | 50 | 3400/1793 | 16,250 | 1060/880 | 174/168 | 63 | 1050 | 1140/1000 | \$30,600 |
| Comanche C (PA-24) (R)(CS) | 4-6 | Lyc. 260 hp 10-540 | 90 | 3200/1773 | 19,500 | 1225/1130 | 195/185 | 67 | 1320 | 1400/1200 | \$35,900 |
| Seneca (PA-34) (R)(CS) | 6-7 | 2 Lyc. 200 hp 10-360 | 100 | 4000/2586 | 20,000 | 1160/861 | 196/187 | 67 | 1460 | 1140/1335 | \$49,900 |
| Twin Comanche C/R (PA-39) (R)(CSFF) | 4-6 | 2 Lyc. 160 hp 10-320-B1A | 90 | 3600/2270 | 18,600 | 1200/830 | 205/198 | 70 | 1460 | 1530/1870 | \$52,600 |
| Turbo Twin Comanche C/R (PA-39) (R)(CSFF) | 4-6 | 2 Lyc. 160 hp T10-320-C1A | 120 | 3725/2416 | 25,000+ | 1710/1270 | 246/240 | 70 | 1290 | 1590/1900 | \$63,450 |
| Aztec E (PA-23) (R)(CSFF) | 6 | 2 Lyc. 250 hp 10-540 | 144 | 5200/3042 | 19,800 | 1210/830 | 216/210 | 68 | 1490 | 1250/1250 | \$76,900 |
| Turbo Aztec E (PA-23) (R)(CSFF) | 6 | 2 Lyc. 250 hp T10-540 | 144 | 5200/3229 | 30,000+ | 1310/1050 | 253/245 | 68 | 1530 | 1250/1250 | \$87,025 |
| Turbo Navajo B (PA-31) (R)(CSFF) | 6-8 | 2 Lyc. 310 hp T10-540-A | 192 | 6500/3849 | 26,300 | 1730/1290 | 261/251 | 73 | 1445 | 1700/1810 | \$126,900 |
| Pressurized Navajo (PA-31P) (R)(CSFF) | 6-8 | 2 Lyc. 425 hp T10-541-E1A | 242 | 7800/4842 | 29,000+ | 1480/1105 | 280/266 | 83 | 1740 | 2960/2700 | \$209,000 |

*Projected data; subject to change.



PIPER COMANCHE C

PIPER TWIN COMANCHE C/R

PIPER AZTEC E

PIPER NAVAJO B

| Manufacturer Model | Seats | Powerplant | Fuel Capacity (gal) | Weight Gross/Empty (lb) | Service Ceiling (ft) | Range Max./Cruising (sm) | Speed Max./Cruising (mph) | Stall Speed (mph) | Rate Of Climb (fpm) | Takeoff/Landing Distance/Distance (Over 50-foot Obstacle) (ft) | Price (Standard) |
|--|-------|-------------------------|---------------------|-------------------------|----------------------|--------------------------|---------------------------|-------------------|---------------------|--|--|
| RILEY Turbostream (R)(CSFF) | 6 | 2 Lyc. 310 hp T10-540 | 180 | 5300/3500 | 35,000 | 1800/1500 | 325/310 | 71 | 2500 | 1440/1790 | \$99,850 |
| Turbo Executive 400 (R)(CSFF) | 8-14 | 2 Lyc. 410 hp IO-720 | 201/300 | 8800/5800 | 32,400 | 2000/1290 | 300/280 | 73 | 1360 | 1380/1450 | \$174,500 |
| Riley Skyliner (R)(CSFF) | 10-19 | 4 Lyc. 290 hp IO-540 | 502 | 12,500/8500 | 30,000 | (N/A)/2000 | 288/250 | 68 | 1500 | 1800/1980 | \$250,000 |
| ROBERTSON R/STOL/CESSNA #150 and Commuter (FG)(FP) | 2 | Cont. 100 hp. 0-200-A | 26/38 | 1600/990 | 12,900 | 910/760 | 127/121 | 30 | 700 | 735/525** 895/755*** | \$3,495# |
| #172 and Skyhawk (FG)(FP) | 4 | Lyc. 150 hp 0-320-E2D | 42/52 | 2300/1263 | 13,600 | 850/805 | 145/136 | 32 | 675 | 808/590** 990/875*** | \$3,495# |
| #172 and Skyhawk Floatplane (FP) | 4 | Lyc. 150 hp 0-320-E2D | 42/52 | 2220/1425 | 12,350 | 550/505 | 112/108 | 32 | 625 | 1330/875** 1480/970*** | \$3,495# |
| 180 Skywagon (FG)(CS) | 4-6 | Cont. 230 hp 0-470-R | 65/84 | 2800/1560 | 20,400 | 1265/1000 | 175/166 | 37 | 1195 | 635/542** 785/835*** | \$3,895# |
| 180 Skywagon Floatplane (CS) | 4-6 | Cont. 230 hp 0-470-R | 65/84 | 2950/1875 | 17,800 | 1225/960 | 164/153 | 37 | 1090 | 1090/865** 1210/960*** | \$3,895# |
| 182 and Skylane (FG)(CS) | 4 | Cont. 230 hp 0-470-R | 65/84 | 2950/1599 | 18,400 | 1210/970 | 173/165 | 38 | 945 | 744/635** 885/920*** | \$3,895# |
| 185 Skywagon (FG)(CS) | 4-6 | Cont. 285 hp IO-520-D | 65/84 | 3350/1590 | 17,850 | 1120/910 | 183/172 | 39 | 1050 | 656/619** 870/890*** | \$3,795# |
| 185 Skywagon Floatplane (CS) | 4-6 | Cont. 285 hp IO-520-D | 65/84 | 3320/1910 | 17,100 | 1040/830 | 172/161 | 39 | 1020 | 980/870** 1090/975*** | \$3,795# |
| 188 Agwagon "230" (FG)(CS) | 1 | Cont. 230 hp 0-470-R | 54 | 3800/1844 | 14,200 | 350/320 | 143/133 | 44 | 805 | 1110/610** 1420/840*** | \$3,465# |
| A188 Agwagon "300" (FG)(CS) | 1 | Cont. 300 hp IO-520-D | 54 | 4000/1859 | 16,100 | 450/345 | 156/146 | 46 | 990 | 960/610** 1250/840*** | \$3,465# |
| 206 Stationair (FG)(CS) | 6 | Cont. 285 hp IO-520-F | 65/84 | 3600/1732 | 15,400 | 1055/860 | 179/170 | 41 | 970 | 865/595** 1155/885*** | \$3,995# |
| 206 Stationair Floatplane (CS) | 6 | Cont. 285 hp IO-520-F | 65/84 | 3500/2080 | 14,600 | 960/765 | 166/157 | 41 | 905 | 1320/890** 1490/995*** | \$3,995# |
| T206 Turbo Stationair (FG)(CS) | 6 | Cont. 285 hp TS10-520-C | 65/84 | 3600/1832 | 27,100 | 1110/940 | 205/188 | 41 | 1055 | 870/595** 1175/885*** | \$3,995# |
| T206 Turbo Stationair Floatplane (CS) | 6 | Cont. 285 hp TS10-520-C | 65/84 | 3600/2160 | 25,100 | 1050/880 | 189/170 | 41 | 1020 | 1295/935** 1450/1035*** | \$3,995# |
| 207 Skywagon (FG)(CS) | 7 | Cont. 300 hp IO-520-F | 65/84 | 3800/1902 | 13,800 | 955/810 | 173/164 | 44 | 860 | 915/628** 1280/975*** | \$3,995# |
| T207 Turbo Skywagon (FG)(CS) | 7 | Cont. 300 hp TS10-520-G | 65/84 | 3800/2002 | 25,100 | 935/800 | 194/180 | 44 | 910 | 915/628** 1280/975*** | \$3,995# |
| 210 Centurion II (R)(CS) | 6 | Cont. 300 hp IO-520-L | 90 | 3800/2102 | 16,100 | 1310/1115 | 205/192 | 44 | 900 | 915/606** 1250/960*** | \$3,995 thru "F" \$4,295 "G" and on # |
| T210 Turbo Centurion II (R)(CS) | 6 | Cont. 285 hp TS10-520-H | 90 | 3800/2202 | 29,600 | 1305/1105 | 235/221 | 44 | 960 | 925/606** 1300/960*** | \$3,995 thru "F" \$4,295 "G" and on # |

(For Robertson footnotes, see page 65.)

1972 GENERAL AVIATION AIRCRAFT

| Manufacturer Model | Seats | Powerplant | Fuel Capacity (gal) | Weight Gross/Empty (lb) | Service Ceiling (ft) | Range Max./Cruising (sm) | Speed Max./Cruising (mph) | Stall Speed (mph) | Rate Of Climb (fpm) | Takeoff/Landing Distance/Distance (Over 50-foot Obstacle) (ft) | Price (Standard) |
|--|-------|--------------------------------|---------------------|-------------------------|----------------------|--------------------------|---------------------------|-------------------|---------------------|--|------------------|
| ROBERTSON (Cont'd.) 337 Super Skymaster (R)(CSFF) | 6 | 2 Cont. 210 hp IO-360-C | 93/131 | 4630/2638 | 20,100 | 1390/1120 | 204/194 | 45 | 1210 | 756/731** 1020/1060*** | \$6,500# |
| T337 Turbo Super Skymaster (R)(CSFF) | 6 | 2 Cont. 210 hp TSIO-360-A | 93/131 | 4700/2843 | 30,400 | 1620/1260 | 235/230 | 46 | 1160 | 795/740** 1088/1060*** | \$6,500# |
| TP337G Pressurized Super Skymaster (R)(CSFF) | 4-5 | (N/A) | (N/A) | 4700/(N/A) | (N/A) | (N/A)/(N/A) | (N/A)/235 | 46 | (N/A) | 740/740** 1050/1060*** | \$6,500# |
| ROBERTSON R/STOL/PIPER PA28-140 Cherokee (FG)(FP) | 2-4 | Lyc. 150 hp O-320 Series | 50 | 2150/1232 | 14,700 | 950/800 | 145/138 | 33 | 675 | 975/525** 1325/725*** | \$3,995# |
| PA28-150 Cherokee (FG)(FP) | 4 | Lyc. 150 hp O-320 Series | 50 | 2150/1265 | 15,400 | 950/800 | 145/138 | 33 | 675 | 975/525** 1325/725*** | \$3,995# |
| PA28-160 Cherokee (FG)(FP) | 4 | Lyc. 160 hp O-320 Series | 50 | 2200/1270 | 16,300 | 965/810 | 147/139 | 35 | 710 | 935/575** 1280/740*** | \$3,995# |
| PA28-180 Cherokee (FG)(FP) | 4 | Lyc. 180 hp O-360 Series | 50 | 2400/1349 | 13,500 | 895/765 | 156/147 | 39 | 760 | 925/630** 1260/810*** | \$3,995# |
| PA28S-180 Cherokee Floatplane (FP) | 4 | Lyc. 180 hp O-360 Series | 50 | 2400/1444 | 12,200 | 705/605 | 136/127 | 39 | 710 | 1260/980** 1395/1075*** | \$3,995# |
| PA28R-180 Cherokee Arrow (R)(CS) | 4 | Lyc. 180 hp IO-360 Series | 50 | 2500/1349 | 15,400 | 1050/900 | 171/163 | 40 | 885 | 935/710** 1300/980*** | \$3,995# |
| PA28R-200 Cherokee Arrow (R)(CS) | 4 | Lyc. 200 hp IO-360 Series | 50 | 2600/1491 | 16,500 | 1005/860 | 177/168 | 41 | 925 | 890/740** 1240/995*** | \$3,995# |
| PA28-235 Cherokee (FG)(CS) | 4 | Lyc. 235 hp O-540 Series | 84 | 2900/1509 | 17,000 | 1170/980 | 167/157 | 42 | 950 | 710/725** 930/975*** | \$4,295# |
| PA32-260 Cherokee Six (FG)(FP or CS) | 6-7 | Lyc. 260 hp O-540 Series | 50 | 3400/1734 | 13,400 | 1165/970 | 169/161 | 44 | 870 | 940/740** 1120/875*** | \$4,295# |
| PA32-300 Cherokee Six (FG)(CS) | 6-7 | Lyc. 300 hp IO-540 Series | 50 | 3400/1803 | 16,800 | 1105/920 | 175/169 | 44 | 1065 | 835/740** 1050/875*** | \$4,295# |
| PA32S-300 Cherokee Six Floatplane (CS) | 6-7 | Lyc. 300 hp IO-540 Series | 50 | 3400/2105 | 13,050 | 1045/865 | 160/151 | 44 | 780 | 1120/1095** 1230/1200*** | \$4,295# |
| PA24-180 Comanche (R)(CS) | 4 | Lyc. 180 hp O-360 Series | 60 | 2550/1530 | 19,200 | 1000/815 | 172/165 | 40 | 960 | 890/745** 980/820*** | \$4,295# |
| PA24-250 Comanche (R)(CS) | 4 | Lyc. 250 hp O-540 Series | 60 | 2900/1710 | 20,700 | 1770/1200 | 193/185 | 41 | 1400 | 940/770** 1030/850*** | \$4,295# |
| PA24-260 Comanche (R)(CS) | 4-6 | Lyc. 260 hp O-540 Series | 86 | 3200/1792 | 20,850 | 1310/1170 | 200/189 | 41 | 1345 | 860/850** 945/935*** | \$4,295# |
| PA24-260 Turbo Comanche (R)(CS) | 4 | Lyc. 260 hp TSIO-540 Series | 86 | 3200/1810 | 25,000 | 1505/1345 | 245/231 | 41 | 1345 | 860/850** 945/935*** | \$4,295# |
| PA24-400 Comanche (R)(CS) | 4 | Lyc. 400 hp IO-720 Series | 130 | 3600/2130 | 20,200 | 1805/1400 | 226/218 | 45 | 1660 | 990/960** 1080/1060*** | \$4,795# |
| ##PA30 Twin Comanche (R)(CSFF) | 4-6 | 2 Lyc. 160 hp IO-320 Series | 120 | 3800/2253 | 19,100 | 1705/1570 | 182/176 | 52 | 1400 | 790/990** 1120/1165*** | \$4,995# |
| ##PA30 Turbo Twin Comanche (R)(CSFF) | 4-6 | 2 Lyc. 160 hp IO-320 Series | 120 | 3800/2399 | 25,000 | 1760/1625 | 245/227 | 52 | 1400 | 790/990** 1120/1165*** | \$4,995# |
| ##PA39 Twin Comanche C/R (R)(CSFF) | 4-6 | 2 Lyc. 160 hp IO-320 Series | 120 | 3800/2253 | 19,100 | 1690/1555 | 209/200 | 52 | 1400 | 790/990** 1050/1165*** | \$4,995# |

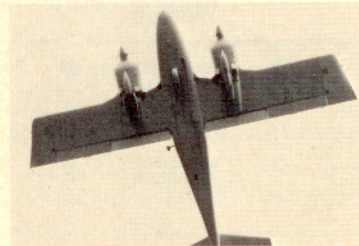
(For Robertson footnotes, see next page.)



RILEY TURBOSTREAM



ROBERTSON R/STOL CHEROKEE SIX



ROBERTSON R/STOL AZTEC



STOL UC-1 TWIN BEE

| Manufacturer Model | Seats | Powerplant | Fuel Capacity (gal) | Weight Gross/Empty (lb) | Service Ceiling (ft) | Range Max./Cruising (sm) | Speed Max./Cruising (mph) | Stall Speed (mph) | Rate Of Climb (fpm) | Takeoff/Landing Distance/Distance (Over 50-foot Obstacle) (ft) | Price (Standard) |
|---|-------|-------------------------------------|---------------------|---|----------------------|---------------------------------|---------------------------|-------------------|---------------------|--|------------------|
| ##PA39 Turbo Twin Comanche C/R (R) (CSFF) | 4-6 | 2 Lyc. 160 hp T10-320 Series | 120 | 3800/2399 | 25,000 | 1745/1610 | 244/227 | 52 | 1400 | 790/990** 1050/1165*** | \$4,995# |
| ##PA23-235 Aztec (R) (CS) | 5 | 2 Lyc. 235 hp O-540 Series | 144 | 4800/2735 | 18,100 | 1255/1040 | 210/202 | 46 | 1525 | 855/935** 1085/1250*** | \$5,150# |
| PA-E23-250 Aztec (R) (CS) | 6 | 2 Lyc. 250 hp IO-540 Series | 144 | 4995/2953 | 21,700 | 1280/910 | 227/220 | 47 | 1670 | 820/970** 1035/1295*** | \$5,150# |
| PA23-250 Aztec (R) (CS) | 6 | 2 Lyc. 250 hp IO-540 Series | 144 | 5200/2953 | 20,800 | 1260/870 | 225/218 | 48 | 1570 | 840/970** 1060/1295*** | \$5,150# |
| PA23-250 Turbo Aztec (R) (CS) | 6 | 2 Lyc. 250 hp T10-540 Series | 144 | 5200/3220 | 30,000 | 1410/1130 | 264/255 | 48 | 1610 | 840/970** 1060/1295*** | \$5,150# |
| SCHWEIZER AIRCRAFT TSC 1A1 "Teal" Amphibian (R) (CS) | 2-3 | Lyc. 150 hp O-320-A3B | 46/70 | Land 2200/1360 Water 2100/1360 | — | 700/500 | 123/106 | 48 | 600 | Land 980/650 Water 1750/750 | (N/A) |
| STOL AIRCRAFT CORP. UC-1 Twin Bee (CSFF) | 5 | Lyc. 180 hp IO-360-B1D | 101 | 3800/2500 | 19,100 | 900/745 | 146/140 | 49 | 1265 | 600/575 Land 890/790 Water | \$47,950 |
| SWEARINGEN Merlin III (R) (CSFFR) | 8-10 | 2 Airesearch TPE-331-303G 840 shp | 648 | 12,500/6975 | 28,900 @12,000 lb | — /2670 | — /316 | 96 | 2530 | 2150/1570 | On request |
| Merlin IV (R) (CSFFR) | 12-14 | 2 Airesearch TPE-331-303G 840 shp | 648 | 12,500/7700 | 27,000 @12,000 lb | — /2300 | — /302 | 99 | 2400 | 2050/1970 | On request |
| Metro (R) (CSFFR) | 21-22 | 2 Airesearch TPE-331-303G 940 shp | 648 | 12,500/7375 | 27,000 @12,000 lb | (Varies with type of operation) | — /302 | 99 | 2400 | 2050/1970 | On request |
| VOLPAR, INC. 4000 (FG) (CSFFR) | 6 | Airesearch TPE-331-2U 760 shp | 300 | 5370/2668 | 24,000 | 1357/(N/A) | 185/150 | 60 | 1625 | 800/736 | \$100,000 |
| Turbo-18 (R) (CSFFR) | 11 | 2 Airesearch TPE-331-1-101B 715 shp | 320/620 | 10,286/5400 | 24,000 | 2200/(N/A) | 294/265 | 88 | 1900 | 2300/2000 | \$250,000 |
| A-28F (R) (CSFFR) | 2 | 2 Airesearch TPE-331-3U 904 shp | 400 | 12,000/7500 | 26,000 | 1800/(N/A) | 330/300 | 98 | 2700 | 2300/2000 | \$313,000 |
| Turboliner II (R) (CSFFR) | 17 | 2 Airesearch TPE-331-1-101B 715 shp | 320/620 | 11,500/5600 | 24,000 | 2200/(N/A) | 294/265 | 92 | 1900 | 2800/2500 | \$325,000 |
| WEATHERLY AVIATION 201B (FG) (CS or 2 positions) | 1 | P&W 450 hp R-985 | 50 | 4800/2540 | (N/A) | 250/(N/A) | 130/108 | 53 | 980 | (N/A)/(N/A) | \$26,500 |
| WINDECKER INDUSTRIES Eagle I (R) (CS) | 4 | Cont. 285 hp IO-520-C | 84 | 3400/2150 | 18,000 | 1230/930 | 210±/207 | 66 | 1220 | 1300/1200 | \$41,500 |
| WING AIRCRAFT Derringer (R) (CSFF) | 2 | 2 Lyc. 160 hp IO-320-B1C | 88 | 3050/2070 | 19,600 | 1160/(N/A) | 232/219 | 72 | 1700 | 1180/2100 | \$45,000 |

#Price of Robertson conversion installed. Check prices of various models identified throughout supplement to determine overall price (Standard). These figures represent U.S. dollars and are subject to change without notice.

##Also available with larger horsepower engines.

**Robertson STOL operation.

***Robertson "normal" operation.



SWEARINGEN MERLIN III

VOLPAR TURBOLINER

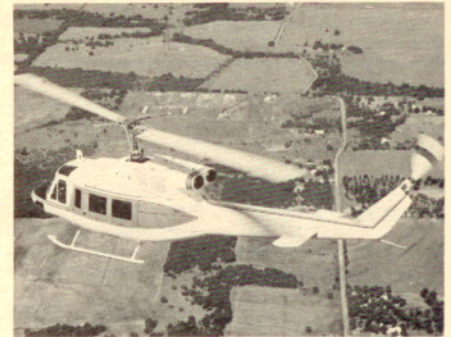
WEATHERLY 201B

WINDECKER EAGLE I

Part II—1972 GENERAL AVIATION ROTARY WING

| Manufacturer Model | Powerplant | Fuel Capacity (gal) | Gross Weight (lb) | Useful Load (lb) | Service Ceiling (ft) | Range (sm) | Speed (mph) | Rate Of Climb (fpm) | Price (Standard) |
|------------------------------|--|---------------------|-------------------|------------------|----------------------|------------|-------------|---------------------|------------------|
| BELL 47G-5A* | Lycoming VO 435-B1A | 57 | 2850 | 1138 | 10,500 | 238 | 81 | 860 | \$59,500 |
| 47G-3B-2A* | Lycoming TVO-435-G1A | 57 | 3200 | 1013 | 18,400 | 239 | 81 | 990 | \$67,500 |
| 206 A (JetRanger)* | Allison 250-C18 | 76 | 3000 | 1520 | 17,000 | 351 | 131 | 1430 | \$112,500 |
| 206 B (JetRanger II)* | Allison 250-C20 | 76 | 3350 | 1685 | 20,000+ | 345 | 136 | 1260 | \$125,000 |
| 205A-1* | Lycoming T53-13-A | 215 | 9500 | 5303 | 14,700 | 311 | 124 | 1680 | \$425,000 |
| Twin Two-Twelve* | United Aircraft of Canada PT6T "Twin Pac" | 220 | 11,200 | 5400 | 17,300 | 286 | 127 | 1745 | \$575,000 |
| BOEING BO-105C | 2 Allison 400 hp 250-C20 | 153 | 5070 | 2458 | 14,100 | 352 | 148 | 1600 | (N/A) |
| KV-107 | 2-CT-58-GE140-1 1400 shp | 350 | 19,000 | 7200 | 13,000 | 215 | 155 | 1700 | (N/A) |
| ENSTROM F-28A | Lycoming 205 hp H10-360-C1A | 30 | 2150 | — | 12,000 | 237 | 100 | 950 | \$39,750 |
| FAIRCHILD FH-1100 | Allison 250-C18 | 69 | 2750 | 1335 | 14,200 | 400 | 133 | — | (N/A) |
| HUGHES 300 | Lycoming 180 hp H10-360-A1A | 30 | 1670 | 698 | 13,000 | 220 | 80 | 1140 | \$38,500 |
| 300C | Lycoming 190 hp H10-360-D1A | 30 | 1900 | 861 | — | 233 | 100 | — | \$42,000 |
| 500 | Allison 250-C18A | 64 | 2550 | 1462 | 14,400 | 353 | 146 | 1700 | \$110,000 |
| 500C | Allison 250-C20 | 64 | 2550 | 1445 | 14,400 | 346 | 146 | 1700 | \$118,900 |
| McCULLOCH J-2 Gyroplane | Lycoming 180 hp O-360-A | 24 | 1550 | 550 | 10,000 | 200 | 100 | 700 | \$19,950 |
| PIASECKI 16H-1H | United Aircraft of Canada 750 shp PT6-B-30 | — | 4600 | 1588 | — | — | 180 | — | (N/A) |
| ✓ 16H-3K | 2 United Aircraft of Canada PT6-B-30 | — | 9600 | 3675 | — | — | 192 | — | (N/A) |
| SCHEUTZOW "Bee" | Lycoming IVO-360 | 22 | 1685 | 550 | — | 175 | 80 | 1200 | (N/A) |
| SIKORSKY S-58T | P&W 1600 shp PT6T-3 Twin Pac | 290 | 13,000 | 5805 | 9500 | 320 | 125 | 1100 | \$425,000 |
| S-61N, MK II | 2 GE 1250 shp CT58-140 Turboshaft | 410 | 19,000 | 6660 | 12,500 | 282 | 139 | 1300 | \$1,225,000 |
| S-61L, MK II | 2 GE 1250 shp CT57-140 Turboshaft | 410 | 19,000 | 7200 | 12,500 | 282 | 138 | 1300 | \$1,225,000 |
| S-64E | 2 P&W 4000 shp JFTD12A-4A | 1345 | 42,000 | 22,800 | 9000 | 230 | 108 | 1330 | \$2,147,500 |
| VOUGHT Alouette II (SA-318C) | Turbomeca Astazou 2A | 150 | 3650 | 1660 | 14,750 | — | 112 | 1500 | (N/A) |
| Alouette III (SA-316B) | Turbomeca Artouste III B | 150 | 4850 | 2383 | 21,000 | 300+ | 118 | 2020 | (N/A) |
| Gazelle (SA-341) | Turbomeca 600 shp Astazou III B | — | 3750 | 1875 | 18,500 | 415 | 158 | 1890 | (N/A) |
| Lama (SA-315B) | Turbomeca Artouste III B | 149 | 4850 | 2690 | 20,750 | 308 | 118 | — | (N/A) |
| Puma (SA-330F) | 2 Turbomeca 1415 hp Turmo IVA | 410 | 14,110 | 6390 | 19,685 | 362 | 170 | 1540 | (N/A) |

*All performance figures are based on gross weight and at sea level, unless otherwise specified.



BELL TWIN TWO-TWELVE



BOEING BO-105C



ENSTROM F-28A



FAIRCHILD FH-1100



HUGHES 500

AIRCRAFT MANUFACTURERS

AEROSPATIALE, 37, Boulevard de Montmorency, Paris (16e) (U.S. Office: European Aerospace Corporation, 605 Third Avenue, New York, N.Y. 10016) (Corvette SN-600).

AEROSTAR AIRCRAFT CORPORATION, P.O. Box 72, Kerrville, Tex. 78028 (Aerostar 200 Ranger, Aerostar 201 Chaparral, Aerostar 220 Executive).

AEROTEK, INC., P.O. Box 547, Afton, Wyo. 83110 (Pitts S-2A).

AMERICAN AVIATION CORPORATION, 318 Bishop Road, Cleveland, Ohio 44143 (American Yankee AA-1, American Trainer AA-1A, American TR-2 AA-1A, American Traveler AA-5).

AMERICAN HANSA JET CORPORATION, Hangar D, Westchester County Airport, White Plains, N.Y. 10604 (Hansa Jet HFB-320).

AMERICAN JET INDUSTRIES, INC., 2800 Clybourn Avenue, Burbank, Calif. 91502 (Turbo Star 402).

AVIONS MARCEL DASSAULT, 33, Rue de Professeur-Pauchet, 92-Vauvresson, France (U.S. Office: Avions Marcel Dassault, c/o Business Jets, Teterboro Airport, Teterboro, N.J. 07608) (Fan Jet Falcon D, E, F, and Falcon 10).

BEAGLE AIRCRAFT, LTD., Shoreham, England (Beagle 206-S).

BEECH AIRCRAFT CORPORATION, 9709 E. Central, Wichita, Kan. 67201 (Sport, Sundowner, Sierra, Bonanza G33, Bonanza F33A, Bonanza V35B, Bonanza A36, Baron B55, Baron E55, Baron 58, Duke A60, Queen Air B80, King Air C90, King Air A100, Beechcraft 99A Airliner, Beechcraft Hawker 125).

BELLANCA AIRCRAFT CORPORATION, P.O. Box 624, Municipal Airport, Alexandria, Minn. 56308 (Champ 7AC, Citabria 7ECA, Citabria 7GCAA, Citabria 7GCBC, Citabria 7KCAB, Scout 7GCBC, Decathlon 8KCAB, Viking Super 17-30A, Super 17-31A, Turbo Viking 17-31ATC).

BRITTEN-NORMAN (BEMBRIDGE), LTD., Bembridge Airport, Isle of Wight, Eng. and (U.S. Office: Jonas Aircraft Company, 120 Wall Street, New York, N.Y. 10005) (Nymph BN-3, Islander BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-7, BN-2A-8, Trislander Mk III).

BURNS AIRCRAFT CORPORATION, P.O. Box 124, Starkville, Miss. 39759 (BA-42).

CESSNA AIRCRAFT COMPANY, P.O. Box 1521, Wichita, Kan. 67201 (150 Standard, Trainer, Aerobat and Commuter, 172, Skyhawk, 172 Floatplane, 177B Cardinal, Cardinal RG, AGpickup, AGwagon C, AGtruck, AGcarrall, Skywagon 180, 182, Skylane, Skywagon 185 and 207, Turbo Skywagon 207, Stationair and Turbo Stationair, Centurion and Turbo Centurion, Centurion II and Turbo Centurion II, Skymaster and Pressurized Skymaster, 310 and Turbo 310, Turbo 401B, Turbo 402B Utililiner, Turbo 402B Businessliner, 340, 414, Golden Eagle 421B, Executive Commuter 421B, Citation).

(THE) DE HAVILLAND AIRCRAFT OF CANADA, LTD., Downsview, Ontario (Twin Otter Series 300, DHC-4 Caribou, DHC-7).

FAIRCHILD INDUSTRIES, INC., Fairchild Aircraft Marketing Company, Fairchild Drive, Germantown, Md. 20767 (Porter, FH-227D, F28). Also see Swearingen Aircraft.

GATES LEARJET CORPORATION, Wichita Municipal Airport, P.O. Box 1280, Wichita, Kan. 67201 (Learjet 24D, 25B, 25C).

GRUMMAN AEROSPACE CORPORATION, South Oyster Bay Road, Bethpage, N.Y. 11714 (G-1159).

HAMILTON AIRCRAFT COMPANY, INC., P.O. Box 11427, Tucson, Ariz. 85706 (Turboliner HA-1, Westwind I, Westwind II, Westwind III).

HELIO AIRCRAFT COMPANY, A Division of General Aircraft Corporation, Hanscom Field, Civilian Terminal Area, Bedford, Mass. 01730 (Helio Courier Models H-250, Super H-295, Stallion H-550A).

ISRAEL AIRCRAFT INDUSTRIES, LTD., Lod Airport, Israel (U.S. Office: Commodore Jet Sales of America, Inc., 2001 Jefferson Davis Highway, Arlington, Va. 22202 (Commodore Jet 1123, Arava 201).

LAKE AIRCRAFT, Division of Consolidated Aeronautics, Inc., P.O. Box 399, Tomball, Tex. 77375 (Lake Seaplane, Lake LA-4 Amphibian, Buccaneer, Turbo Lake Amphibian).

LOCKHEED-GEORGIA COMPANY, A Division of Lockheed Aircraft Corporation, Marietta, Ga. 30060 (Dash 8 JetStar).

MAULE AIRCRAFT CORPORATION, Spence Air Force Base, Moultrie, Ga. 31768 (M-4-220).

MCKINNON ENTERPRISES, INC., Route 3, P.O. Box 690, Sandy, Ore. 97055 (Super Widgeon, Turboprop Goose).

MELRIDGE AVIATION COMPANY, Pearson Airport, 1901 East Fifth Street, Vancouver, Wash. 98661 (Aztec Nomad Float Plane).

MESSERSCHMITT - BOLKOW - BLOHM, P.O. Box 801109, 8000 Munich 80, Germany (U.S. Office: Whitey's Aircraft Sales, Inc., DeKalb-Peachtree Air-

port, Atlanta, Ga. 30341 (BO-209-125, BO-209-150, BO-209-160).

MITSUBISHI AIRCRAFT INTERNATIONAL, INC., 5-1 Marunouchi 2 Chome, Chiyoda-Ku, Tokyo 100, Japan. (U.S. Office: P.O. Box 3848, San Angelo, Tex. 76901) (MU-2F, MU-2G, MU-2J).

NORTH AMERICAN ROCKWELL, General Aviation Divisions, 5100 North Rockwell Avenue, Bethany, Okla. 73008 (Lark Commander, Thrush Commander, Aero Commander 111, Aero Commander 112, Shrike Commander, Shrike Commander Esquire, Aero Commander 681B, Turbo Commander 690, Sabre Commander, Sabre 75).

PIPER AIRCRAFT CORPORATION, Lock Haven, Pa. 17745 (Super Cub, Pawnee C-235 and 260, Cherokee 140E, 180G, 235F, Arrow II, Six E-260 and 300, Comanche C, Seneca, Twin Comanche C/R and Turbo C/R, Aztec E and Turbo Aztec E, Turbo Navajo B and Pressurized Navajo).

RILEY TURBOSTREAM CORPORATION, P.O. Box 5247, Waco, Tex. 76708 (Turbostream, Turbo Executive 400, Riley Skyliner).

ROBERTSON AIRCRAFT CORPORATION, Bellevue Airfield, 15400 Sunset Highway, Bellevue, Wash. 98007 (STOL Conversions for Piper and Cessna Models.)

SCHWEIZER AIRCRAFT CORPORATION, P.O. Box 147, Elmira, N.Y. 14902 ("Teal" Amphibian TSC-1A1).

STOL AIRCRAFT CORPORATION, Norwood Airport, P.O. Box 175, Norwood, Mass. 02062 (UC-1 Twin Bee).

SWERINGEN AIRCRAFT, P.O. Box 32486, San Antonio, Tex. 78216 (Merlin III, Merlin IV, Metro). (Fairchild Industries, Inc., acquired 90% of Swearingen's assets in late 1971).

VOLPAR, INC., 16300 Stagg Street, Van Nuys, Calif. 91406 (Model 4000, Turbo-18, Turboliner II, A-28F).

WEATHERLY AVIATION COMPANY, INC., 2304 San Felipe Road, Hollister, Calif. 95023 (Model 201B).

WINDECKER INDUSTRIES, INC., P.O. Box 6288, Midland, Tex. 79701 (Windecker Eagle 1).

WING AIRCRAFT COMPANY, Torrance Municipal Airport, 2600 Skypark Drive, Torrance, Calif. 90509 (Derringer).

ENGINE MANUFACTURERS

AIRESEARCH MANUFACTURING COMPANY OF ARIZONA, A Division of The Garrett Corporation, 402 South 36th Street, Phoenix, Ariz. 85034.

AVCO LYCOMING DIVISION, 652 Oliver Street, Williamsport, Pa. 17701.

DETROIT DIESEL ALLISON DIVISION, General Motors Corporation, 4700 West 10th Street, Indianapolis, Ind. 46206.

FRANKLIN ENGINE COMPANY, INC., Old Liverpool Road, Syracuse, N.Y. 13208.

GENERAL ELECTRIC COMPANY, Aircraft Engine Group, Cincinnati, Ohio 45215.

NELSON AIRCRAFT CORPORATION, P.O. Box 454, Irwin, Pa. 15642.

PRATT & WHITNEY AIRCRAFT, A Division of United Aircraft Corporation, 40 Main Street, East Hartford, Conn. 06108.

ROLLS-ROYCE AERO ENGINES, INC., A Subsidiary of Rolls-Royce, Ltd., 551 Fifth Avenue, New York, N.Y. 10017.

TELEDYNE CONTINENTAL MOTORS, 30500 Van Dyke Avenue, Warren, Mich. 48093.

ROTARY WING MANUFACTURERS

BELL HELICOPTER COMPANY, P.O. Box 482, Fort Worth, Tex. 76101 (47G-5A, 47G-3B-2A, 486 A Jet Ranger, 206 B JetRanger II, 205A-1, Twin Two-Twelve).

(THE) BOEING COMPANY, Vertol Division, Boeing Center, Philadelphia, Pa. 19142 (BO-105C, KV-107).

(THE) ENSTRON CORPORATION, Menominee, Mich. 49858 (F-28A).

FAIRCHILD INDUSTRIES, INC., Fairchild Aircraft Marketing Company, Germantown, Md. 20767 (FH-1100).

HUGHES TOOL COMPANY, Aircraft Division, Culver City, Calif. 90230 (Model 300, Model 300C, Model 500, Model 500C).

MCCULLOCH AIRCRAFT CORPORATION, 900 Lake Havasu Drive, P.O. Box 1259, Lake Havasu City, Ariz. 86403 (Model J-2 Gyroplane).

PIASECKI AIRCRAFT CORPORATION, Island Road, International Airport, Philadelphia, Pa. 19153 (16H-1H, 16H-3K).

SCHWEITZOW HELICOPTER CORPORATION, P.O. Box 27, Columbia Station, Ohio 44028 (Model "Bee").

SIKORSKY AIRCRAFT, Division of United Aircraft Corporation, Stratford, Conn. 06602 (S-58T, S-61N MK II, S-61L MK II, S-64E).

VOUGHT HELICOPTER, INC., 1507 Pacific Avenue, Dallas, Tex. 75201 (Alouette II—SA-318C, III—SA-316B, Gazelle—SA-341, Lama—SA-315B, Puma—SA-330F).



MC CULLOCH J-2



PIASECKI 16H-3K



SCHWEITZOW "BEE"



SIKORSKY S-58T



VOUGHT PUMA