

SUPPLEMENT

GENERAL AVIATION AIRCRAFT 1973

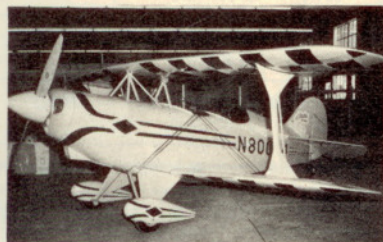
This Supplement, an annual service to PILOT readers and the general aviation industry, contains the latest specifications and performance data for general aviation fixed-wing and rotary wing aircraft.

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)
AERO ENGINE SERVICES	Airtrainer CT/4 (FG) (CS)	2-3	Cont. 210 hp IO-360-D	45/80	2350/1490	17,900	1540/(N/A) 760/(N/A)	159/137.5	46	1350	1237/1100	\$39,630
AEROSPATIALE	Corvette SN-600 (P)	6-12	2 P & W UACL JT 15 D-4	2920 (lb)	13,450/7935	36,000	1640/1020	496/410	81	3000	2985/2260	(N/A)
	Rallye 220	4	Franklin 220 hp 6A-350-C1	58	2425/1325	15,500	1200/900	(N/A)/152	(N/A)	984	985/(N/A)	\$26,950
AEROTEK	Pitts S-2A (FG) (CS)	2	Lyc 200 hp IO-360-A1A	23	1500/1000	16,000	300/300	157/140	58	2050	(N/A)	\$24,395
AMERICAN JET	Turbo Star (R) (CSFFR)	6-10	2 Allison 400 hp 250-B17	(a) 128 (b) 230 (c) 270	6300/3100	34,000	(a) 535 (b) 1070 (c) 1270	260/230	85	2800	1100/950	\$110,000*
ARCTIC	Interstate S1B2 (FG) (FP)	2	Lyc. 150 hp 0-320	40	1900/1100	19,000	650/550	117/110	39	1000	500/450	\$14,500
AVIONS MARCEL DASSAULT	Falcon E (P)	12	2 GE CF700-2D2	1340	28,660/16,700	42,000	2050/(N/A)	M=.88/525	101	3300	4200/3100	\$1,700,000
	Falcon F (P)	12	2 GE CF700-2D2	1380	28,660/16,800	42,000	2100/(N/A)	M=.88/525	96	3300	3600/2460	\$1,750,000
	Falcon 10 (P)	9	2 Garrett TFE-731-2	890	18,250/9900	45,000	2400/(N/A)	M=.87/575	90	5500	3300/2300	(N/A)
BEECH	Sport 19 (FG) (FP)	2-4	Lyc. 150 hp 0-320-E2C	60	2250/1374	11,100	883/827	140/123	56	700	1320/1220	\$15,975
	Sundowner 23 (FG) (FP)	4	Lyc. 180 hp 0-360-A4B	60	2450/1416	13,650	860/780	151/135	59	820	1380/1275	\$18,795
	Sierra A24R (R) (CS)	4-6	Lyc. 200 hp IO-360-A1B	60	2750/1610	14,350	855/810	170/162	66	862	1630/1380	\$25,795

AMERICAN JET * Conversion of Cessna 401/402 plus airframe.



AERO ENGINE Airtrainer CT/4



AEROTEK Pitts S-2A



AMERICAN JET Turbo Star



AVIONS MARCEL DASSAULT Falcon 10

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)
BEECH	Bonanza F33A (R) (CSFF)	4-6	Cont. 285 hp IO-520-BA	44/74	3400/2000	17,500	976/895	208/195	63	1136	1870/1505	\$46,000
	Bonanza V35B (R) (CSFF)	4-6	Cont. 285 hp IO-520-BA	44/74	3400/1985	17,500	1007/900	210/198	63	1136	1870/1505	\$46,000
	Bonanza A36 (R) (CSFF)	4-6	Cont. 285 hp IO-520-BA	44/74	3600/2040	16,000	942/863	204/187	63	1015	2167/1575	\$50,500
	Baron B55 (R) (CSFF)	4-6	2 Cont. 260 hp IO-470-L	106/136	5100/3090	19,700	1218/1082	236/219	84	1670	1675/1840	\$75,000
	Baron E55 (R) (CSFF)	4-6	2 Cont. 285 hp IO-520-C	106/136	5300/3120	20,900	1082/954	242/223	83	1670	1631/1798	\$92,650
	Baron 58 (R) (CSFF)	4-6	2 Cont. 285 hp IO-520-C	136/166	5400/3235	17,800	1367/1204	242/223	85	1694	1706/2070	\$108,850
	Duke A60 (R) (CSFF) (P)	4-6	2 Lyc. 380 hp TIO-541-E1C4	136/202	6775/4195	30,800	1187/1077	286/255	87	1601	2626/3065	\$179,500
	Queen Air B80 (R) (CSFF)	7-11	2 Lyc. 380 hp IGS0-540-A1D	200/254	8800/5100	26,800	1517/1239	247/222	82	1275	2556/2572	\$204,500
	Airliner B99 (R) (CSFFR)	17	2 P & W 550 Flat-Rated PT6A-27	368	10,900/5686	26,313	1173/1053	(N/A)/283	87	2090	2705/2793	\$555,600
	King Air C90 (R) (CSFFR) (P)	6-10	2 P & W 550 PT6A-20	384	9650/5630	25,600	1446/1321	254/254	85	2000	1960/2010	\$399,500* \$429,500
	King Air E90 (R) (CSFFR) (P)	6-10	2 P & W 550 Flat-Rated PT6A-28	474	10,100/5876	27,620	1870/1507	(N/A)/287	89	1870	2024/2110	\$518,750
	King Air A100 (R) (CSFFR) (P)	8-15	2 P & W 680 PT6A-28	474	11,500/6728	24,850	1542/1384	(N/A)/285	86	1963	3245/2246	\$644,500
	BH 125-400 (P)	8-11	2 RR Bristol Viper 522 3360 lb ea	1364	23,300/11,900	41,000	1725/(N/A)	508/495	88	3100**	5450**/1990***	\$1,300,000
BH 125-600 (P)	8-14	2 RR Bristol Viper 601 3750 lb ea	1424	25,000/12,700	41,000	1850/(N/A)	517/500	94	3550**	5350**/2130***	\$1,592,000	

BEECH * With factory-overhauled PT6A-20 turbine Pratt & Whitney engines. ** At gross weight. *** At typical landing weight.



BEECH Sport B19

1973 GENERAL AVIATION AIRCRAFT

Part I of the Supplement provides data on 1973 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; (P)—Pressurized.

BELLANCA AIRCRAFT	Champ 7ACA (FG) (FP)	2	Franklin 60 hp 2A-120-A	13	1220/750	9000	(N/A)/300	100/86	39	400	(N/A)/(N/A)	\$7,130
	Citabria 7ECA (FG) (FP)	2	Lyc. 115 hp 0-235-C1	26/39.5	1650/1034	12,000	(N/A)/652	117/112	51	725	(N/A)/(N/A)	\$8,535
	Citabria 7GCAA (FG) (FP)	2	Lyc. 150 hp 0-320-A2B	39.5	1650/1107	17,000	(N/A)/521	130/125	51	1120	(N/A)/(N/A)	\$10,700
	Citabria 7GCBC (FG) (FP)	2	Lyc. 150 hp 0-320-A2B	39.5	1650/1136	17,000	(N/A)/521	130/125	45	1145	(N/A)/(N/A)	\$11,350
	Citabria 7KCAB (FG) (FP)	2	Lyc. 150 hp IO-320-E2A	39.5	1650/1128	17,000	(N/A)/521	130/125	51	1120	(N/A)/(N/A)	\$11,875
	Scout 7GCBC (FG) (FP)	2	Lyc. 150 hp 0-320-A2B	40	1650/1136 (Restricted)	17,000	(N/A)/521	128/125	45	1145	(N/A)/(N/A)	\$12,975
	Decathlon 8KCAB (FG) (CS)	2	Lyc. 150 hp IO-320-E1A	39.5	1800/1225	16,000	(N/A)/496	140/135	53	1025	(N/A)/(N/A)	\$16,525
	Super Viking 300A 17-30A (R) (CS)	4	Cont. 300 hp IO-520-D	72/92	3325/1900	19,300	(N/A)/1030	188/185	69	1210	1140/995	\$32,550

(Cont'd)



BEECH Duke A60



BELLANCA Champion Scout



BELLANCA Super Viking 300A



BURNS BA-42

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 AIRCRAFT	Super Viking 300A 17-31A (R) (CS)	4	Lyc. 300 hp IO-540K	70/85	3325/1950	21,600	(N/A)/977	194/190	62	1800	1140/995	\$34,345
	Turbo Viking 300A 17-31ATC (R) (CS)	4	Lyc. 300 hp TS10-540K	85	3325/2010	24,000	(N/A)/1156	235/220	62	1800	1265/995	\$40,590
BELLANCA ENGINEERING	19-25 Skyrocket (R) (CS)	6	Lyc. 400 hp IO-720-A1A	120	3775/2150	26,000	1465/1215	260/248	65	1900	1790/1665	\$60,000
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-8 (FG) (CSFF)	10	2 Lyc. 260 hp O-540-E	137	6300/3588	14,600	800/657	170/160	47	1050	1090/960	\$100,768**
	Trislander BN 2-Mk III (FG) (CSFF)	18	3 Lyc. 260 hp O-540-E	196	9350/5600	14,500	960/700	188/180	56	1120	1800/1490	\$239,347***
BURNS	BA-42 (R) (CSFF)	6	2 Cont. 210 hp IO-360-D	100	4500/2700	21,000	1150/1050	235/225	75	1600	1800/1750	\$59,950
CESSNA	150 Standard* (FG) (FP)	2	Cont. 100 hp O-200-A	26/38	1600/990	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	1600/1010	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	1600/1040	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	1600/1060	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	2300/1285	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	2300/1335	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	2200/1450	12,000	530/500 670/625	108/106	52	580	2390/1345	\$15,210**
	177B (FG) (CS)	4	Lyc. 180 hp O-360-A1F6	50/61	2500/1450	14,600	775/680	153/140	53	840	1400/1220	\$18,040
	Cardinal (FG) (CS)	4	Lyc. 180 hp O-360-A1F6	50/61	2500/1495	14,600	790/695	156/143	53	840	1400/1220	\$19,300
	Cardinal RG* (R) (CS)	4	Lyc. 200 hp IO-360-A1B6	61	2800/1660	17,100	1210/945	180/171	57	925	1585/1350	\$25,995
	AGpickup (FG) (FP or CS)	1	Cont. 230 hp O-470-R	37	3300/1815 (1835)	6500 (8400)	(N/A)/235 (260)	105/90 (112/101)	57	400 (505)	1920/1265 (1620)	\$21,725
	AGwagon C (FG) (CS)	1	Cont. 300 hp IO-520-D	37/56	3300/1910	11,100	(N/A)/390	121/114	57	690	1090/1265	\$25,995
	AGcarryall (FG) (CS)	2-6	Cont. 300 hp IO-520-D	65/84	3350/1835	13,400	(N/A)/525 /685	148/141	56	845	1450/1400	\$29,475
	(Cont'd)	AGtruck (FG) (CS)	1	Cont. 300 hp IO-520-D	56	3300/2030	11,100	(N/A)/260	121/114	57	690	1090/1265

BRITTEN-NORMAN ** Purchase price of aircraft varies with major options. Suggest a contact with the U.S. Office listed under Aircraft Manufacturers for more detailed information concerning possible addition of IO-540 engines, wing tip tanks, Rajay turbo charger, Edo Mitchell Century III autopilot or Brittain B-5 autopilot, deicing equipment, etc.

*** All of the above major options with the exception of wing tip tanks.

CESSNA * 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; Reims Rocket; Reims Cardinal RG; and Reims Skymaster. ** Approximate cost. Cessna does not sell or install floats.

1973 GENERAL AVIATION AIRCRAFT



CESSNA Skylane



CESSNA Pressurized Model 340



CESSNA Cardinal RG

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	Skywagon 180 (FG) (CS)	4-6	Cont. 230 hp 0-470-R	65/84	2800/1560	19,600	1215/925	170/162	55	1090	1205/1365	\$21,350
	182 (FG) (CS)	4	Cont. 230 hp 0-470-R	65/84	2950/1595	17,700	885/690 1160/910	165/157	57	890	1350/1350	\$21,995
	Skylane (FG) (CS)	4	Cont. 230 hp 0-470-R	65/84	2950/1645	17,700	885/690 1160/910	168/160	57	890	1350/1350	\$23,040
	Skywagon 185 (FG) (CS)	4-6	Cont. 285 hp 10-520-D	65/84	3350/1600	17,150	1035/830	178/169	56	1010	1365/1400	\$25,140
	Skywagon 207 (FG) (CS)	7	Cont. 300 hp 10-520-F	65/84	3800/1900	13,300	695/585 925/775	168/159	67	810	1970/1500	\$31,175
	Turbo Skywagon 207 (FG) (CS)	7	Cont. 300 hp TS10-520-G	65/84	3800/2000	24,200	685/610 910/820	189/176	67	885	1970/1500	\$35,760
	Stationair (FG) (CS)	6	Cont. 300 hp 10-520-F	65/84	3600/1840	14,800	800/650 1020/830	174/164	61	920	1780/1395	\$30,440
	Turbo Stationair (FG) (CS)	6	Cont. 285 hp TS10-520-C	65/84	3600/1940	26,300	825/700 1050/890	200/184	61	1030	1810/1395	\$34,850
	Centurion (R) (CS)	6	Cont. 300 hp 10-520-L	90	3800/2120	15,500	1250/1065	200/188	65	860	1900/1500	\$38,375
	Turbo Centurion (R) (CS)	6	Cont. 285 hp TS10-520-H	90	3800/2235	28,500	1330/1170	230/219	65	930	2030/1500	\$43,075
	Centurion II (R) (CS)	6	Cont. 300 hp 10-520-L	90	3800/2205	15,500	1250/1065	200/188	65	860	1900/1500	\$44,525
	Turbo Centurion II (R) (CS)	6	Cont. 285 hp TS10-520-H	90	3800/2320	28,500	1330/1170	230/219	65	930	2030/1500	\$49,275
	Skymaster* (R) (CSFF) (See footnote, page 43.)	4-6	2 Cont. 210 hp 10-360-C	93/125	4630/2705	18,000	1005/780 1290/1015	206/196	70	1100	1675/1650	\$53,775
	Pressurized Skymaster (R) (CSFF) (P)	4-6	2 Cont. 225 hp TS10-360	125	4700/2900	20,000	1505/1100	250/236	71	1250	1500/2225	\$78,600
	310 (R) (CSFF)	6	2 Cont. 260 hp 10-470-VO	102/207	5300/3214	19,500	960/774 1950/1565	236/221	72	1495	1795/1697	\$73,175
	Turbo 310 (R) (CSFF)	6	2 Cont. 285 hp TS10-520-B	102/207	550/3293	28,200	971/741 1971/1506	274/259	78	1790	1662/1790	\$93,900
	Turbo Utililiner 402B (R) (CSFF)	8-10	2 Cont. 300 hp TS10-520-E	102/207	6300/3738	26,180	808/692 1639/1405	261/240	79	1610	2220/1765	\$115,425
	340 (R) (CSFF) (P)	6	2 Cont. 285 hp TS10-520-K	102/207	5975/3723	26,500	795/726 1615/1475	260/241	82	1500	2430/1840	\$127,500
	414 (R) (CSFF) (P)	6-7	2 Cont. 310 hp TS10-520-J	102/207	6350/4035	30,100	796/735 1615/1493	272/252	81	1580	2350/1865	\$153,500
	Golden Eagle 421B and (R) Executive Commuter 421B (CSFF) (P)	10	2 Cont. 375 hp GTS10-520-H	175/255	7450/4421	31,100	1176/1057 1716/1542	282/270	85	1850	2507/2178	\$197,900
Citation (P)	7-8	2 P & W JT15D-1	3672 (lb)	11,650/6390	35,000	1400/1080	(N/A)/402	81	3350	2760/2590	\$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	1185/1235	Upon Request
	DHC-7 (R) (CSFFR) (P)	51	4 P & W PT6A-50 1120 shp	1360	41,000/24,000	23,800	1120/(N/A)	276/276	73	1650	2160/2050	Upon Request

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EVANGEL	4500 300-II (R) (CSFF)	9	2 Lyc. 300 hp IO-540-K	111	5500/3525	21,000	750/650	194/175	67	1500	1125/1140	\$80,000
FAIRCHILD INDUSTRIES	Porter (FG) (CSFFR)	8-11	(3 options) Garrett PC-6C P & W PT6A-20/27	178/228	6100/2450	29,000	620/600 960/600	173/150	33	(N/A)	600/500	Upon Request
	FH-227D Cargonaut (R) (CSFF)	20-52	2 Rolls Royce Dart 7 MK532-7L	1364	45,000/23,686	25,000	1600/1400	295/295	89	1200	4650*/2500	Upon Request
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	Upon Request
GATES LEARJET	24D (P)	8	2 GE CJ 610-6	840	13,500/6875	45,000	2020/(N/A)	534/481	100	6800	3917/3352	\$863,000
	25B (P)	10	2 GE CJ 610-6	910	15,000/7696	45,000	2055/(N/A)	534/481	104	6050	5186/3715	\$966,765
	25C (P)	6	2 GE CJ 610-6	1114	15,000/7567	45,000	2548/(N/A)	534/481	104	6050	5186/3715	\$1,026,085
GRUMMAN AMERICAN	Trainer (FG) (FP)	2	Lyc. 108 hp O-235-C2C	24	1560/980	12,750	490/435	138/125	60	705	1590/1100	\$9,575 (standard) \$11,275 (basic) \$12,350 (advanced)
	TR-2 (FG) (FP)	2	Lyc. 108 hp O-235-C2C	24	1560/1035	11,555	508/463	144/133	60	660	1590/1100	\$13,250
	Traveler (FG) (FP)	4	Lyc. 150 hp O-320-E2G	38	2200/1200	12,650	650/600	150/140	58	660	1600/1100	\$14,450 (AA-5) \$17,450 (advanced)
	Super Ag-Cat (FG) (CS)	1	P & W 450 hp R-985	46/64	6075/2690	(N/A)	(N/A)	128/117	67	1080	750/(N/A)	\$35,000
	Gulfstream II (P)	19	2 Rolls Royce Spey MK 511-8	3460	62,000/(N/A)	43,000	3886/(N/A)	588/Mach-.78	(N/A)	4350	5000/3190	\$3,300,000



GRUMMAN AMERICAN TR-2



HELIO Courier



ISRAEL AIRCRAFT Eleven 23



LAKE Buccaneer

HAMBURGER FLUGZEUGBAU (GmbH)	HFB 320 Hansa (P)	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 Hansa (P)	9-15	2 GE CJ 610-9	1093	20,500/12,125	41,000+	1855/1570	535/530	95	4800	4900/2650	\$940,000
HAMILTON	Westwind I (R) (CSFFR)	11	2 P & W PT6A-27 715 eshp	434	11,500/5900	24,000	1600/(N/A)	270/260	80	1650	1700/1650	\$240,000
	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	1870/1770	\$375,000
	Westwind III (R) (CSFFR)	11	2 P & W PT6A-20 579 eshp	up to 525	11,230/5600	24,000	1900/(N/A)	270/260	86	1520	1920/1800	\$225,000
	Westwind III-S (R) (CSFFR)	17	2 P & W PT6A-34 850 eshp	up to 525	12,500/6800	24,000	1900/(N/A)	295/275	92	1520	1850/1750	\$375,000
HELIO	Super Courier H-295 (FG) (CS)	6	Lyc. 295 hp GO-480-G1D6	60/120	3400/2080	20,500	737/660	167/165	30	1150	610/520	\$47,900
	Stallion H-550A (FG) (CSR)	8-10	P & W PT6A-27 680 shp	120/224	5100/2860	25,000	675/640	216/206	42	2200	660/750	(N/A)
ISRAEL AIRCRAFT	1123 (P)	10-12	2 GE-610-9	1330	21,000/9370	45,000	2100/(N/A)	542/510	110	4040	5350/3400	\$1,050,000

FAIRCHILD * FAA engine-out field length at maximum takeoff weight.

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)
LAKE AIRCRAFT	Lake Seaplane (R) (CSP)	4	Lyc. 180 hp O-360-A1A	40	2400/1345	13,500	500/500	146/130	45	900	1575/900 water	\$22,950
	Lake LA-4 Amphibian (R) (CSP)	4	Lyc. 180 hp O-360-A1A	40	2400/1501	13,000	500/500	146/130	45	800	1575/900 water 975/900 land	\$31,450
	Buccaneer Amphibian (R) (CSP)	4	Lyc. 200 hp IO-360-A1B	40/55*	2690*/1535	15,750	840/840	146/150	45	1200	1450/900 water 775/900 land	\$33,950**
	Turbo Lake Amphibian (R) (CSP)	4	Lyc. 180 hp Turbocharged	40	2400/1534	20,000	640/640	146/172	45	800	1575/900 water 975/900 land	\$35,945
LOCKHEED-GEORGIA	Dash 8 JetStar (P)	10-12	4 P & W JT12-A-B	2660	42,500/21,337	43,000	2615/2287	570/507	108	6100	3200/2900	\$1,750,000
MAULE	M-4-210 (FG) (CS)	4	Cont. 210 hp IO-360-A	42	2300/1100	18,000	680/(N/A)	175/165	40	1250	600/390	\$17,295
	M-4-220 (FG) (CS)	4	Franklin 220 hp 6A-350-C1	42	2300/1250	19,000	680/(N/A)	190/180	40	1250	400/390	\$17,295



MAULE M-4

1973 GENERAL AVIATION AIRCRAFT



MELRIDGE Aztec Nomad



MITSUBISHI MU-2J

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	\$494,000
MELRIDGE	Aztec Nomad Float Plane (CSFF)	4-6	2 Lyc. 250 hp IO-540	144	5200/3400	14,000	830/725	168/160	59	975	2450/(N/A)	\$107,400
J. W. MILLER	Piper Miller PA-23 Apache 200 (R) (CSFF)	5	2 Lyc. 200 hp IO-360-C1C	108/153	4000/2400	21,000	1550/1450	210/200	57	2000	975/1100	\$38,994
	Piper Miller PA-30 & 39 Twin Comanche 200 (R) (CSFF)	4-6	2 Lyc. 200 hp IO-360-C1C	128/158	3780/2366	21,000	1300/1100	230/220	69	1900	1150/1875	\$45,165
	Piper Miller PA-30 & 39 Turbo Twin Comanche 200 (R) (CSFF)	4-6	2 Lyc. 200 hp T10-360-C1F	128/158	3780/2406	25,000	1600/1500	270/260	69	1900	1150/1875	\$54,135
MITSUBISHI	MU-2J (R) (CSFFR) (P)	8-11	2 Garrett TPE331-6-251M 724 eshp	366	10,800/6800	30,800	1550/1462	345/345	84	2690	1870/1670	\$569,625
	MU-2K (R) (CSFFR) (P)	7-9	2 Garrett TPE331-6-251M 724 eshp	366	9920/5920	33,200	1680/1600	365/365	82	3100	1700/1490	\$484,625
NORTH AMERICAN ROCKWELL	Thrush Commander (FG) (CS)	1	P & W 600 hp R-1340 AN-1	106	6900/3700	13,000	Ferry Range 493 @ 78	140/124	57	900	775/500	\$42,650
	Aero Commander 111A (FG) (CS)	4	Lyc. 180 hp A1GG	60	2550/1450	16,000	1180/960	175/143	60	790	1575/1310	\$18,900
	Aero Commander 112 (R) (CS)	4	Lyc. 200 hp IO-360-C1DG	60	2550/1585	16,000	1180/960	175/162	60	1020	1675/1310	\$24,750
	Shrike Commander (R) (CSFF)	4-8	2 Lyc. 290 hp IO-540-E185	156	6750/4608	19,400	1078***/797##	215/205	68	1340	1915/2235	\$109,250
(Cont'd)	Aero Commander 685 (R) (CSFF)	7-9	2 Cont. 435 hp* GTS10-520-F	256/322	9050/6021	27,500#	1456***/1001## 1925***/1336##	278/255	86	1490	2711/2312 1943/1869 (short fld)	\$229,450

LAKE * With aux tanks. ** Includes full panel.

NORTH AMERICAN * Turbo-charged. ** Includes executive interior with galley and lavatory, average-equipped avionics and thrust reversers. (Reversers optional for Sabre Commander 40A).
*** No reserves. # Figure is 100 ft/min altitude. FAA operational limit - 25,000 ft. ## with 45 min. reserve.

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)
NORTH AMERICAN ROCKWELL	Turbo Commander 690 (R) (CSFFR) (See footnote, page 46)	7-11	2 Garrett AiResearch TPE-331-5-251K 717.5 shp	384	10,300/5910	32,900#	1790***/1398	328/322	89	2849	2216/2084 1666/1606 (short fld)	\$442,000
	Sabre 75A (P)	10	2 GE CR 700-2D2 1102/1176 4315 lb.		23,300/12,900	45,000	1935/1820	560/Mach.7	100	4400	(N/A)/(N/A)	\$1,800,000
	Sabre 60 (P)	10	2 P & W JT 12-A-8 3300 lb.	1063	20,000/11,350	45,000	1955/1840	563/Mach.7	97	4700	4875/2935	\$1,496,000
	Sabre Commander 40A (P)	9	2 P & W JT 12-A-8 3300 lb.	1063	19,612/10,500	45,000	2040/1925	563/Mach.7	93	4700	4280/2935	\$1,145,000
PIPER	**Super Cub (FG) (FP)	2	Lyc. 150 hp O-320	36	1750/930	19,000	460/460	130/115	43	960	500/725	(N/A)
	**Pawnee C-235 (FG) (FP)	1	Lyc. 235 hp O-540	38	2900/1420	13,000	525/290	124/114	61	700	1350/850	(N/A)
	**Pawnee C-260 (FG) (FP or CS)	1	Lyc. 260 hp O-540	38	2900/1472	13,000	525/285	128/115	61	755	1250/850	(N/A)
	***Pawnee Brave (FG) (CS)	1	Cont. 285 hp TIARA6-285	85	3900/2050	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)	(N/A)
	Cherokee 140 (FG) (FP)	2-4	Lyc. 150 hp O-320-E3D	36/50	2150/1245	10,950	780/540	139/132	55	631	1700/1075	\$11,990
	Cherokee Cruiser (FG) (FP)	4	Lyc. 150 hp O-320-E3D	36/50	2150/1283	10,950	780/540	139/132	55	631	1700/1075	\$12,870
	Cherokee Flite Liner (FG) (FP)	2-4	Lyc. 150 hp O-320-E3D	36/50	2150/1275 1800*	10,950	725/525	139/132	55	660	(N/A)	\$14,980
	Cherokee Challenger (FG) (FP)	4	Lyc. 180 hp O-360-A4A	50	2450/1386	14,150	(N/A)/686	148/141	61	725	1625/1185	\$16,990
	Arrow II (R) (CS)	4	Lyc. 200 hp IO-360-C1C	50	2650/1508	15,000	900/780	175/165	64	900	1600/1380	\$24,200
	Cherokee Charger (FG) (CS)	4	Lyc. 235 hp O-540-B4B5	84	3000/1550	12,000	1066/905	161/152	65	800	1260/1740	\$24,390
	Cherokee Six 260 (FG) (CS)	6-7	Lyc. 260 hp O-540-E4B5	50/84	3400/1706	14,500	660/560 1110/950	166/158	63	850	1500/1000	\$28,740
	Cherokee Six 300 (FG) (CS)	6-7	Lyc. 300 hp IO-540-K1A5	50/84	3400/1799	16,250	630/525 1060/880	174/168	63	1050	1375/1000	\$31,500
	**Comanche C (R) (CS)	4-6	Lyc. 260 hp IO-540	90	3200/1773	19,500	1225/1130	195/185	67	1320	1400/1200	(N/A)
	**Twin Comanche C/R (R) (CSFF)	4-6	2 Lyc. 160 hp IO-320-B1A	90	3600/2270	18,600	1200/830	205/198	70	1460	1530/1870	(N/A)
	***Turbo Twin Comanche C/R (R) (CSFF)	4-6	2 Lyc. 160 hp TIO-320-C1A	120	3725/2416	25,000+	1710/1270	246/240	70	1290	1590/1900	(N/A)
	Seneca (R) (CSFF)	6-7	2 Lyc. 200 hp IO-360-C1E6 L10-360-C1E6	100	4200/2599	19,400	1130/856	195/186	69	1360	1235/1335	\$51,900
	Aztec E (R) (CSFF)	6	2 Lyc. 250 hp IO-540	144	5200/3042	19,800	1210/830	216/210	68	1490	1250/1250	\$78,900
(Cont'd)	Turbo Aztec E (R) (CSFF)	6	2 Lyc. 250 hp TIO-540	144	5200/3229	30,000+	1310/1050	253/245	68	1530	1250/1250	\$89,025

PIPER * Operating weight-instructional cruise performance. ** Specifications and performance data based on 1972 models. *** Specifications and performance data based on current releases from factory but not in production as of this printing.



NORTH AMERICAN Thrush Commander



NORTH AMERICAN Shrike Commander



NORTH AMERICAN Aero Commander 112



PIPER Cherokee Cruiser

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)
PIPER	Turbo Navajo (R) (CSFF)	6-8	2 Lyc. 300 hp TIO-540	150/192	6500/3849	26,300	1730/1590	261/251	73	1445	2190/2340	\$131,900
	Navajo Chieftain (R) (CSFF)	2-10	2 Lyc. 350 hp TIO-540 and LTIO-540	192	7000/3991	27,200	1225/1080	270/260	85	1390	2490/2725	\$141,900
	Pressurized Navajo (R) (CSFF) (P)	6-8	2 Lyc. 425 hp TIGO-541	192/242	7800/4842	29,000+	1485/1345	280/266	83	1740	2960/2700	\$216,000

RILEY	Riley Turbostream/Factory-New 310 Airframe (R) (CSFF)	6	2 Lyc. 350 hp TIO-540 J2BD	180/200	5400/3600	35,000	1800/1500	335/325	71	3000	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
	Riley Jetstream/New H.P. 137 Airframe (R) (CSFF) (P)	10-20	2 P & W PT6-A34 850 eshp	456	12,500/8700	30,000	1800/1400	305/295	90	2500	1700/2300	\$650,000

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	815/632** 895/755***	\$3,450#
	182 and Skylane (FG) (CS)	4	Cont. 230 hp 0-470-R	65/84	2950/1599	18,400	1210/970	173/165	38	945	815/777** 885/920***	\$4,350#
	206 Stationair (FG) (CS)	6	Cont. 285 hp IO-520-F	65/84	3600/1732	15,400	1055/860	179/170	41	970	990/740** 1155/885***	\$4,450#
	T210 Turbo-Centurion (R) (CS)	6	Cont. 285 hp TSIO-520-H	90	3800/2202	29,600	1305/1105	235/221	44	960	1075/783** 1318/960***	\$4,450 thru "F" & on# \$4,700 "G" & on#
	402 (R) (CSFF)	6-10	2 Cont. 300 hp TSIO-520-E	102/184	6300/3745	26,180	1454/694/1248	261/240	69	1610	1240/1160** 1550/1450***	\$14,500#
	421B (R) (CSFF) (P)	6-10	2 Cont. 375 hp GTSIO-520-H	175/255	7450/4464	31,100	1716/1057/1716/1542	282/265	74	1850	1403/1400** 1754/1752***	\$14,500#



PIPER Seneca

1973 GENERAL AVIATION AIRCRAFT



PIPER Cherokee Challenger



PIPER Cherokee Arrow

ROBERTSON R/STOL/PIPER*	PA28-235 Cherokee 235 (FG) (CS)	4	Lyc. 235 hp 0-540 Series	84	2900/1509	17,000	1170/980	167/157	42	950	820/850** 940/975***	\$4,700#
	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***	\$4,700#
	PA30 Twin Comanche (R) (CSFF)	4-6	2 Lyc. 160 hp ## IO-320 Series	120	3800/2253	20,000	1705/1570	182/176	52	1400	1120/1165***	\$5,450#
	PA39 Turbo Twin Comanche C/R (R) (CSFF)	4-6	2 Lyc. 160 hp ## TIO-320 Series	120	3800/2399	25,000	1745/1625	244/227	52	1400	1060/1165***	\$5,450#
	PA23-250 Aztec (R) (CSFF)	6	2 Lyc. 250 hp IO-540 Series	144	5200/2953	20,800	1260/910	225/218	48	1570	1060/1295***	\$5,950#
	PA23-250 Turbo Aztec (R) (CSFF)	6	2 Lyc. 250 hp TIO-540 Series	144	5200/3220	30,000	1410/1130	264/255	48	1610	1060/1295***	\$5,950#

SAUNDERS	ST-27 (R) (CSFFR)	25	2 P & W UACL PT6A-34 783 eshp	384	13,500/8200	30,000	710/100	230/230	76	1825	2950*/2300	\$500,000
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ROBERTSON * Specifications and related data for additional R/STOL CESSNA MODELS that follow may be obtained by writing directly to Robertson Aircraft: R/STOL's 172 & Skyhawk; 172 and Skyhawk Floatplane; 180 Skywagon; Clean Skywagon Floatplane; 185 Skywagon; 185 Skywagon Floatplane; A188 Agwagon "230"; A188 Agwagon "300"; 206 Stationair Floatplane; T206 Turbo Stationair; T206 Turbo Stationair Floatplane; 207 Skywagon; T207 Turbo Skywagon; 210 Centurion; 337 Super Skymaster; T337 Turbo Super Skymaster; T337 Pressurized Super Skymaster; R/STOL 401; R/STOL 411; R/STOL 414; R/STOL 421A. The same information may be obtained in a like manner for the following R/STOL PIPER MODELS: R/STOL PA32-260 Cherokee Six; PA32-300 Cherokee Six; PA24-180 Comanche; PA24-250 Comanche; PA24-260 Comanche; PA24-260 Turbo Comanche; PA24-400 Comanche; PA30 Turbo Twin Comanche; PA39 Twin Comanche C/R; PA23-235 Aztec; PA 23-250 Aztec. ** Robertson STOL Operation. *** Robertson NORMAL Operation. # Price in addition to cost of basic aircraft. ## Also available with larger horsepower engines.

SAUNDERS * Both cases assume 1 engine out. (T/O is over 35 ft obstacle).



RILEY Turbostream



ROBERTSON R/S Aztec



SCHWEIZER TSC-1A1



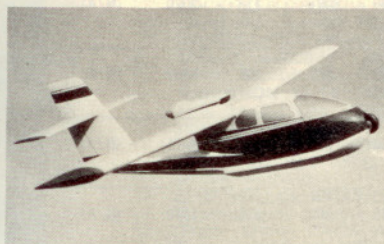
SHORT BROS. Skyliner

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)
SCHWEIZER	TSC-1A1 (R) (CS)	2-3	Lyc. 150 hp 0-320	46	2200/1360	12,000	500/450	123/105	55	600	1750/750 water 980/650 land	\$20,995
SHORT BROS.	Skyvan Series 3 (FG) (CSFFR)	18	2 Garrett TPE-331-2-201A	348/445	12,499/7947	22,500	830/750 1120/1040	202/195	69	1700	1600*/1440*	Upon Request
	Skyliner (FG) (CSFFR)	(N/A)	2 Garrett TPE-331-2-201A	252/348	13,700/8670	20,000	620/540 820/740	202/195	72	1400	3200*/3300*	Upon Request
SWEARINGEN	Merlin III (R) (CSFFR) (P)	8-10	2 AiResearch TPE331-34-303G 840 shp	648	12,500/7000*	28,900	2670/(N/A)	(N/A)/316	96	2530	2150/1570	\$625,000*
	Merlin IV (R) (CSFFR) (P)	10-19	2 AiResearch TPE331-34-303G 840 shp	648	12,500/7700*	27,000	2300/(N/A)	(N/A)/294	99	2400	2050/1970	\$700,000*
	Metro (R) (CSFFR) (P)	21-22	2 AiResearch TPE331-30UW-303G 840/940 shp	648	12,500/7400*	27,000	Variable/(N/A)	(N/A)/294	99	2400	2050/1970	Upon Request
TED R. SMITH	Aerostar 600 (R) (CSFF)	6	2 Lyc. 290 hp IO-540-G1B5	175	5500/3425*	21,500	1848/1400	260/250	77	1800	1400/2420	\$118,000*
	Aerostar 601 (R) (CSFF)	6	2 Lyc. 290 hp TIO-540-P1A5	175	5700/3679*	30,000	1885/1479	312/294	79	1700	1520/2520	\$138,000*
	Aerostar 601P (R) (CSFF) (P)	6	2 Lyc. 290 hp TIO-540-P1A5	175	5850/3799*	25,000	1850/1455	312/294	80	1625	1520/2520	\$178,000*
	Superstar 700P (R) (CSFF) (P)	6	2 Lyc. 350 hp TIO-540-M	175	6000/3770	25,000	1880/1480	343/312	79	1800	(N/A)	\$178,000
TRIDENT	Trigull-320 (R) (CSR)	6	Cont. 320 hp TIARA 6-320	110	3600/2150	19,000	(N/A)/1080	177/160	48	1320	1390/1190 water 1020/1260 land	\$50,000
VOLPAR	4000 (FG) (CSFFR)	6	AiResearch TPE331-2U 760 shp	300	5370/2668	20,000	1357/(N/A)	185/140	60	1625	800/736	\$140,000
	Turbo-18 (R) (CSFFR)	11	2 AiResearch TPE331-1-101B 715 shp	320/620	10,286/5400	24,000	2200/(N/A)	294/265	88	1900	2300/2000	\$250,000
	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
	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
WEATHERLY AVIATION	201B (FG) (CS or 2 positions)	1	P & W 450 hp	50	4800/2540	(N/A)	(N/A)/(N/A)	130/108	53	980	(N/A)/(N/A)	\$29,950

SHORT BROS. * At maximum weight. SWEARINGEN * Excludes avionics. TED SMITH * Fully I.F.R. equipped.



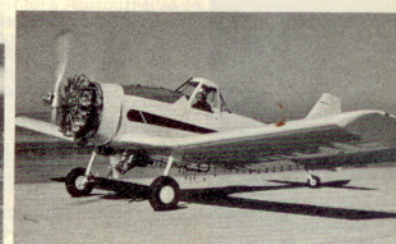
SWEARINGEN Merlin III



TRIDENT Trigull 320



VOLPAR Turboliner



WEATHERLY 201B

Manufacturer	Model	Powerplant	Fuel Capacity (gal)	Gross Weight (lb)	Empty Weight (lb)	Service Ceiling (ft)	Range (sm)	Speed (mph)	Rate Of Climb (fpm)	Price (Standard)
AERO RESOURCES	J2 Trainer	Lycoming O-360-A	24	1500	1000	6,000	200	100	670	\$19,995
	Super J2	Lycoming O-360-A	24	1600	1090	8,000	220	110	800	\$21,900
BELL	47G-5A*	Lycoming VO 435-B1A	57	2850	1688	10,500	238	86	860	\$53,350
	47G-3B-2A*	Lycoming TVO 435-F1A	57	3200 External	1842	15,400	239	88	610	\$65,400
	206B* Jet Ranger II	Allison 250 C-20	76	3350 External	1455	20,000+	345	136	1260	\$125,000
	205A-1*	Lycoming T53-13-A	220	9500	4985	14,500	317	127	1680	\$425,000
	212* Two-Twelve Twin	UACL PT6T "Twin Pac"	215	11,200	5528	14,200	260	121	1420	\$575,000
BOEING	BO-105 C	2 Allison 250 C-20 (Turbine)	153	5070	2718	14,100	375	166	1200	\$308,500
	KV-107 II	2 CT-58 IHI-140-2 1400 shp	350/1000	19,000/21,400	9898	13,000	215/950	155	1700	Upon Request
ENSTROM	F-28A	Lycoming 205 hp H10-360-C1A	30	2150	1450	12,000	237	112	950	\$45,000
FAIRCHILD	FH-1100	Allison 250-C18	69	2750	1415	14,200	400	133	—	Upon Request
HUGHES	300	Lyc. 180 hp H10-360-A1A	30	1670	958	13,000	200	86	1140	\$38,500
	300C	Lyc. 190 hp H10-360-D1A	30	1900	1046	12,000	243	100	990	\$42,000
	500	Allison 250-C18A	64	2550	1111	14,400	353	146	1700	\$110,000
	500C	Allison 250-C20	64	2550	1129	14,400	346	146	1700	\$118,900
SIKORSKY	S-58T	P & W PT6T-3TM "Twin Pac"	283	13,000	7400	12,700	290	143	1280	\$524,000
	S-61N MKII	2 GE T58-140	654	19,000	12,460	12,500	495	150	1300	\$1,800,000
	S-61L MKII	2 GE T58-140	410	19,000	11,800	12,500	282	146	1300	\$1,800,000
	S-64E Skycrane	2 P & W JFT D12A-4A	1345	42,000	19,200	9000	230	121	1330	\$2,200,000
VOUGHT	Alouette II (SA-318C)	Turbomeca Astazou 2A	150	3650	1990	14,750	(N/A)	112	1500	(N/A)
	Alouette III (SA-316B)	Turbomeca Artouste IIIB	150	4850	2467	21,000	300+	118	2020	(N/A)
	Gazelle (SA-341)	Turbomeca 600 shp Astazou IIIB	—	3900	2025	18,500	415	158	1890	(N/A)
	Lama (SA-315B)	Turbomeca Artouste IIIB	149	4850	2160	20,750	308	118	(N/A)	(N/A)
	Puma (SA-330F)	2 Turbomeca 1415 hp Turmo IVA	410	14,110	7720	19,685	362	170	1540	(N/A)



AERO RESOURCES J-2 Trainer

PART II - 1973
**GENERAL AVIATION
 ROTARY WING**



BELL Twin Two-Twelve



BOEING BO-105C



ENSTROM F-28A

BELL * All performance figures are based on maximum gross weight (external, if applicable) at sea level.



FAIRCHILD FH-1100



HUGHES 500



SIKORSKY S-61L



SIKORSKY S-64-E Skycrane



VOUGHT Alouette III



VOUGHT Lama SA-315B

AIRCRAFT MANUFACTURERS

AERO ENGINE SERVICES LTD., Route 2, Hamilton Airport, Hamilton, New Zealand (Airtrainer CT/4).

AEROSPATIALE, 37, Boulevard de Montmorency, Paris (16e) (U.S. Office: European Aerospace Corporation, 605 Third Avenue, New York, N. Y. 10016 (Corvette SN-600, Rallye 220)).

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

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

ARCTIC AIRCRAFT COMPANY, P.O. Box 6-141, Anchorage, Alaska 99502 (Interstate S1B2).

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

BEECH AIRCRAFT CORPORATION, Wichita, Kan. 67201 (Sport 19, Sundowner 23, Sierra A24R, Bonanza F33A, Bonanza V35B, Bonanza A36, Baron B55, Baron E55, Baron 58, Duke A60, Queen Air B80, Airliner B99, King Air C90, King Air E90, King Air A100, Hawker BH 125-400, Hawker BH 125-600).

BELLANCA AIRCRAFT CORPORATION, Box 624, Municipal Airport, Alexandria, Minn. 56308 (Champ 7ACA, Citabria 7ECA, Citabria 7GCAA, Citabria 7GCBC, Citabria 7KCAB, Scout 7GCBC, Decathlon 8KCAB, Super Viking 300A 17-30A, Super Viking 300A 17-31A, Turbo Viking 300A 17-31ATC).

BELLANCA AIRCRAFT ENGINEERING, P. O. Box 70, Scott Depot, W. Va. 25560 (19-25 Skyrocket).

BRITTEN-NORMAN (BEMBRIDGE), LTD., Bembridge Airport, Isle of Wight, England (U.S. Office: Jonas Aircraft And Arms Co., Inc., 120 Wall Street, New York, N. Y. 10005) (BN 3 Nymph, BN 2A-8 Islander, BN 2 Mk III, Trislander).

BURNS AIRCRAFT CORPORATION, P. O. Box 550, Hattiesburg, Miss. 39401 (BA-42).

CESSNA AIRCRAFT COMPANY, Wichita, Kan. 67201 (150 Standard, Trainer, Aerobat and Commuter, 172, Skyhawk, 172 Floatplane, 177B, Cardinal, Cardinal RG, AGpickup, AGwagon, AGcarryall, AGtruck, Skywagon 180, 182, Skyline, Skywagon 185, Skywagon 207, Turbo Skywagon 207, Stationair, Turbo Stationair, Centurion, Turbo Centurion, Centurion II, Turbo Centurion II, Skymaster, Pressurized Skymaster, 310, Turbo 310, Turbo Utililiner 402B, Turbo Business Liner 402B, 340, 414, Golden Eagle and Executive Commuter 421B, Citation).

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

EVANGEL AIRCRAFT CORPORATION, Box 4500, Orange City, Iowa 51041 (Evangel 4500-300-II).

FAIRCHILD AIRCRAFT MARKETING COMPANY, A Division of Fairchild Industries, Inc., Sherman Fairchild Technology Center, Fairchild Drive, Germantown, Md. 20767 (Porter, FH-227D, F28).

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

GRUMMAN AMERICAN AVIATION CORPORATION, 318 Bishop Road, Cleveland, Ohio 44143. (Trainer, TR-2, Traveler Super Ag-Cat, Turbo Gulfstream II).

HAMBURGER FLUGZEUGBAU, GmbH, Hamburg, Germany (U.S. Office: Hansa Jet Corporation, Westchester County Airport, White Plains, N. Y. 10604 (HFB 320 Hansa)).

HAMILTON AIRCRAFT COMPANY, INC., Tucson International Airport, P. O. Box 11427, Tucson, Ariz. 85706 (Westwind I, Westwind II, Westwind III, Westwind III-S).

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

ISRAEL AIRCRAFT INDUSTRIES, LTD., Lod Airport, Israel (U.S. Office: Atlantic Aviation, Greater Wilmington Airport, Wilmington, Del. 19899 (1123)).

LAKE AIRCRAFT, Division of Consolidated Aeronautics, Inc., David Hooks Memorial Airport, Tomball, Tex. 77375 (Lake Seaplane, Lake LA-4 Amphibian, Buccaneer Amphibian, Turbo Lake Amphibian).

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

MAULE AIRCRAFT CORPORATION, Spence Air Base, Moultrie, Ga. 31768 (M-4-210, M-4-220).

McKINNON ENTERPRISES, INC., Route 3, Box 690, Sandy, Ore. 97055 (Super Widgeon, Turboprop Goose G-21-G).

MELRIDGE AVIATION COMPANY, Pearson Airport, P.O. Box 1508, Vancouver, Wash. 98663 (Aztec Nomad).

J. W. MILLER AVIATION, INC., P. O. Box 16203, International Airport, San Antonio, Tex. 78246 (Piper Miller PA-23 Apache 200, PA-30 & 39 Twin Comanche 200, PA-30 & 39 Turbo Twin Comanche 200).

MITSUBISHI AIRCRAFT INTERNATIONAL, INC., P.O. Box 3848, San Angelo, Tex. 76901 (MU-2J, MU-2K).

NORTH AMERICAN ROCKWELL, General Aviation Divisions, 5001 North Rockwell Avenue, Bethany, Okla. 73008 (Thrush Commander, Aero Commander 111A, Aero Commander 112, Shrike Commander, Aero Commander 685, Turbo Commander 690, Sabre 75A, Sabre 60, Sabre Commander 40A).

PIPER AIRCRAFT CORPORATION, Lock Haven, Pa. 17745 (Super Cub, Pawnee C-235, Pawnee C-260, Pawnee Brave, Cherokee 140, Cherokee Cruiser, Cherokee Flite Liner, Cherokee Challenger, Arrow II, Cherokee Charger, Cherokee Six 260, Cherokee Six 300, Comanche C, Twin Comanche, Turbo Twin Comanche, Seneca, Aztec E, Turbo Aztec E, Turbo Navajo, Chieftain Navajo, Pressurized Navajo).

RILEY TURBOSTREAM CORPORATION, P. O. Box 5247, Waco, Tex. 76708 (Riley Turbostream Factory New 310, Turbo Executive 400, Riley Skyliner, Riley Jetstream New H.P. 137).

ROBERTSON AIRCRAFT CORPORATION, Renton Municipal Airport, 839 West Perimeter Road, Renton, Wash., 98055 (STOL Conversions for Piper and Cessna Models).

SAUNDERS AIRCRAFT CORPORATION, LTD., P.O. Box 1230, Gimli, Manitoba (ST-27).

SCHWEIZER AIRCRAFT CORPORATION, Box 147, Elmira, N. Y. 14902 (TSC-1A1).

SHORT BROTHERS & HARLAND LTD., P. O. Box 241, Queen's Island, Belfast, Ireland BT39DZ (Skyvan Series 3, Skyliner).

SWEARINGEN AVIATION CORPORATION, P. O. Box 32486, San Antonio, Tex. 78284 (Merlin III, Merlin IV, Metro).

TED R. SMITH ASSOCIATES, INC., Suite 317 and 319 Hathaway Building, 7120 Hayvenhurst Avenue, Van Nuys, Calif. 91406 (Aerostar 600, 601, 601P, Superstar 700P).

TRIDENT AIRCRAFT, LTD., Richmond, British Columbia (Triguil-320).

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

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

ROTARY WING MANUFACTURERS

AERO RESOURCES, INC., 900 Lake Havasu Drive, P. O. Box 1259, Lake Havasu City, Ariz. 86403 (J2 Trainer, Super J2).

BELL HELICOPTER COMPANY, P. O. Box 482, Fort Worth, Tex. 76101 (47G-5A, 47G-3B-2A, 206B Jet Ranger-II, 205A-1, 212 Two-Twelve Twin).

BOEING, Vertol Division, Boeing Center, P. O. Box 16858, Philadelphia, Pa. 19142 (Boeing BO-105C, KV-107 II).

(THE) ENSTROM HELICOPTER CORPORATION, P.O. Box 277, Menominee, Mich. 49858 (F-28A).

FAIRCHILD AIRCRAFT MARKETING COMPANY, A Division of Fairchild Industries, Inc., Sherman Fairchild Technology Center, Fairchild Drive, Germantown, Md. 20767 (FH-1100).

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

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

VOUGHT HELICOPTER, INC., 1701 W. Marshall Avenue, Grand Prairie, Tex. 75050 (Alouette II, Alouette III, Gazelle, Lama, Puma).

ENGINE MANUFACTURERS

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

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

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

FRANKLIN ENGINE COMPANY, INC., Subsidiary-Allied Aero Industries, 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, Division of United Aircraft Corporation, 400 Main Street, East Hartford, Conn. 06108.

ROLLS-ROYCE AERO ENGINES, INC., 551 Fifth Avenue, New York, N. Y. 10017.

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