

# AOPA Pilot's March Bonus Supplement: General Aviation Aircraft 1975

The PILOT directory of general aviation aircraft, an annual bonus supplement, this year has been divided into ten aircraft type categories :

**Single-engine fixed gear**

**Single-engine retractable gear**

**Multi-engine (piston)**

**Turboprops**

**Turbojets**

**Short takeoff and landing (STOL)**

**Agricultural**

**Rotary Wing**

**Sailplanes**

**Balloons**

The aircraft listed are now available or are expected to be certificated and marketed in the United States during 1975.



# piston

## single-engine fixed gear



Model	Seats	Powerplant HP/Propeller (FP or CS)*	Fuel Capacity (gal.) (Std./Opt.)	Weights Gross/Empty (lbs)	Cruise Speed		Optimum Range (sm) (With 45 min. reserve)		Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb** (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/ Height/Span	Wing Area (Sq. ft)	Price (Basic)
					75% (mph)	65%(mph)	75% (Std./Opt.)	65% (Std./Opt.)							
<b>ARCTIC AIRCRAFT CO.</b>															
Interstate S1B2	2	Lyc. O-320 150 hp/FP	40/—	1900/1073	117/110	550/—	650/—	500/450	1275	19,000	39	24' 7"/36'	186	\$16,790	
<b>BEECH AIRCRAFT CORP.</b>															
Sport 150 (B19)	2-4	Lyc. O-320-E3D 150 hp/FP	58/—	2150/1433	122/111	608/—	648/—	1635/1693	680	11,650	57	25' 9"/ 8' 3"/32' 9"	146	\$18,750	
Sundowner 180 (C23)	4	Lyc. O-360-A4J 180 hp/FP	58/—	2450/1500	131/118	529/—	571/—	1955/1484	792	12,600	59	25' 9"/ 8' 3"/32' 9"	143	\$22,250	
<b>BELLANCA AIRCRAFT CORP.</b>															
Citabria Standard 7ECA (A) 2	2	Lyc. O-235-C1 115 hp/FP	35/—	1650/1034	119/115	694	NA	890/775	725	12,000	51	22' 8"/ 7'/33' 6"	165	\$11,585	
Citabria A 7GCAA (A)	2	Lyc. O-320-A2B 150 hp/FP	35/—	1650/1107	132/125	525	NA	630/775	1120	17,000	51	22' 8"/ 7'/33' 6"	165	\$13,655	
Citabria C 7GCBC (A)	2	Lyc. IO-320-A2B 150 hp/FP	35/—	1650/1136	132/125	525	NA	860/690	1145	17,000	45	22' 8"/ 7'/34' 6"	170	\$14,618	
Citabria B 7KCAB (A)	2	Lyc. IO-320-E2A 150 hp/FP	35/—	1650/1128	132/125	525	NA	630/775	1120	17,000	51	22' 8"/ 7'/33' 6"	165	\$15,313	
Scout 8GCBC	2	Lyc. O-360-C2A 180 hp/FP	35/—	2150/1315	125/NA	NA	NA	NA/NA	1000	14,500	52	23'/ 7' 8"/36'	180	\$17,845	
Decathlon 8KCAB (A)	2	Lyc. IO-320-E1A/B 150 hp/CS	40/—	1800/1275	140/132	531	NA	NA/NA	1025	16,000	53	22' 8"/ 7'/32'	168	\$18,995	
<b>CESSNA AIRCRAFT CO.</b>															
150 Standard	2	Cont. O-200-A 100 hp/FP	26/38	1600/1000	120/115	353/621	398/693	1385/1075	670	14,000	48	23' 11"/ 8' 6"/32' 8½"	157	\$10,700	
150 Aerobat (A)	2	Cont. O-200-A 100 hp/FP	26/38	1600/1040	121/117	355/626	401/699	1385/1075	670	14,000	48	23' 11"/ 8' 6"/32' 8½"	157	\$13,325	
150 Commuter	2	Cont. O-200-A 100 hp/FP	26/38	1600/1065	122/118	358/631	404/705	1385/1075	670	14,000	48	23' 11"/ 8' 6"/33' 2"	159.5	\$14,250	
150 Commuter II	2	Cont. O-200-A 100 hp/FP	26/38	1600/1085	122/118	358/631	404/705	1385/1075	670	14,000	48	23' 11"/ 8' 6"/33' 2"	159.5	\$16,925	
172 Standard	4	Lyc. O-320-E2D 150 hp/FP	42/52	2300/1305	135/126	484/646	524/700	1525/1250	645	13,100	49	26' 11"/ 8' 9½"/35' 10"	174	\$16,055	

(A) - Aerobatic  
\* Fixed Pitch or Constant Speed

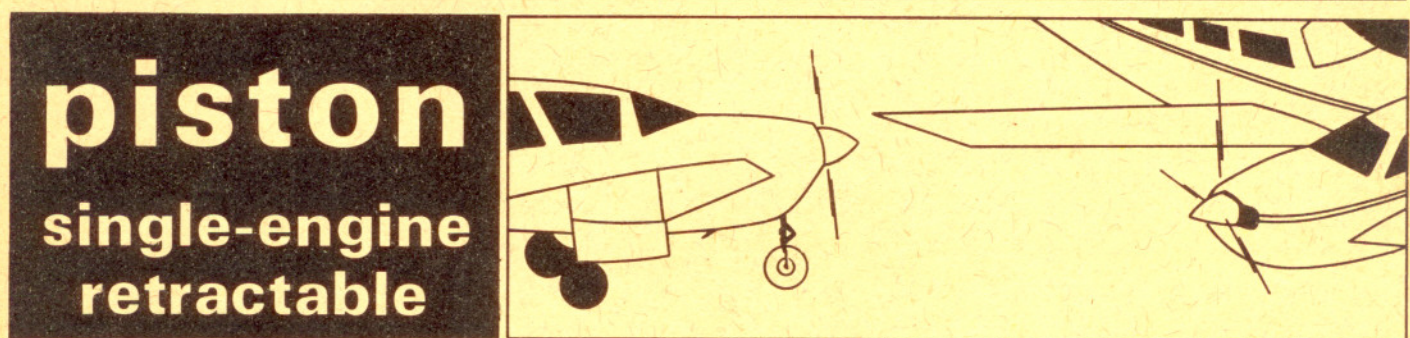
\*\* Gross Weight, Sea Level

Model	Seats	Powerplant HP/Propeller (FP or CS)*	Fuel Capacity (gal.) (Std./Opt.)	Weights Gross/Empty (lbs)	Cruise Speed		Optimum Range (sm)		Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb** (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/ Height/Span	Wing Area (Sq. ft)	Price (Basic)
					75% (mph)	65% (mph)	75% (Std./Opt.)	65% (Std./Opt.)							
172 Skyhawk	4	Lyc. O-320-E2D 150 hp/FP	42/52	2300/1350	138/129	494/660	536/715	1525/1250	645	13,100	49	26' 11"/ 8' 9 1/2"/35' 10"	174	\$17,890	
172 Skyhawk II	4	Lyc. O-320-E2D 150 hp/FP	42/52	2300/1375	138/129	494/660	536/715	1525/1250	645	13,100	49	26' 11"/ 8' 9 1/2"/35' 10"	174	\$20,335	
177 Standard	4	Lyc. O-360-A1F6D 180 hp/CS	50/61	2500/1460	147/136	551/711	613/787	1400/1220	840	14,600	53	27' 3"/ 8' 7"/35 1/2'	174	\$21,065	
177 Cardinal	4	Lyc. O-360-A1F6D 180 hp/CS	50/61	2500/1505	150/139	561/725	626/804	1400/1220	840	14,600	53	27' 3"/ 8' 7"/35 1/2'	174	\$22,535	
177 Cardinal II	4	Lyc. O-360-A1F6D 180 hp/CS	50/61	2500/1580	150/139	561/725	626/804	1400/1220	840	14,600	53	27' 3"/ 8' 7"/35 1/2'	174	\$24,980	
182 Standard	4	Cont. O-470-R 230 hp/CS	65/84	2950/1610	161/157	539/759	589/833	1350/1350	890	17,700	57	27' 7 1/2"/ 9' 1 1/2"/35' 10"	174	\$26,700	
182 Skylane	4	Cont. O-470-R 230 hp/CS	65/84	2950/1665	165/161	552/778	603/854	1350/1350	890	17,700	57	27' 7 1/2"/ 9' 1 1/2"/35' 10"	174	\$27,950	
182 Skylane II	4	Cont. O-470-R 230 hp/CS	84/—	2950/1720	165/161	778/—	854/—	1350/1350	890	17,700	57	27' 7 1/2"/ 9' 1 1/2"/35' 10"	174	\$34,347	
Skywagon 180	1-6	Cont. O-470-R 230 hp/CS	65/84	2800/1560	162/155	543/765	607/853	1205/1365	1090	19,600	55	25' 9"/ 7' 9"/35' 10"	174	\$25,700	
Skywagon 185	1-6	Cont. IO-520-D 285 hp/CS	65/84	3350/1600	169/158	458/662	519/745	1365/1400	1010	17,150	56	25' 9"/ 7' 9"/35' 10"	174	\$30,175	
Skywagon 207	1-7	Cont. IO-520-F 285 hp/CS	65/84	3800/1900	159/149	423/614	468/681	1970/1500	810	13,300	67	31' 9"/ 9' 6"/35' 10"	174	\$37,250	
Turbo Skywagon 207	1-7	Cont. TS10-520-G 285 hp/CS	65/84	3800/2005	176/163	390/577	441/645	1970/1500	885	24,200	67	31' 9"/ 9' 6"/35' 10"	174	\$42,725	
Stationair	6	Cont. IO-520-F 285 hp/CS	65/84	3600/1870	170/164	511/694	575/778	1780/1395	920	14,800	61	28'/ 9' 7 1/2"/35' 10"	174	\$36,375	
Stationair II	6	Cont. IO-520-F 285 hp/CS	84/—	3600/1945	170/164	694/—	778/—	1780/1395	920	14,800	61	28'/ 9' 7 1/2"/35' 10"	174	\$43,715	
Turbo Stationair	6	Cont. TS10-520-C 285 hp/CS	65/84	3600/1975	187/176	476/653	534/727	1810/1395	1030	26,300	61	28' 3"/ 9' 7 1/2"/35' 10"	174	\$41,625	
Turbo Stationair II	6	Cont. TS10-520-C 285 hp/CS	84/—	3600/2051	187/176	653/—	727/—	1810/1395	1030	26,300	61	28' 3"/ 9' 7 1/2"/35' 10"	174	\$49,006	
<b>GREAT LAKES AIRCRAFT CO.</b>															
2T-1A-1 (A)	2	Lyc. O-320-E2A 140 hp/FP	26	1750/1140	110/NA	300	NA	1006/831	720	12,400	56	20' 6"/ 8' 4"/26' 8"	187	\$26,237.40	
2T-1A-2 (A)	2	Lyc. IO-360-B1F6 180 hp/CS	26	1800/1230	118/NA	300	NA	825/850	1400	17,000	56	20' 6"/ 8' 4"/26' 8"	187	\$30,887.64	
<b>GRUMMAN AMERICAN AVIATION CORP.</b>															
Trainer	2	Lyc. O-235-C2C 108 hp/FP	24	1560/980	124/116	343	388	1590/1100	705	12,750	60	19' 3"/ 7' 7"/24' 5"	100.92	\$11,337 (Std.) \$13,096 (Basic) \$14,312 (Adv.)	
TR-2	2	Lyc. O-235-C2C 108 hp/FP	24	1560/1035	133/120	363	399	1590/1100	660	11,555	60	19' 3"/ 7' 7"/24' 5"	100.92	\$15,312	
Traveler	4	Lyc. O-320-E2G 150 hp/FP	38	2200/1250	147/129	520	548	1600/1100	660	12,650	58	22'/ 8'/31' 6"	140	\$16,837 AA5 \$20,137 Traveler	
Tiger	4	Lyc. O-360-A4K 180 hp/FP	52	2400/1285	160/NA	650	NA	1550/1100	850	14,600	61	22'/ 8'/31' 6"	140	\$20,837 (Basic)	
<b>PIPER AIRCRAFT CORP.</b>															
Cherokee Cruiser	2-4	Lyc. O-320-E3D 150 hp/FP	50	2150/1276	135/124	440	475	1700/1080	631	10,950	55	23.3'/ 7.3'/30'	160	\$14,100	
Super Cub	2	Lyc. O-320 150 hp/FP	36	1750/930	115/NA	460	NA	500/725	960	19,000	43	22.5'/ 6.7'/35.3'	178.5	\$16,450 (Std.) \$17,450 (Deluxe)	
Cherokee Warrior	4	Lyc. O-320-E3D 150 hp/FP	50	2325/1315	133/127	660	682	1760/1115	649	12,700	58	23.8'/ 7.3'/35'	170	\$17,100	

(A) - Aerobatic  
\* Fixed Pitch or Constant Speed

\*\* Gross Weight, Sea Level

Model	Seats	Powerplant HP/Propeller (FP or CS)*	Fuel Capacity (gal.) (Std./Opt.)	Weights Gross/Empty (lbs)	Cruise Speed		Optimum Range (sm) (With 45 min. reserve)		Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb** (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/ Height/Span	Wing Area (Sq. ft)	Price (Basic)
					75% (mph)	65% (mph)	75% (Std./Opt.)	65% (Std./Opt.)							
Cherokee Flite Liner	2	Lyc. O-320-E3D 150 hp/FP	50	2150/1305	135/NA	705	NA	NA/NA	631	10,950	55	23.3'/ 7.3'/30'	160	\$18,230	
Cherokee Archer	4	Lyc. O-360-A4A 180 hp/FP	50	2450/1395	141/133	710	750	1625/1185	725	14,150	61	24'/ 7.8'/32'	170	\$21,230	
Cherokee Pathfinder	4	Lyc. O-340-B4B5 235 hp/CS	84	3000/1554	153/147	915	945	1410/1740	800	13,550	65	24.1'/ 7.8'/32'	170	\$28,790	
Cherokee Six 260	6-7	Lyc. O-540-E4B5 260 hp/CS	84	3400/1766	153/145	810	865	1900/1000	775	12,800	63	27.7'/ 8.2'/32.8'	174.5	\$34,790	
Cherokee Six 300	6-7	Lyc. IO-540-K1A5 300 hp/CS	84	3400/1822	168/163	850	860	1500/1000	1050	16,250	63	27.7'/ 8.2'/32.8'	174.5	\$38,010	
<b>PITTS AVIATION ENTERPRISES, INC.</b>															
S-1S (A)	1	Lyc. IO-360-B4A 180 hp/FP	20	1150/725	145/135	230	NA	1050/970	2600	22,000	64	15' 6"/ 6' 3"/17' 5"	98.5	\$21,743	
S-2A (A)	2	Lyc. IO-360-A1A 200 hp/CS	24	1575/1035	147/139	195	NA	1275/1230	1960	22,000	62	17' 9"/ 6' 5"/20'	125	\$26,923	
<b>TAYLORCRAFT AVIATION CORP.</b>															
F-19	2	Cont. O-200-A 100 hp/FP	24	1500/870	115/NA	400	NA	NA	775	18,000	43	22' 1"/ 6' 6"/36'	183.75	\$9,250	
<b>VARGA AIRCRAFT CORP.</b>															
Kachina 2150-A	2	Lyc. O-320-A2B 150 hp/FP	35	1817/1125	135/126	425	525	440/450	1450	22,000	52	21' 2"/ 7'/30'	144	\$14,000	

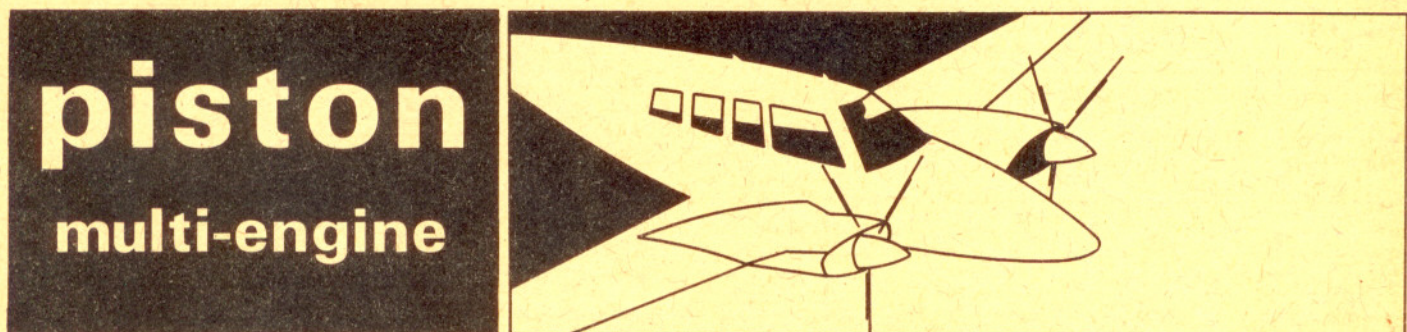


Model	Seats	Powerplant HP/Propeller (FP or CS)*	Fuel Capacity (gal.) (Std./Opt.)	Weights Gross/Empty (lbs)	Cruise Speed		Optimum Range (sm) (With 45 min. reserve)		Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb** (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/ Height/Span	Wing Area (Sq. ft)	Price (Basic)
					75% (mph)	65% (mph)	75% (Std./Opt.)	65% (Std./Opt.)							
<b>BEDE AIRCRAFT, INC.</b>															
BD-5D	1	720 CC 2-Cycle 70 hp/FP	21/—	710/400	229/215	575/—	625/—	1150/1080	1920	20,000	55	13.3'/ 6.0'/21.5'	47.4	\$5,600	
<b>BEECH AIRCRAFT CORP.</b>															
Sierra 200 (B24R)	4-6	Lyc. IO-360-A1B 200 hp/CS	58/—	2750/1711	151/141	646/—	672/—	1804/1519	891	14,342	63	25' 9"/ 8' 3"/32' 9"	146	\$30,250	
Bonanza F33 A	4-6	Cont. IO-520-BA 285 hp/CS	50/80	3400/2076	200/195	478/817	527/895	1870/1505	1136	17,500	63	26' 8"/ 8' 3"/33' 6"	181	\$55,400	
Bonanza V35 B	4-6	Cont. IO-520-BA 285 hp/CS	50/80	3400/2051	203/199	486/816	535/900	1870/1505	1136	17,500	63	26' 5"/ 6' 7"/33' 6"	181	\$55,400	
Bonanza A36	4-6	Cont. IO-520-BA 285 hp/CS	50/80	3600/2111	195/188	476/800	514/863	2167/1575	1015	16,000	60	27' 6"/ 8' 5"/33' 6"	181	\$59,000	
<b>BELLANCA AIRCRAFT CORP.</b>															
Super Viking 17-30A	4	Cont. IO-520-K 300 hp/CS	60/75	3325/2191	187/180	600/780	670/915	1420/1340	1170	17,000	70	26' 4"/ 7' 4"/34' 2"	161.5	\$38,990	
Super Viking 17-31A	4	Lyc. IO-540-K1E5 300 hp/CS	60/75	3325/2225	190/184	600/780	670/940	1420/1340	1170	18,200	70	26' 4"/ 7' 4"/34' 2"	161.5	\$41,110	
Turbo Super Viking 17-31 ATC	4	Lyc. IO-540-K1E5 300 hp/CS	60/75	3325/2320	228/202	695/910	750/1030	1420/1340	1170	24,000	70	26' 4"/ 7' 4"/34' 2"	161.5	\$48,545	
<b>BELLANCA AIRCRAFT ENGINEERING, INC.</b>															
19-25 Skyrocket II	6	Cont. GTSIO 520F 435 hp/CS	150/—	3775/2150	250/235	1120/—	1310/—	1790/1665	1900	26,000	65	26.75'/ 9' 3"/35'	182.6	\$60,000	

(A) - Aerobatic  
\* Fixed Pitch or Constant Speed

\*\* Gross Weight, Sea Level

Model	Seats	Powerplant HP/Propeller (FP or CS)*	Fuel Capacity (gal.) (Std./Opt.)	Weights Gross/Empty (lbs)	Cruise Speed		Optimum Range (sm) (With 45 min. reserve)		Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb** (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/ Height/Span	Wing Area (Sq. ft)	Price (Basic)
					75% (mph)	65%	75% (Std./Opt.)	65% (Std./Opt.)							
<b>CESSNA AIRCRAFT CO.</b>															
Cardinal R.G.	4	Lyc. IO 360-A1B6D 200 hp/CS	61/—	2800/1680	171/166	772/—	866/—	1585/1350	925	17,100	57	27' 3"/ 8' 7"/35' 6"	174	\$30,950	
Cardinal R.G. II	4	Lyc. IO 360-A1B6D 200 hp/CS	61/—	2800/1750	171/166	772/—	866/—	1585/1350	925	17,100	57	27' 3"/ 8' 7"/35' 6"	174	\$37,495	
Centurion	6	Cont. IO-520-L 285 hp/CS	90/—	3800/2120	188/181	878/—	992/—	1900/1500	860	15,500	65	28' 3"/ 9' 8"/36' 9"	175	\$47,950	
Centurion II	6	Cont. IO-520-L 285 hp/CS	90/—	3800/2195	188/181	878/—	992/—	1900/1500	860	15,500	65	28' 3"/ 9' 8"/36' 9"	175	\$55,626	
Turbo Centurion	6	Cont. TSIO-520-H 285 hp/CS	90/—	3800/2235	213/200	848/—	942/—	2030/1500	930	28,500	65	28' 3"/ 9' 8"/36' 9"	175	\$53,150	
Turbo Centurion II	6	Cont. TSIO-520-H 285 hp/CS	90/—	3800/2340	213/200	886/—	974/—	2030/1500	930	28,500	65	28' 3"/ 9' 8"/36' 9"	175	\$60,689	
<b>LAKE AIRCRAFT</b>															
Buccaneer-LA 4-200	4	Lyc. IO-360-A1B 200 hp/CS	40/55	2600/1535	144/132	487/709	501/726	1450/900 (Water) 775/900 (Land)	1200	14,700	52/45	25'/ 9' 4"/38'	170	\$38,950	
<b>MOONEY AIRCRAFT CORP.</b>															
Ranger M20C	4	Lyc. O-360-A1D 180 hp/CS	52/—	2575/1525	172/158	822/—	924/—	1395/1550	860	19,500	57	23' 2"/ 8' 4"/35'	167	\$28,720	
Chaparral M20E	4	Lyc. IO-360-A1A 200 hp/CS	52/—	2575/1600	184/175	798/—	840/—	1300/1550	1125	21,200	57	23' 2"/ 8' 4"/35'	167	\$30,515	
Executive M20F	4	Lyc. IO-360-A1A 200 hp/CS	64/—	2740/1640	177/165	977/—	1015/—	1384/1786	1055	18,800	62	24'/ 8' 4"/35'	167	\$33,065	
<b>NAVION RANGEMASTER AIRCRAFT CORP.</b>															
"H" Model	4-5	Cont. IO-520-BA 285 hp/CS	108/—	3315/2000	191/186	1200/—	1420/—	925/980	1375	21,500	55	27.5'/ 8.6'/34.9'	184.34	\$46,250	
<b>PIPER AIRCRAFT CORP.</b>															
Cherokee Arrow II	4	Lyc. IO-360-C1C 200 hp/CS	50/—	2650/1523	165/159	740	720	1075/1350	900	15,000	64	24.6'/ 8'/32'	170	\$29,440	
<b>ROCKWELL INTERNATIONAL</b>															
Rockwell Commander 112-A	4	Lyc. IO-360-C1D6 200 hp/CS	50/70	2650/1688	166/—	592/880	654/975#	1585/1310	1020	13,900	62	24' 10"/ 8' 5"/32' 9"	152	\$33,500	
<b>SCHWEIZER AIRCRAFT CORP.</b>															
TSC-1A2 Teal II	2	Lyc. O-320-A3B 150 hp/CS	46/70	2200/1435	116/110	470/750	NA	1400/850 (Water) 1150/950 (Land)	600	12,000	52	23' 7"/ 9' 5"/31' 11"	157	\$29,250	
<b>TRIDENT AIRCRAFT, LTD.</b>															
Trigull 320 TR-1	4-6	Tiara 6-320 320 hp/CS	100/—	3800/2500	165/156	795/—	848/—	1050/570 (Land) 1400/490 (Water)	1260	18,000	56	28' 5"/ 12' 6"/ 41.9 (Floats up) 36.8 (Floats down)	246/ 228	\$60,000	



Model	Seats	Powerplants HP	Fuel Capacity (gal.) (Std./Opt.)	Weights Gross/Empty (lbs)	Cruise Speed		Optimum Range (sm) (With 45 min. reserve)		Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb** (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/ Height/Span	Wing Area (Sq. ft)	Price (Basic)
					75% (mph)	65%	75% (Std./Opt.)	65% (Std./Opt.)							
<b>BEECH AIRCRAFT CORP.</b>															
Baron B55	4-6	2 Cont. IO-470-L 260 hp ea.	106/136	5100/3156	225/220	990 (Opt.)	1082 (Opt.)	1675/1840	1,670	19,700	84	28'/ 9' 7"/37' 10"	199.1	\$89,000	

\* Fixed Pitch or Constant Speed  
\*\* Gross Weight, Sea Level  
# 55%

Model	Seats	Powerplants HP	Fuel Capacity (gal.) (Std./Opt.)	Weights Gross/Empty (lbs)	Cruise Speed		Optimum Range (sm) (With 45 min. reserve)		Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb** (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/ Height/Span	Wing Area (Sq. ft)	Price (Basic)
					75% (mph)	65%	75% (Std./Opt.)	65% (Std./Opt.)							
Baron E55	4-6	2 Cont. IO-520-C 285 hp ea.	106/166	5300/3191	230/225	1080 (Opt.)	1212 (Opt.)	1631/1798	1,670	20,900	83	29' 9' 2"/37' 10"	199.2	\$109,005	
Baron 58@	4-6	2 Cont. IO-520-C 285 hp ea.	136/165	5400/3286	230/225	1080 (Opt.)	1212 (Opt.)	1706/2070	1,694	19,000	85	29' 10"/ 9' 6"/37' 10"	199.2	\$128,000	
Duke B60	4-6	2 Lyc. T10-541- E1C4 380 hp ea.	142/202	6775/4275	272/255	963 (Opt.)	1077 (Opt.)	2626/3065	1,601	30,000	87	33' 10"/ 12' 4"/39' 3"	212.9	\$219,450	
Queen Air B80	7-11	2 Lyc. IGSO-540- A1D 380 hp ea.	200/254	8800/5277	225/221	1102 (Opt.)	1239 (Opt.)	2556/2572	1,275	26,800	81	35' 6"/ 14' 8"/50' 3"	293.9	\$240,925	
<b>BRITTEN-NORMAN, LTD.</b>															
BN 2A-8* (fg)	10	2 Lyc. O-540-E4C5 260 hp ea.	138/—	6200/3588	160/158	717/—	822/—	1090/960	1,050	14,600	47	35' 8"/ 12' 5"/49'	325	\$140,000	
BN 2A-9 (fg)	10	2 Lyc. O-540-E4C5 260 hp ea.	185/—	6300/3688	160/158	1040/—	1193/—	1090/960	1,050	14,600	47	35' 8"/ 12' 5"/53'	337	\$146,000	
BN 2A-20 (fg)	10	2 Lyc. IO-540- K1B5 300 hp ea.	138/—	6560/3762	170/168	710/—	790/—	1100/960	1,130	18,000	47	35' 8"/ 12' 5"/49'	325	\$153,000	
BN 2A-21 (fg)	10	2 Lyc. IO-540- K1B5 300 hp ea.	185/—	6600/3839	170/168	1050/—	1150/—	1100/960	1,130	18,000	47	35' 8"/ 12' 5"/53'	337	\$159,000	
Trislander BN 2A-Mark III (fg)	18	3 Lyc. O-540-E4C5 260 hp ea.	185/—	10,000/5745	180/172	890/—	810/—	1700/1280	1,120	18,000	56	45' 9"/ 14' 2"/53'	337	\$274,800	
<b>CESSNA AIRCRAFT CO.</b>															
Skymaster	4-6	2 Cont. IO-360-G 210 hp ea.	93/148	4630/2710	196/179	590/1069	644/1173	1675/1650	1,100	18,000	70	29' 9"/ 9' 2"/38' 2"	202	\$63,300	
Skymaster II	4-6	2 Cont. IO-360-G 210 hp ea.	93/148	4630/2840	196/179	590/1069	644/1173	1675/1650	1,100	18,000	70	29' 9"/ 9' 2"/38' 2"	202	\$77,350	
Pressurized Skymaster	4-5	2 Cont. TS10- 360-C 225 hp ea.	148/—	4700/3090	236/221	1057/—	1149/—	1500/1675	1,250	20,000	71	29' 10"/ 9' 2"/38' 2"	202	\$94,100	
Pressurized Skymaster II	4-5	2 Cont. TS10- 360-C 225 hp ea.	148/—	4700/3090	236/221	1093/—	1200/—	1500/1675	1,250	20,000	71	29' 10"/ 9' 2"/38' 2"	202	\$111,038	
310	4-6	2 Cont. IO-520-M 285 hp ea.	102/207	5500/3251	223/213	566/1394	623/1437	1700/1790	1,662	19,750	77	31' 9.6"/ 10' 5"/36' 11"	179	\$89,950	
310 II	4-6	2 Cont. IO-520-M 285 hp ea.	102/207	5500/3392	223/213	566/1394	623/1437	1700/1790	1,662	19,750	77	31' 9.6"/ 10' 5"/36' 11"	179	\$110,400	
Turbo 310	4-6	2 Cont. TS10- 520-B 285 hp ea.	102/207	5500/3363	260/248	635/1485	684/1574	1662/1790	1,790	28,200	77	31' 9.6"/ 10' 5"/36' 11"	179	\$107,500	
Turbo 310 II	4-6	2 Cont. TS10- 520-B 285 hp ea.	102/207	5500/3529	260/248	635/1485	684/1574	1662/1790	1,790	28,200	77	31' 9.6"/ 10' 5"/36' 11"	179	\$127,250	
402	6-10	2 Cont. TS10- 520-E 300 hp ea.	102/207	6300/3742	240/224	515/1230	572/1332	2220/1765	1,610	26,180	79	36' 1"/ 11' 7"/39' 11"	197	\$138,500	
340	6	2 Cont. TS10- 520-K 285 hp ea.	102/207	5975/3730	242/220	549/1299	605/1395	2430/1840	1,500	26,500	82	34' 4"/ 12' 7"/38' 1"	197	\$143,950	
340 II	6	2 Cont. TS10- 520-K 285 hp ea.	102/207	5975/3857	242/220	549/1299	605/1395	2430/1840	1,500	26,500	82	34' 4"/ 12' 7"/38' 1"	197	\$162,600	
414	6-7	2 Cont. TS10- 520-J 310 hp ea.	102/207	6350/4046	252/234	551/1306	615/1425	2350/1865	1,580	30,100	81	33' 9"/ 11' 10"/39' 11"	195	\$174,950	
421 Golden Eagle & Executive Commuter	6-8	2 Cont. GTS10- 520-H 375 hp ea.	175/255	7450/4428	270/246	858/1338	966/1496	2507/2178	1,850	31,100	85	36' 1"/ 11' 7"/41' 10"	211	\$229,950	
<b>J. W. MILLER AVIATION, INC.</b>															
Piper Miller PA-23 Apache 200	5-6	2 Lyc. IO-360-C1C 200 hp ea.	108/153	4000/2400	210/200	975/1400	975/1450	975/1100	2,000	21,000	57	28.6/ 10'/34.4'	207	\$51,773	
Piper Miller PA 30-39 200 Twin Comanche	4-6	2 Lyc. IO-360-C1C 200 hp ea.	128/158	3780/2366	210/200	1250/1575	1260/1600	1150/1875	1,900	21,000	69	26/ 8'/36'	178	\$56,697	
Piper Miller PA 30-39 200 Turbo Twin Comanche	4-6	2 Lyc. IO-360-C1F 200 hp ea.	128/158	3780/2406	270/260	1250/1575	1320/1620	1150/1875	1,900	30,000	69	26/ 8'/36'	178	\$66,564	

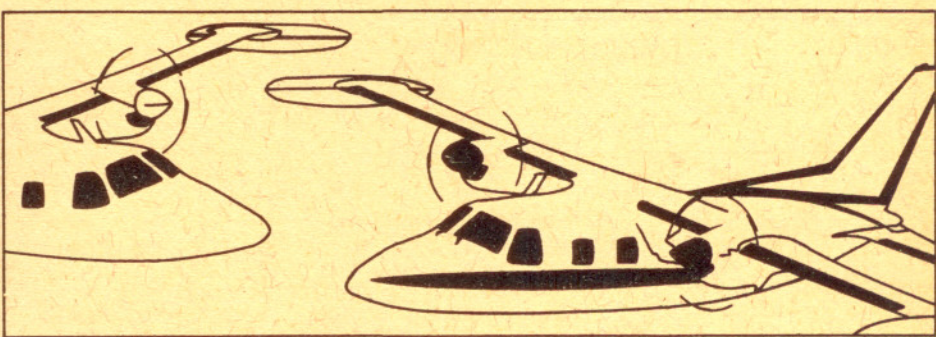
(fg) Fixed gear

@ Details on pressurized Baron (58P) to be released later in 1975.

\* Available with Rajay turbocharging  
\*\* Gross Weight, Sea Level

Model	Seats	Powerplants HP	Fuel Capacity (gal.) (Std./Opt.)	Weights Gross/Empty (lbs)	Cruise Speed		Optimum Range (sm) (With 45 min. reserve)		Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb* (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/ Height/Span	Wing Area (Sq. ft)	Price (Basic)
					75% (mph)	65% (mph)	75% (Std./Opt.)	65% (Std./Opt.)							
<b>PIPER AIRCRAFT CORP.</b>															
Seneca II	6-7	2 Cont. TS10-360-E 200 hp ea.	100/—	4570/2770	214/201	649/—	660/—	1240/2090	1,340	25,000	69	28.5'/9.9'/38.9'	208.7	\$68,810	
Aztec E	6	2 Lyc. 10-540-C4B5 250 hp ea.	144/—	5200/3042	210/208	900/—	960/—	1250/1250	1,490	19,800	68	31.2'/10.3'/37.2'	207.6	\$93,800	
Turbo Aztec E	6	2 Lyc. T10-540-C1A 250 hp ea.	144/—	5200/3229	245/233	910/—	1010/—	1250/1250	1,530	Over 30,000	68	31.2'/10.3'/37.2'	207.6	\$105,405	
Navajo C†	6-8	2 Lyc. T10-540-A2C 310 hp ea.	192/—	6500/3930	248/238	985/—	1165/—	2190/2340	1,445	26,300	73	32.63'/13'/40.67'	229	\$147,920	
Navajo C/R†	6-8	2 Lyc. T10-540-F2BD 325 hp ea.	192/—	6500/4000	253/244	910/—	1100/—	2080/2340	1,500	Over 24,000	73	32.63'/13'/40.67'	229	\$157,500	
Navajo Chieftain†	6-10	2 Lyc. T10-540-J2BD 350 hp ea.	192/—	7000/4114	260/246	867/—	1005/—	2490/2725	1,390	27,200	85	34.63'/13'/40.67'	229	\$172,870	
Navajo P†	6-8	2 Lyc. T10G-541A 425 hp ea.	192/—	7800/4900	266/222	1000/—	1285/—	2200/2700	1,740	29,000	83	34.5'/13.25'/40.67'	229	\$248,400	
<b>ROCKWELL INTERNATIONAL</b>															
Rockwell Shrike Commander 500S	6-7	2 Lyc. 10-540-E1B5 290 hp ea.	156/—	6750/4635	203	797/—	872/—	1915/2235	1,340	19,400	68	36' 9.72"/14' 6"/49' 5"	255	\$134,500	
Rockwell Commander 685 (pressurized)	7-9	2 Cont. GTS10-520F 435 hp ea.	256/322	9000/6021	255/246	1060/1480	1274/1731	2711/2312	1,490	27,500	86	42' 11.72"/14' 11.35"/46' 6.64"	266	\$229,400	
<b>SEGUIN AVIATION, INC.</b>															
Geronimo PA-23	5-6	2 Lyc. O-360-A1D 180 hp ea.	108/156	4000/2500	197/183	1000/1450	1100/1590	690/457	1,800	23,000	54	29' 11"/9' 5"/35' 2"	207	\$44,000	
<b>TED R. SMITH ASSOCIATES, INC.</b>															
Aerostar 600A	6	2 Lyc. 10-540-K1F5 290 hp ea.	174.5/—	5500/3425	253/240	1270/—	1408/—	1400/1932	1,800	21,500	77	34' 10"/12' 1"/34' 2"	170	\$138,800	
Aerostar 601A	6	2 Lyc. 10-540-PIA5 290 hp ea.	174.5/—	5700/3679	294/274	1350/—	1440/—	1600/2047	1,700	30,100	79	34' 10"/12' 1"/34' 2"	170	\$156,200	
Aerostar 601P	6	2 Lyc. 10-540-SIA5 290 hp ea.	174.5/—	5995/3927	292/272	1350/—	1400/—	1650/2047	1,625	27,000	79	34' 10"/12' 1"/36' 7"	178	\$198,900	

**turboprop**



Model	Seats	Powerplant(s) HP	Fuel Capacity (gal.)	Weights Gross/Empty (lbs.)	Cruise Speed		Optimum Range (sm) (With 45 min. reserve)	Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb* (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/ Height/Span	Wing Area (Sq. ft)	Price (Basic)
					Maximum/ Economy (mph)	(mph)								
<b>AMERICAN JET INDUSTRIES</b>														
401/401A/401B 402/402A/402B	6-9 6-10	2 Allison 250-B17-B 420 shp ea.	224	6525/3360 6525/3414	263/242	1192	1445/1104	2,180	25,000	79	36' 1"/11' 7"/39' 11"	197	On request	
414	6-8	2 Allison 250-B17-B 420 shp ea.	224	6525/3705	260/240	1153	1396/1104	2,180	25,000	79	33' 9"/11' 10"/39' 11"	195	On request	
<b>BEECH AIRCRAFT CORP.</b>														
King Air C 90	8-10	2 P&W PT6A-20 550 eshp ea.	384	9650/5640	254/218	1446	1960/2010**	2,000	25,600	82	35' 6"/14' 2.6"/50' 3"	293.94	\$476,500 \$518,550(+)	
King Air E 90	8-10	2 P&W PT6A-28 550 eshp ea.	474	10,000/5886	287/216	1870	2024/2110**	1,870	27,620	89	35' 6"/14' 2.6"/50' 3"	293.94	\$593,000	

\* Gross weight, sea level  
\*\*Without reverse thrust

†Based on best economy and best power mixture instead of 75% and 65%  
(+)Fully equipped

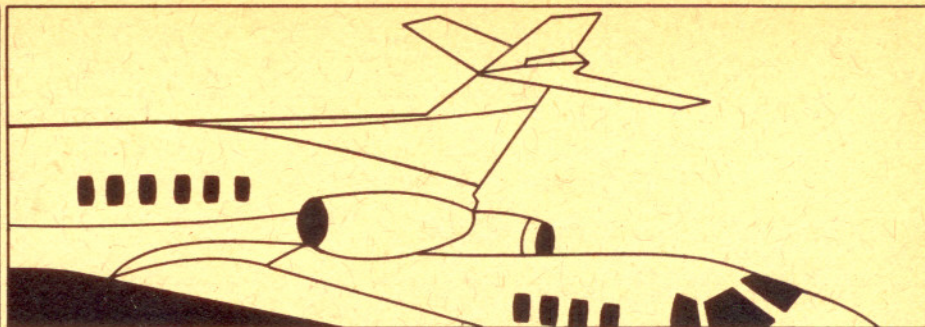
Model	Seats	Powerplant(s) HP	Fuel Capacity (gal.)	Weights Gross/Empty (lbs.)	Cruise Speed Maximum/ Economy (mph)	Optimum Range (sm) (With 45 min. reserve)	Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb* (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/ Height/Span	Wing Area (Sq. ft)	Price (Basic)
B 99 Airliner	17	2 P&W PT6A-28 680 shp ea.	368	10,900/5777	285/254	1092	2705/2793**	2,090	26,313	87	44' 6.8"/ 14' 4.25"/45' 10.5"	297.7	\$691,500
King Air A 100	9-15	2 P&W PT6A-28 680 eshp ea.	470	11,500/6759	285/254	1542	2681/2246**	1,963	24,850	86	39' 8.5"/ 15' 4.2"/45' 10.5"	297.7	\$733,750
Super King Air 200	9-15	2 P&W PT6A-41 850 shp ea.	544	12,500/7315	333/257	2074	2580/2845**	2,450	32,800	92	43' 9"/ 14' 11.5"/54' 6"	303	\$806,000
<b>HAMILTON AIRCRAFT CO. INC.</b>													
Westwind III	11	2 P&W PTGA-20 550 eshp ea.	Up to 525	11,230/5600	270/245	1900	2600/2775	1,950	25,000	85	40' 5"/ 9' 8"/49' 8"	328	\$275,000
Westwind I	11	2 P&W PTGA-20 550 eshp ea.	434	11,500/5900	270/245	1600	3300/3200	1,950	25,000	85	40' 5"/ 9' 8"/49' 8"	328	\$290,000
Westwind II	17	2 P&W PTGA-27 620 eshp ea.	Up to 525	11,500/6500	285/260	1600	2800/3000	1,900	25,000	88	44' 3"/ 9' 8"/49' 8"	328	\$460,000
Westwind II-STD	17	2 Garrett 331-6-251 724 eshp ea.	Up to 614	12,500/6500	300/270	2400	2700/2900	1,950	25,000	83	47' 3"/ 9' 8"/49' 8"	328	\$475,000
<b>INTERCEPTOR CO.</b>													
Interceptor 400	4	1 Garrett TPE 331 400 shp	145	4030/2400	300/280	1150	1410/1200	1,500	24,000	68	27' 4.4"/ 10' 6"/30' 6"	160	\$145,000***
<b>MITSUBISHI AIRCRAFT INTERNATIONAL</b>													
MU-2M	7-9	2 Garrett TPE 331- 6-251M 724 eshp ea.	366	10,470/5920	365/321	1600	1800/1600	2,025	32,200	84	33' 3"/ 12' 11"/39' 2"	178	\$669,625
MU-2L	8-11	2 Garrett TPE 331- 6-251M 776 eshp ea.	366	11,575/6380	340/304	1375	2170/1880	1,825	29,600	88	39' 5"/ 13' 8"/39' 2"	178	\$767,625
<b>PIPER AIRCRAFT CORP.</b>													
Cheyenne	6-8	2 P&W PT6A-28 620 hp ea.	390	9050/4870	326/309	1015/1130	1980/2480	2,800	29,000	88	34.67'/ 12.75'/42.68'	229	\$459,000
<b>ROCKWELL INTERNATIONAL</b>													
Turbo Commander 690-A	7-9	2 Garrett TPE 331-5 700 shp ea.	384	10,300/6126	328/288	1693	2216/2084	2,849	33,000	77	44.35'/ 14.95'/46.67'	266	\$507,000
<b>SAUNDERS AIRCRAFT CORP. LTD.</b>													
ST-27B	23	2 UACL PT6A-34 783 eshp ea.	501	14,500/8824	235/217	990	4000/3400	NA	NA	79	58.8'/ 156'/71.5'	499	\$775,000 Canadian
<b>SCOTTISH AVIATION, LTD.</b>													
Jetstream Series 200	Up to 16	2 Turbo Meca Astazou XVI 996 eshp ea.	461	12,000/7683	280/—	1380	2500/2310	2500	26,000	97	47' 1.5"/ 17' 5.5"/52'	270	On request
<b>SHORT BROTHERS AND HARLAND, LTD.</b>													
Skyvan Series 3 (fg)	18	2 Garrett TPE 331-2 715 shp ea.	348/468	12,500/7947	202/195	690/990	1600/1440	1,625	22,500	69	40' 1"/ 15' 1"/64' 11"	378	On request
Skyliner (fg)	19	2 Garrett TPE-331-2 715 shp ea.	348/468	13,700/8670	202/195	680/980	3200/3300	1,400	20,000	72	40' 1"/ 15' 1"/64' 11"	378	On request
SD3-30	30	2 P&W PT6A-45 1120 shp ea.	576	22,000/14,200	225/189	930	3850/3400	1,210	21,000	85	58' 0.5"/ 15' 8"/74' 8.2"	453	On request
<b>SWERINGEN AVIATION CORP.</b>													
Merlin IIIA	8-11	2 Garrett TPE-331- 3U-303G-840 shp ea.	648	12,500/7400	325/—	2820	2150/1570	2,530	28,900	96	42' 2"/ 16' 10"/46' 3"	277.50'	\$725,000
Metro II	21-22	2 Garrett TPE-331- 3UW-303G-840 shp ea.	648	12,500/7650	300/—	2400	2620/3440	2,400	27,000	99	59' 4.8"/ 16' 10"/46' 3"	277.50'	\$743,750
Merlin IVA	12-15	2 Garrett TPE-331- 3U-303G-840 shp ea.	554	12,500/8200	310/—	2095	2050/1970	2,400	27,000	99	59' 4.8"/ 16' 10"/46' 3"	277.50'	\$815,000
<b>VOLPAR, INC.</b>													
Turbo 18	11	2 Garrett TPE-331- 1-101 715 shp ea.	300/630	10,288/5600	294/265	2246	2300/2000	2,000	27,000	88	37' 5"/ 9' 7"/45'	374	\$265,000
Cargo Liner	2	2 Garrett TPE-331- 1-101 715 shp ea.	300/630	11,500/6300	294/260	2200	1900/2400	1,900	24,000	92	44' 3"/ 9' 7"/45'	374	\$409,000
Turboliner II	17	2 Garrett TPE-331- 1-101 715 shp ea.	300/630	11,500/6600	294/260	2200	1900/2400	1,900	24,000	92	44' 3"/ 9' 7"/45'	374	\$409,266
Turboliner II (Quick-change Pass.- Cargo)	17	2 Garrett TPE-331- 1-101 715 shp ea.	300/630	11,500/6600	294/260	2200	1900/2400	1,900	24,000	92	44' 3"/ 9' 7"/45'	374	\$419,000

\* Gross Weight, Sea Level  
\*\*Without reverse thrust

\*\*\*Excluding avionics  
(fg) Fixed gear



# turbojet

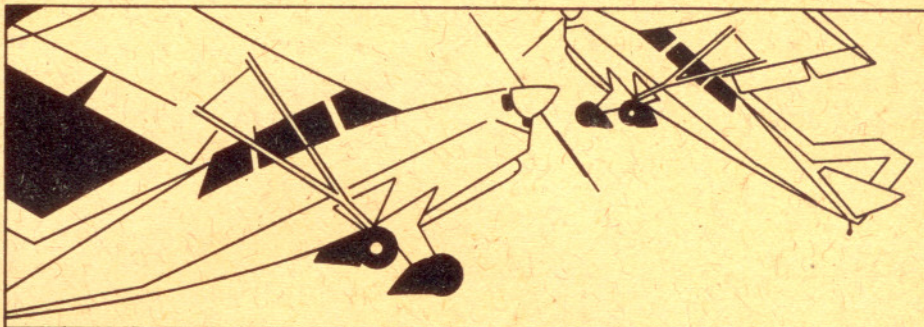


Model	Seats	Powerplant(s)	Fuel Capacity (gal.)	Weights Gross/Empty (lbs.)	Optimum Speed (mph)	Optimum Range (sm) (With 45 min. reserve)	Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb* (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/Height/Span	Wing Area (Sq. ft)	Price (Basic)
<b>AEROSPATIALE</b>													
Corvette	6-12	2 UACL JT 15D-4 4620 lbs. thrust ea.	625	13,890/8450	454	1760	2800/2560	3,400	41,000	90	45' 4"/ 13' 10"/45' 2"	235	\$1,300,000 (Fully Equipped Executive)
<b>AVIONS MARCEL DASSAULT</b>													
Falcon 10	9	2 Garrett TFE-731-2 3230 lbs. thrust ea.	882	18,300/10,875	575	2312	4350/2000	5,250	45,000	87	45' 4"/ 14' 6"/42' 11"	259	\$1,575,000 (Fully Equipped)
Falcon 20F	12	2 G.E. CF700-2D2 4325 lbs. thrust ea.	1380	28,600/17,200	535	2125	5300/2300	3,300	42,000	105	56' 3"/ 17' 8"/53' 6"	441	\$2,500,000 (Fully Equipped)
<b>BEDE AIRCRAFT, INC.</b>													
BD-5J	1	Turbojet TRS-18	55	960/450	276	585 (20 min. reserve)	1800/1000	1,550	25,000	76	12.4'/ 6.0'/17.0'	37.8	\$29,000
<b>BEECHCRAFT HAWKER CORP.</b>													
BH 125-600	8-14	2 R.R. Viper 601 3750 lbs. thrust ea.	1418	25,000/12,865	524	1876	5350/2600	4,500	41,000	94	50' 6"/ 17' 3"/47'	353	\$1,886,000 (Fully Equipped)
<b>CESSNA AIRCRAFT CO.</b>													
Citation	7-8	2 P&W JT15D-1 2200 lbs. thrust ea.	564	11,650/6390	402	1300	3275/2300	3,350	41,000	84	43' 6"/ 14' 4"/43' 9"	260	\$795,000 (Fully Equipped)
<b>GATES LEARJET CORP.</b>													
24D	8	2 G.E. CJ 610-6 2950 lbs. thrust ea.	840	13,800/6988	534	1988	3917/2800	6,800	45,000	114	43' 3"/ 12' 3"/35' 7"	231.77	\$988,500 (Fully Equipped)
25B	10	2 G.E. CJ 610-6 2950 lbs. thrust ea.	910	15,500/7355	534	2037	5186/3090	6,150	45,000	120	47' 7"/ 12' 3"/35' 7"	231.77	\$1,125,000 (Fully Equipped)
25C	8	2 G.E. CJ 610-6 2950 lbs. thrust ea.	1103	15,500/7233	534	2504	5186/3090	6,050	45,000	120	47' 7"/ 12' 3"/35' 7"	231.77	\$1,194,000 (Fully Equipped)
35	10	2 Garrett TFE 731-2 3500 lbs. thrust ea.	921	17,250/8802	534	3027	4080/3105	5,100	45,000	121	48' 8"/ 12' 3"/39' 6"	253.3	\$1,547,000 (Fully Equipped)
36	8	2 Garrett TFE 731-2 3500 lbs. thrust ea.	1109	17,250/8762	534	3621	4080/3105	5,100	45,000	121	48' 8"/ 12' 3"/39' 6"	253.3	\$1,600,000 (Fully Equipped)
<b>GRUMMAN AMERICAN AVIATION CORP.</b>													
Gulfstream II	19	2 R.R. Spey MK511-8 11,400 lbs. thrust ea.	3452	62,500/36,418	555	3850**	5200/3190	4,350	43,000	103	79' 11"/ 24' 6"/68' 10"	793.5	On request
<b>ISRAEL AIRCRAFT INDUSTRIES, LTD.</b>													
1123 Westwind	10	2 G.E. 610-9 3100 lbs. thrust ea.	1330	20,700/9800	542	1840	5450/2900	4,040	45,000	124	52' 3"/ 15' 9.5"/44' 9.5"	308.26	\$1,180,000 (Inc. Avionics & Interior)
<b>LOCKHEED-GEORGIA CO.</b>													
Jet Star II	12	4 Garrett TFE 731-3 3700 lbs. thrust ea.	2660	44,000/24,178	504	3185**	5300/3890	4,200	43,000	124	60.4'/ 20.4'/54.4'	542.5	\$3,750,000
<b>ROCKWELL INTERNATIONAL</b>													
Sabre 60	8-12	2 P&W JT-12A-8 3300 lbs. thrust ea.	1063	20,372/10,960	563	1731#	5050/2375	4,700	45,000	97	47.2'/ 15.99'/44.5'	342.05	\$1,690,000

\* Gross Weight, Sea Level  
 \*\* w/30 min. reserve  
 # 6 passengers & 2 crew @ 200 lbs. ea.

Model	Seats	Powerplant(s)	Fuel Capacity (gal.)	Weights Gross/Empty (lbs.)	Optimum Speed (mph)	Optimum Range (sm) (With 45 min. reserve)	Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb** (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/Height/Span	Wing Area (Sq. ft)	Price (Basic)
Sabre 75-A	8-12	2 G.E. CF 700-2D-2 4315 lbs. thrust ea.	1100	23,000/13,250	563	1650	4350/2575	4,500	45,000	101	47.2' / 17.25' / 44.5'	342.05	\$2,195,000

**STOL aircraft**



Model	Seats	Powerplant(s) HP	Fuel Capacity (gal.) (Std./Opt.)	Weights Gross/Empty (lbs)	Cruise Speed 75%* 65% (mph)	Optimum Range (sm) (With 45 min. reserve) 75% (Std./Opt.) 65% (Std./Opt.)	Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb** (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/Height/Span	Wing Area (Sq. ft)	Price (Basic)
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**AEROSPATIALE**

Rallye 220 GT STOL (fg)	4	Frank. 6A-350-C1 220 hp	60/—	2435/1200	153/146	550/— 710/—	505/375	1,600	16,000	40*	25' / 9' 5" / 35'	132	\$41,500 (inc. avionics)
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**THE DE HAVILLAND AIRCRAFT OF CANADA, LTD.**

Twin Otter Series 300 (fg)	22	2 P&W PT 6A-27 652 eshp ea.	378/—	12,500/7320	210/—	875/— NA	1500/1500	1,600	26,700	67	51' 9" / 18' 7" / 65'	420	\$595,000 (Canadian)
DH C-7 (rg)	52	4 P&W PT6A-50 1120 shp ea.	1480/—	43,000/25,900	280/—	1500/— NA	NA	1,310	22,200	72	80' 7" / 26' 3" / 93'	860	On request

**EVANGEL AIRCRAFT CORP.**

Evangel 4500-300 II (rg)	9	2 Lyc. IO-540- K1B5 300 hp ea.	112/—	5500/3525	182/175	530/— 570/—	1125/1140	1,500	19,175	67	31' / 9' / 41.3'	251	\$105,000
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**FAIRCHILD INDUSTRIES, INC.**

Porter (fg)	8-11	P&W PT6A-27 652 eshp/or Garrett TPE-331 715 shp	170/—	4850/2806	164/147	618 — (P&W 27) 590 — (TPE-331)	590/715 (P&W 27) 550/550 (TPE-331)	1,560	26,000	48	35' 9" / 10' 6" / 49' 10 1/2"	310	On request
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**HELIO AIRCRAFT CO.**

Super Courier H-295 (fg)	6	Lyc. GO-480-G1A6 295 hp	60/120	3400/2080	165/155	550/1190 570/1230	610/520	1,150	20,500	30	31' / 8' 10" / 39'	231	\$73,775
Stallion H-550A (fg)	8-10	P&W PT6A-27 680 shp	120/—	5100/2860	206/160	540/— NA	660/750	2,200	25,000	42	39' 7" / 9' 3" / 41'	242	On request
Trigear Courier HT-295 (fg)	6	Lyc. GO-480-G1A6 295 hp	60/120	3400/2140	165/155	550/1190 570/1190	610/520	1,150	20,500	30	31' / 8' 10" / 39'	231	\$77,904

**MAULE AIRCRAFT CORP.**

Lunar Rocket M-5-210C (fg)	4	Cont. IO-360-D 210 hp	42/65	2300/1300	160/150	1000 900	600/390	1,250	18,000	38	22' 7" / 6' 2" / 30' 10"	157.9	\$19,895
Lunar Rocket M-5-220C (fg)	4	Frank. 6A-350-C1 220 hp	42/65	2300/1300	165/155	850 1050	600/390	1,250	19,000	38	22' 7" / 6' 2" / 30' 10"	157.9	\$20,565

**ROBERTSON AIRCRAFT CORP. (R/STOL/Cessna)**

172 and Skyhawk (fg)	4	Lyc. O-320-E2D 150 hp	NC	NC/+10	NC	NC	NC	900/730	NC	NC	41	NC/ NC/NC	NC	\$3,400#1
180 Skywagon (fg)	4	Cont. O-470-R 230 hp	NC	NC/+10	NC	NC	NC	710/688	NC	NC	47	NC/ NC/NC	NC	\$3,400#1
182 and Skylane (fg)	4	Cont. O-470-R 230 hp	NC	NC/+10	NC	NC	NC	815/777	NC	NC	50	NC/ NC/NC	NC	\$3,400#1
185 Skywagon (fg)	6	Cont. IO-520-D 300 hp	NC	NC/+10	NC	NC	NC	763/755	NC	NC	56	NC/ NC/NC	NC	\$3,400#1
206 Stationair (fg)	6	Cont. IO-520-D 300 hp	NC	NC/+10	NC	NC	NC	995/740	NC	NC	55	NC/ NC/NC	NC	\$3,400#1
150 and Commuter (fg)	2	Cont. O-200-A 100 hp	NC	NC/+20	+3/+3	NC	NC	815/632	NC	NC	40	NC/ NC/+6"	+2'2	\$4,650#1

\* Minimum landing velocity.  
\*\* Gross Weight, Sea Level

NC No changes from manufacturer's specifications.  
(fg) Fixed gear  
(rg) Retractable gear

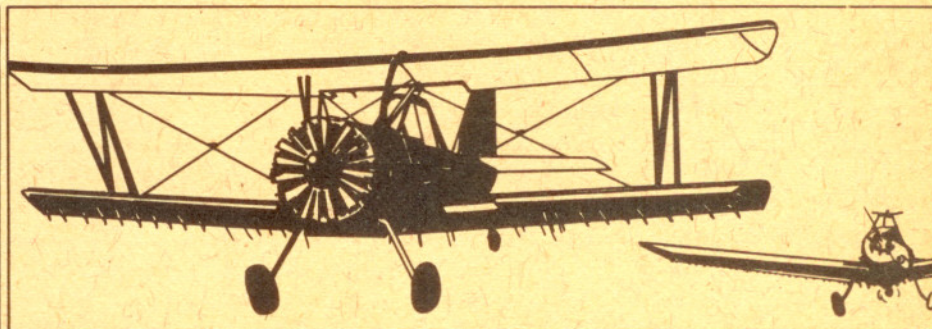
# All prices in addition to cost of aircraft.  
# Add \$1,250 if not equipped with Cessna cuffed leading edge.

Model	Seats	Powerplant(s) HP	Fuel Capacity (gal.) (Std./Opt.)	Weights Gross/Empty (lbs)	Cruise Speed		Optimum Range (sm) (With 45 min. reserve)		Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb** (fpm)	Service Ceiling (ft)	Stall Speed gear/flaps down (mph)	Length/ Height/Span	Wing Area (Sq. ft)	Price (Basic)
					75% (mph)	65% (mph)	75% (Std./Opt.)	65% (Std./Opt.)							
207 (rg)	7	Cont. IO-520-D 300 hp	NC	NC/+20	+3/+3	NC	NC	1090/800	NC	NC	59	NC/ NC/NC	NC	NC	\$4,650 <sup>1</sup>
210 Centurion (rg)	6	Cont. IO-520-D 300 hp	NC	NC/+20	+3/+3	NC	NC	1070/783	NC	NC	57	NC/ NC/NC	NC	NC	\$4,900 <sup>1</sup>
337 Skymaster (rg)	6	Cont. IO-360-G 210 hp	NC	Up to +221/+20	+3/+3	NC	NC	870/895	NC	NC	55	NC/ NC/+6"	+2' <sup>2</sup>	NC	\$6,950 <sup>1</sup>
T337P Pressurized Skymaster (rg)	5	Cont. IO-360-G 210 hp	NC	NC/+20	+3/+3	NC	NC	920/895	NC	NC	55	NC/ NC/+6"	+2' <sup>2</sup>	NC	\$6,950 <sup>1</sup>
402B (rg)	6-10	2 Cont. TS10- 520-E 300 hp ea.	NC	NC/+50	NC	NC	NC	1550/1450	NC	NC	73	NC/ NC/NC	NC	NC	\$16,500 <sup>1</sup>
414 (rg)	6-8	2 Cont. TS10- 520-E 300 hp ea.	NC	NC/+50	NC	NC	NC	1630/1450	NC	NC	73	NC/ NC/NC	NC	NC	\$16,500 <sup>1</sup>
421B Golden Eagle	6-10	2 Cont. GTS10- 520-H 375 hp ea.	NC	NC/+50	NC	NC	NC	1754/1752	NC	NC	79	NC/ NC/NC	NC	NC	\$16,500 <sup>1</sup>

### ROBERTSON AIRCRAFT CORP. (R/STOL/Piper)

PA 28-140 (fg)	4	Lyc. O-320-E2A 150 hp	NC	NC/+21	NC	NC	NC	1160/630	NC	NC	50	NC/ NC/+1'	+3' <sup>2</sup>	NC	\$4,800 <sup>1</sup>
PA 28-180 (fg)	4	Lyc. O-360-A3A 180 hp	NC	NC/+21	NC	NC	NC	1150/780	NC	NC	54	NC/ NC/+1'	+3' <sup>2</sup>	NC	\$4,800 <sup>1</sup>
PA 28R-200 (rg)	4	Lyc. IO-360-C1C 200 hp	NC	NC/+21	NC	NC	NC	1130/930	NC	NC	59	NC/ NC/+1'	+3' <sup>2</sup>	NC	\$4,800 <sup>1</sup>
PA 28-235 (fg)	4	Lyc. O-540-B4B5 235 hp	NC	NC/+21	NC	NC	NC	870/850	NC	NC	58	NC/ NC/+1'	+3' <sup>2</sup>	NC	\$4,800 <sup>1</sup>
PA 32-260 (fg)	6-7	Lyc. O-540-E4B5 260 hp	NC	NC/+21	NC	NC	NC	1040/810	NC	NC	57	NC/ NC/+1'	+3' <sup>3</sup>	NC	\$4,800 <sup>1</sup>
PA 32-300 (fg)	6-7	Lyc. IO-540-K1A5 300 hp	NC	NC/+21	NC	NC	NC	590/810	NC	NC	57	NC/ NC/+1'	+3' <sup>3</sup>	NC	\$4,800 <sup>1</sup>
PA 24-260 (rg)	4	Lyc. IO-540-D4A5 260 hp	NC	3200/+21	+3/+3	NC	NC	1110/890	NC	NC	59	NC/ NC/+6"	+2' <sup>3</sup>	NC	\$4,800 <sup>1</sup>
PA 24-400 (rg)	4	Lyc. IO-720-A1A 400 hp	NC	3800/+21	+3/+3	NC	NC	765/995	NC	NC	62	NC/ NC/NC	NC	NC	\$5,100 <sup>1</sup>
PA 30 (rg)	4-6	Lyc. IO-320-B1A 160 hp	NC	3800/+21	+3/+3	NC	NC	1120/970	NC	NC	52	NC/ NC/+6"	+2' <sup>2</sup>	NC	\$5,750 <sup>1</sup>
PA 39-C/R (rg)	6	Lyc. IO-320-C1A 160 hp	NC	3800/+21	+3/+3	NC	NC	1050/960	NC	NC	52	NC/ NC/+6"	+2' <sup>2</sup>	NC	\$5,750 <sup>1</sup>
PA 23-250 (rg)	6	Lyc. IO-540-C4B5 250 hp	NC	NC/+21	NC	NC	NC	1060/1295	NC	NC	63	NC/ NC/+1'	+3' <sup>3</sup>	NC	\$6,950 <sup>1</sup>
PA 34 (rg)	6	Lyc. IO-360-C1E6 200 hp	NC	NC	NC	NC	NC	1050/1200	NC	NC	64	NC/ NC/+1'	+4' <sup>3</sup>	NC	\$8,500 <sup>1</sup>

# ag planes



Model	Seats	Powerplant(s) HP/Propeller (FP or CS)*	Hopper Capacity (gal.)	Fuel Capacity (gal.) (Std./Opt.)	Weights Gross/Empty (lbs)	Cruise Speed		Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb** (fpm)	Stall Speed gear/flaps down (mph)	Length/ Height/Span	Wing Area (Sq. ft)	Price (Basic)
						75% (mph)	65% (mph)						
<b>AIR TRACTOR, INC.</b>													
AT-300	1	P&W R-985 450 hp/CS	307	76/-	5000/3250	140/120	NA	1,000	61	21' 6"/ 8'/45' 1"	270	***\$36,900	

\*Fixed pitch or constant speed  
\*\*Gross weight, sea level  
\*\*\*Without engine

NC No changes from manufacturer's specifications  
(fg) Fixed gear  
(rg) Retractable gear

<sup>1</sup> All prices in addition to cost of aircraft

Model	Seats	Powerplant(s) HP/Propeller (FP or CS)*	Hopper Capacity (gal.)	Fuel Capacity (gal.) (Std./Opt.)	Weights Gross/Empty (lbs)	Cruise Speed 75% 55% (mph)	Takeoff/Landing Distance (ft) (Over 50' Obstacle)	Rate of Climb** (fpm)	Stall Speed gear/flaps down (mph)	Length/ Height/Span	Wing Area (Sq. ft)	Price (Basic)
AT-301	1	P&W R-1340 600 hp/CS	307	76/—	5000/3480	150/125	NA	1,600	61	27' 6"/ 8'/45' 1"	270	***\$37,800

### CESSNA AIRCRAFT CO.

AGpickup	1	Cont. O-470-R 230 hp/FP	200	37/—	3300/1835	116/111	1365/1265	710	57	26' 3"/ 8'/41' 8"	202	\$26,950
AGwagon	1	Cont. IO-520-D 285 hp/CS	200	37/56	3300/1930	141/131	970/1265	940	57	26' 3"/ 8'/41' 8"	202	\$32,825
AGcarryall	1-6	Cont. IO-520-D 285 hp/CS	151	65/84	3350/1835	141/—	1450/1400	845	56	25' 9"/ 7' 9"/35' 10"	174	\$36,075
AGtruck	1	Cont. IO-520-D 285 hp/CS	280	56/—	3300/2020	141/131	970/1265	940	57	26' 3"/ 8'/41' 8"	205	\$36,950

### EMAIR

MA-1 Paymaster	1	P&W R-1340 600 hp/CS	450	108/—	6250/3550	117/—	NA/NA	700	59	28' 8"/ 11' 3"/41' 8"	400	\$53,500
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### GRUMMAN AMERICAN AVIATION CORP.

Super Ag Cat	1	P&W R-985 450 hp/CS	300	46/64/80	6075/2796	120/115	905/400	580	63	23' 10"/ 11'/35' 11"	328	On request
Super Ag Cat	1	P&W R-1340 600 hp/CS	300	46/64/80	6075/3126	120/115	670/425	900	64	23' 10"/ 11'/35' 11"	328	On request

### PIPER AIRCRAFT CORP.

Pawnee D-235	1	Lyc. O-540 235 hp	NA	NA	2900/1420	NA/NA	1350/NA	NA	NA	24.7'/ 7.2'/36.2'	183	\$28,900
Pawnee D-260	1	Lyc. O-540 260 hp	NA	NA	2900/1420	NA/NA	1250/NA	NA	NA	24.7'/ 7.2'/36.2'	183	\$30,120
Pawnee Brave	1	Cont. 6-285-B2 285 hp	240	92/—	4400/2050	147/NA	1410/NA	790	NA	27.35'/ 7.5'/38.77'	225	\$39,240

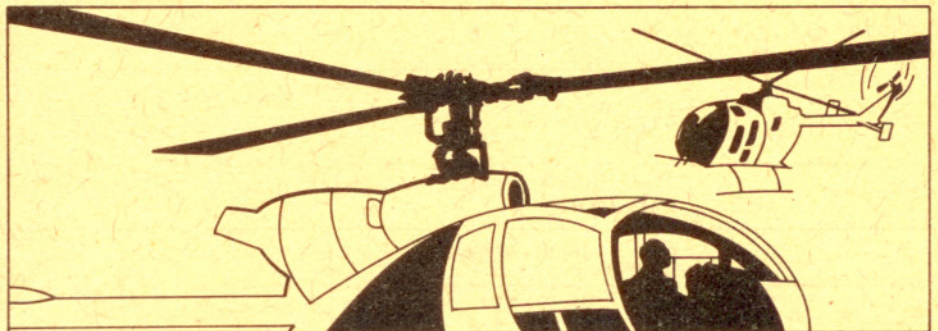
### ROCKWELL INTERNATIONAL

Thrush Commander 600	1	P&W R-1340 600 hp/CS	400	100/—	6900/3700	124/115	775/500	900	66	29' 4.5"/ 9' 2.0"/44' 5.0"	326.6	\$65,500
Thrush Commander 800	1	Wright Cyclone R-1300 800 hp/CS	400	100/—	7800/4000	137/125	600/500	1,520	66	28' 10.5"/ 9' 2.0"/44' 5.0"	326.6	\$72,400

### WEATHERLY AVIATION CO., INC.

201 B	1	P&W R-985 450 hp/CS	260	50/—	4800/2540	130/108	NA/NA	980	53	26.6'/ 7' 11"/39'	250	\$34,500
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# rotary wing



Model	Seats	Powerplant(s)	Weights Gross/Empty (lbs)	Fuel (No Reserve) (gal.)	Cruise Speed (mph)	Never Exceed Speed (Vne)	Range (sm) (Maximum)	Hover (OGE) (ft)	Hover (IGE) (ft)	Height (Overall)	Length	Blade Diameter	Price (Basic)
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### AERO RESOURCES, INC.

Aero J-2	2	Lyc. O-360 180 hp	1500/1000	24	90	110	180	—	—	8' 3"	16'	26'	\$23,142
Aero Super J-2	2	Lyc. O-360 180 hp	1600/1090	24	90	110	220	—	—	8' 3"	16'	26'	\$26,622

### BELL HELICOPTER CO.

Jet Ranger II (206 B)	5	Allison 250 C-20 400 shp	3350/1455	76	136	140	345	5,800	11,300	9' 6.5"	38' 9.5"	33' 4"	\$158,500
Long Ranger (206 L)	7	Allison 250-C20B 428 shp	3900/1894	98	140	150	344	1,800	7,500	10' 3.8"	42' 4.7"	37'	\$250,000 <sup>1</sup>

\* Fixed Pitch or Constant Speed  
\*\* Gross Weight, Sea Level  
\*\*\* Without engine

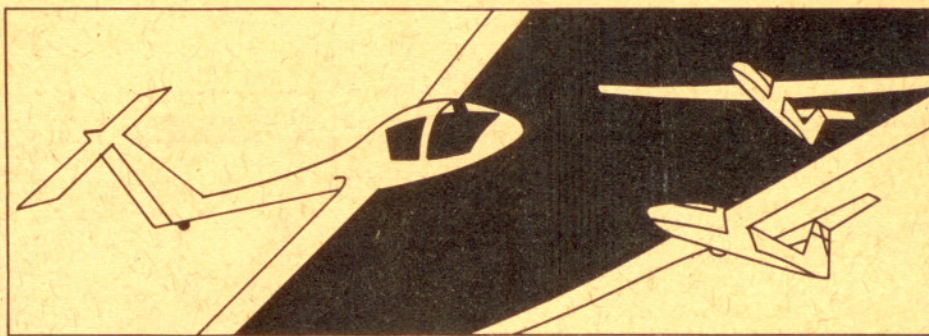
<sup>1</sup> Preliminary specifications; prices are subject to change

Model	Seats	Powerplant(s)	Weights Gross/Empty (lbs)	Fuel (No Reserve) (gal.)	Cruise Speed (mph)	Never Exceed Speed (Vne)	Range (sm) (Maximum)	Hover (OGE) (ft)	Hover (IGE) (ft)	Height (Overall)	Length	Blade Diameter	Price (Basic)
205 A-1	15	Lyc. T53-13A 1250 shp	9500/4958	220	127	127	317	6,000	10,400	14' 4 3/4"	57' 7/10"	48' 2 1/4"	\$525,000
Twin Two Twelve (212)	15	2 P&W PT 6T-3 1250 shp ea.	11,200/5528	215	121	115	260	9,300	11,000	14' 4 4/10"	57' 3"	48' 2 1/4"	\$695,000 (Std. VFR) \$850,000 (Std. IFR)
214 B	16	Lyc. T5508D 2930 shp	13,800/7381	215	150	161	252	11,000	14,000	14' 10"	58' 9"	50'	*\$1,250,000
<b>BOEING VERTOL CO.</b>													
BO-105 C	5	2 Allison 250 C-20 400 shp ea.	5070/2698	153	140	167	364	5,850	7,900	9.6'	38.9'	32.2'	\$354,715
KV-107-11A	28-31	2 GE CT-58-1H1-140-2 1400 shp ea.	22,000/10,500	375	153	170	242	9,000	12,500	16.8'	83.3'	50'	On request
<b>CONTINENTAL COPTERS, INC.</b>													
Tomcat MK 5A	1	Lyc. VO-435-A1F 260 hp	2450***/1530 2750****/1530	29	70	70	130	8,000	12,000	9' 3"	41' 4"	35'	\$40,000 (less spray gear)
Tomcat MK 6B	1	Lyc. TVO-435-B1A 270 hp	2850/1560	29	70	70	140	9,500	13,500	9' 3"	43' 3"	37'	\$49,500 (less spray gear)
<b>ENSTROM HELICOPTER CORP.</b>													
F-28 A	3	Lyc. H10-360-C1A 205 hp	2150/1450	30/40	100	112	237/315	3,400	5,600	9' 2"	28' 1"	32'	\$49,500
280	3	Lyc. H10-360-C1A 205 hp	2150/1450	40	105	112	330	3,400	5,600	9' 2"	28' 1"	32'	\$54,500
<b>HILLER AVIATION</b>													
UH 12E	3	Lyc. VO-540-C2A 305 hp	2800/1759	46	90	96	215	7,200	10,800	10'	40.7'	35.4'	On request
UH 12E4	4	Lyc. VO-540-C2A 305 hp	2800/1820	46	90	96	215	7,200	10,800	10'	40.7'	35.4'	On request
<b>HUGHES HELICOPTERS</b>													
Hughes 300 C	2-3	Lyc. H10-360-D1A 190 hp	2050/1046	30 Std. 49 Opt.	95	107	220	2,850	5,400	8' 8 5/8"	30' 10"	26' 10"	\$50,000
Hughes Sky Knight	2-3	Lyc. H10-360-D1A 190 hp	2050/1146	30 Std. 49 Opt.	95	107	220	2,850	5,400	8' 8 5/8"	30' 10"	26' 10"	\$65,000
Hughes 500 C	5-7	Allison 250-C20 400 shp	2550/1240	64 Std. 104 Opt.	144	150	345	6,700	12,900	8' 6"	30' 4"	26' 4"	\$145,000
Hughes 500 D	5-7	Allison 250-C20B 420 shp	3000/1320	64 Std. 104 Opt.	166	175	320	7,800	9,600	8' 6"	30' 4"	26' 4"	On request
<b>SIKORSKY AIRCRAFT</b>													
S-58T	12-16	2 P&W PTGT-6 1875 shp	13,000/7577	283/433 (aux)	127	143	309/473	6,500	10,400	15' 11"	50' 11"	56'	\$685,500
S-61N MK II	26	2 GE T58-140 1500 shp ea.	19,000/12,459	410/654	139	150	282/495	3,800	8,700	18' 6"	61' 5"	62'	\$2,275,000
S-64F	4	2 P&W JFTD12A-5A 4800 shp ea.	47,000/19,607	1345	109	115	230	2,000	7,200	25' 5"	77' 8"	72' 3"	\$4,500,000
<b>VOUGHT HELICOPTER</b>													
Alouette II 318C	5	Tu Astazou 2A 523 shp	3650/1990	149	112	127	430	2,950	5,160	9' 4 1/2"	39' 8 3/8"	33' 5 5/8"	\$139,500
Lama 315B	5	Tu Artouste 3B 858 shp	5070/2216	146	118	130	308	15,170	16,730	10' 1 7/8"	33' 7 7/8"	36' 1 1/4"	\$253,000
Gazelle 341G	5	Tu Astazou 3B 592 shp	3970/2020	120	163	192	405	6,890	9,180	10.15'	31.27'	34.45'	\$254,000
Alouette III 316B	7	Tu Artouste 3B 858 shp	4850/2467	146	115	130	292	4,920	9,510	9' 10 1/8"	42' 1 1/2"	36' 1 7/8"	\$280,000
Alouette 319B	7	Tu Astazou XIV 870 shp	4960/2486	146	120	135	367	5,900	10,400	9' 10 1/8"	42' 1 1/2"	36' 1 7/8"	\$310,000
Dauphin (Prototype)	10	Tu Astazou XVI 980 shp	6173/4520	170	171	195	415	5,100	7,380	11.15'	36.30'	36.24'	\$520,000

\* Preliminary specifications; prices are subject to change.  
 \*\*\* With wood blades.  
 \*\*\*\* With metal blades.

Model	Seats	Powerplant(s)	Weights Gross/Empty (lbs)	Fuel (No Reserve) (gal.)	Cruise Speed (mph)	Never Exceed Speed (Vne)	Range (sm) (Maximum)	Hover (DGE) (ft)	Hover (IGE) (ft)	Height (Overall)	Length	Blade Diameter	Price (Basic)
Puma 330G	19	2 Turbomeca 1575 shp Turmo IVC	15,430/8000	410	165	170	399	4,260	7,050	16' 10 5/16" 48' 7 7/16" 49' 2 1/2"			\$1,420,000

# sailplanes



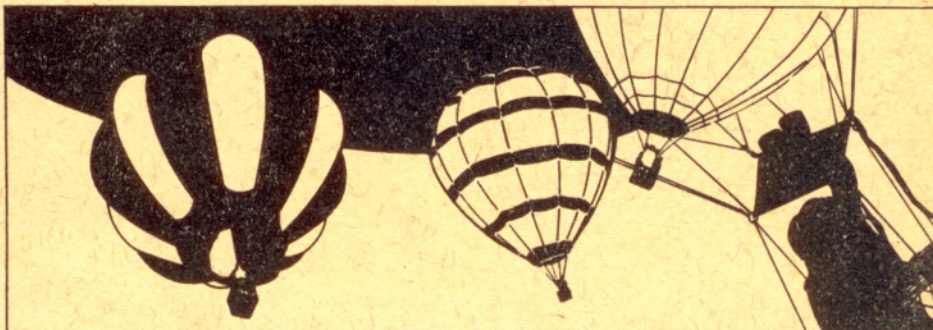
Model	Seats	Weights Gross/Empty (lbs)	Maximum Speed (mph)	Stall Speed (mph)	Airplane Tow (max. mph)	Auto/Winch Tow (max. mph)	Minimum Sink Speed (mph)	Best Lift Over Drag Speed (mph)	Lowest Rate of Sink (fps)	Glide Ratio	Length/Wing Span	Wing Area (Sq. ft)	Price (Basic)
<b>AEROSPORT</b>													
Blanik L-13	2	1102/644	156	34	87	75	37	42	2.7	28:1	27' 6"/53'	206	\$11,500
<b>AVIA-CAPRONI</b>													
Caproni A-21	2	1450/900	158	44/39	90	—	52	65	1.7	45:1	29.71'/66.86'	174.2	On request
Caproni A-21J	2	1650/990	187	47/42	Jet Powered Self Launching		56	69	1.97	43:1	29.71'/66.9'	174.27	On request
<b>GLASFLÜGEL</b>													
Club Libelle	1	770/440	124	37.3	84	75	41.6	56	1.84	35:1	21'/49.2'	105.5	\$8,800
Hornet	1	926/500	155	41.6	NA	NA	46.6	56	1.97	38:1	21'/49.2'	105.5	\$11,350
Kestrel	1	882/562	155	39	—	—	51	60	1.8	43:1	22.1'/55.8'	125	\$15,200
<b>PILATUS AIRCRAFT, LTD.</b>													
Pilatus B-4	1	772/507	149	39	112	81	44.7	53	2.1	35:1	21.55'/49.20'	151.13	\$13,000
<b>SCHEIBE-FLUGZEUGBAU GmbH</b>													
SF 25C	2	1256/830	112	40	Powered	—	—	—	3.3	23:1	24.9'/50.2'	195.8	\$18,400
SF 25 CS*	2	1280/860	112	40	Powered	—	—	50	3.1	25:1	24.9'/50.2'	196	\$20,580
SF 25 E**	2	1430/970	112	42.5	Powered	—	—	53	2.8	29:1	24.6'/59'	196	\$23,310
SF 28 A	2	1300/860	112	40	Powered	—	—	53	2.9	27:1	26.8'/53.4'	199	\$20,920
<b>SCHEMPP-HIRTH</b>													
STD Cirrus	1	860/467	137	44	93	75	49	59	2.2	35:1	20.8'/49.2'	107.5	\$10,000
Nimbus II	1	1168/749	155	39	100	75	46	56	1.64	46:1	23.9'/66.6'	154.9	\$16,000
Janus	2	1366/815	137	42	93	75	47	59	1.99	39:1	28.1'/59.7'	178.6	\$20,000
<b>SCHWEIZER AIRCRAFT CORP.</b>													
1-26 E	1	700/445	114	33	114	63	40	53	2.9	23:1	21' 6 1/2"/40'	160	\$8,350
2-33 A	2	1040/600	98	31 solo 35 dual	98	69	38 solo 42 dual	45 solo 52 dual	2.6 solo 3.1 dual	22 1/4 : 1	25' 9"/51'	219.5	\$9,695
1-34 B	1	840/570	142	36	115	66	49	55	2.2	33:1	25' 5"/49' 2"	151	\$12,925
1-35	1	660 no ballast 930 w/ballast/400 lbs.	139	35	99	—	45	55	1.6	39:1	19' 2"/49' 2"	103.8	\$12,995
2-32	2	1340/850 (normal) 1430/850 (utility)	158	44 solo 46 dual	120	86	50 solo 52 dual	59 solo 63.5 dual	2.1 solo 2.4 dual	34:1	26' 9"/57'	180	\$22,975
<b>SLINGSBY SAILPLANES</b>													
Kestrel 19	1	1040/699	121	37	93	81	46	60	1.7	44:1	21' 1"/62.34'	138.5	\$16,210
Kestrel 22	1	—	—	—	—	—	—	—	—	50:1	—/72'	—	\$23,030

\* Includes feathering propeller.

\*\* Includes feathering propeller, spring landing gear, and folding wings.

Model	Seats	Weights Gross/Empty (lbs)	Maximum Speed (mph)	Stall Speed (mph)	Airplane Tow (max. mph)	Auto/Winch Tow (max. mph)	Minimum Sink Speed (mph)	Best Lift Over Drag Speed (mph)	Lowest Rate of Sink (fps)	Glide Ratio	Length/Wing Span	Wing Area (Sq. ft)	Price (Basic)
<b>SPORTAVIA PUTZER GmbH &amp; CO.</b>													
SFS-31 Milan	1	945/670	136	43.5	Powered	—	53	59	2.8	29:1	19.8'/49.2'	129	\$15,000
RF 5	2	1430/925	155	46.5	Powered	—	55	69	4.6	20:1	25.6'/45'	162.8	\$20,000
RF 5 B Sperber	2	1500/1012	143	43	Powered	—	51	60	2.5/3.1	29:1	25.3'/55.95'	204.5	\$23,000

# balloons



Model	Crew	Diameter (ft)	Overall Height (ft)	Volume (cu. ft)	System Weight With Full Fuel (lbs)	Maximum Certified Lift (Payload) (lbs at sea level)	F.A.I. Category	Burner Rating (BTU per hr)	Fuel Volume (Standard Tanks) (gal.)	Price
<b>CAMERON BALLOONS, LTD.</b>										
O-31	1	41	54	31,450	351	630	AX-4	15,000,000	20	\$4,120
O-42	2	45½	59	42,000	380	840	AX-5	15,000,000	20	\$4,630
O-56	2	50	65	56,000	435	1120	AX-6	15,000,000	20	\$5,130
O-65	3	52½	68	65,000	558	1300	AX-7	15,000,000	30	\$5,650
O-77	4	56	72	77,500	645	1550	AX-7	15,000,000	40	\$6,130
O-84	4	57	74	84,000	650	1680	AX-8	15,000,000	40	\$6,330
A-105	6	62	80	105,000	882	2100	AX-8	30,000,000	60	\$7,650
A-140	8	68	88	140,000	1072	2800	AX-9	30,000,000	80	\$8,610
D-96	2	100 Long	50	96,000	NA	1920	NA	30,000,000	40	\$14,400
<b>DON PICCARD BALLOONS, INC.</b>										
AX-6C	1-2	40	50	42,000	350	800	AX-5	12,000,000	20	\$5,375
AX-6R	2-3	50	60	56,000	395	1000	AX-6	12,000,000	20-30	\$5,875
AX-6W	3	55	70	77,000	475	1210	AX-7	25,000,000	40	\$6,375
<b>RAVEN INDUSTRIES, INC.</b>										
Rally RX-6	1-3	50	58	56,400	395	1430*	AX-6	11,000,000	20	\$4,595
S 50-A	1-4	50	58	56,400	465	1400*	AX-6	11,000,000	30	\$5,765
S 55-A	1-4	55	63	77,500	490	1450*	AX-7	11,000,000	30	\$6,895
S 60-A	1-4	60	69	105,400	520	1500*	AX-8	11,000,000	30	\$7,515
<b>SEMCO BALLOON</b>										
30AL	1	40	60	30,000	258	462	AX-4	2,000,000	19	\$4,095
Model T	2	50	68	53,000	341	640	AX-6	4,000,000	22	\$4,295
Mark V	2	51	70	56,000	361	680	AX-6	5,000,000	22	\$4,695
Challenger	3	52	70	75,750	381	880	AX-7	8,000,000	22	\$5,650
TC-4A	4	55	82	91,000	515	1003	AX-8	8,000,000	44	\$6,495
<b>THE BALLOON WORKS</b>										
Fire Fly-7	NA	55	58	77,000	500	1660	AX-7	21,000,000	30	\$8,250

\* Or lift at maximum envelope temperature of 250°.

Model	Crew	Diameter (ft)	Overall Height (ft)	Volume (cu. ft)	System Weight With Full Fuel (lbs)	Maximum Certified Lift (Payload) (lbs at sea level)	F.A.I. Category	Burner Rating (BTU per hr)	Fuel Volume (Standard Tanks) (gal)	Price
<b>THUNDER BALLOONS, LTD.</b>										
AX5/42	2	44	57	42,000	400	919.8	AX-5	6,000,000	20	\$3,877
AX6/56	2-3	48	63	56,000	425	1226.4	AX-6	6,000,000	20	\$4,112
AX6/56-A**	2-3	48	62	56,000	437	1226.4	AX-6	6,000,000	20	\$4,406
AX7/65	3	51	65	65,000	527	1423.5	AX-7	6,000,000	30	\$4,406
AX7/77	4	54	70	77,000	625	1686.3	AX-7	6,000,000	40	\$4,688
AX7/77-A**	4	54	69	77,000	643	1686.3	AX-7	6,000,000	40	\$5,052
AX8/105	6	61	74	105,000	870	2299.5	AX-8	12,000,000	60	\$6,286
AX9/140	8	67	81	140,000	1080	3066	AX-9	12,000,000	80	\$7,402

\*\* Parachute rip panel.

# aircraft manufacturers

**AERO RESOURCES, INC.**, 1070 Casiano Rd., Los Angeles, Calif. 90049.

**AEROSPATIALE**, 37 Blvd. de Montmorency, Paris (16e), France. **U.S. Office—Corvette:** Air Center, Inc., Wiley Post Airport, P.O. Box 32168, Oklahoma City, Okla. 73132. **U.S. Office—Rallye:** Paul Mitchell, P.O. Box 1021, Rutherfordton, N.C. 28139.

**AEROSPORT**, 2680 E. Wardlow Rd., Long Beach, Calif. 90807.

**AIR TRACTOR, INC.**, P.O. Box 485, Olney, Tex. 76374.

**AMERICAN JET INDUSTRIES, INC.**, 7701 Woodley Ave., Van Nuys, Calif. 91406.

**ARCTIC AIRCRAFT CO.**, P.O. Box 6-141, Anchorage, Alaska 99502.

**AviA CAPRONI**, Caproni Vizzola, Vizzola-Ticino, Italy.

**AVIONS MARCEL DASSAULT**, 33 Rue de Professeur-Pauchet 92, Vaucresson, France. **U.S. Office:** Falcon Jet Corp., Teterboro Airport, Teterboro, N.J. 07608.

**BEDE AIRCRAFT**, Newton Municipal Airport, P.O. Box 706, Newton, Kan. 67114.

**BEECH AIRCRAFT CORP.**, 9709 E. Central, Wichita, Kan. 67201.

**BELL HELICOPTER CO.**, P.O. Box 482, Fort Worth, Tex. 76101.

**BELLANCA AIRCRAFT CORP.**, P.O. Box 624, Alexandria, Minn. 56308.

**BELLANCA AIRCRAFT ENGINEERING, INC.**, P.O. Box 70, Scott Depot, W. Va. 25560.

**BOEING VERTOL CO.**, Boeing Center, P.O. Box 16858, Philadelphia, Pa. 19142.

**BRITTEN-NORMAN (BEMBRIDGE)**, Bembridge Airport, Isle of Wight, England. **U.S. Office:** Jonas Aircraft and Arms Co., Inc., 120 Wall St., New York, N.Y. 10005.

**CÁMERON BALLOONS, LTD.**, 1 Chotham Park, Bristol BS6 6BZ, England.

**CESSNA AIRCRAFT CO.**, Box 1521, Wichita, Kan. 67201

**CONTINENTAL COPTERS, INC.**, Box 13284, Fort Worth, Tex. 76118.

**(THE) DE HAVILLAND AIRCRAFT OF CANADA, LTD.**, Downsview, Ont., Canada.

**DON PICCARD BALLOONS, INC.**, P.O. Box 1902, Newport Beach, Calif. 92663.

**EMAIR**, Hangar 38, Industrial Airpark, Harlingen, Tex. 78550.

**ENSTROM HELICOPTER CORP.**, Box 277, Menominee, Mich. 49858.

**EVANGEL AIRCRAFT, INC.**, P.O. Box 201, Orange City, Iowa 51041.

**FAIRCCHILD INDUSTRIES, INC.**, Century Blvd., Germantown, Md. 20767.

**GATES LEARJET CORP.**, Box 1280, Wichita, Kan. 67201.

**GLASFLUGEL**, 7311 Schlattstall Krs, Nürtingen, Germany. **U.S. Office:** Graham Thomson, Ltd., 3200 Airport Ave., Santa Monica, Calif. 90405.

**GREAT LAKES AIRCRAFT CO.**, P.O. Box 11132, Wichita, Kan. 67202.

**GRUMMAN AMERICAN AVIATION CORP.**, 318 Bishop Rd., Cleveland, Ohio 44143.

**HAMILTON AIRCRAFT CO., INC.**, Box 11427, Tucson, Ariz. 85702.

**HELIO AIRCRAFT CO.**, A Division of General Aircraft Corp., Hanscom Field, Bedford, Mass. 01730.

**HILLER AVIATION**, 2075 W. Scranton Ave., Porterville, Calif. 93257.

**HUGHES HELICOPTERS**, Division of Summa Corp., Continela and Teale Sts., Culver City, Calif. 90230.

**INTERCEPTOR CO.**, 2950 Pearl St., Boulder, Colo. 80301.

**ISRAEL AIRCRAFT INDUSTRIES, LTD.**, Lod Airport, Israel. **U.S. Office:** Atlantic Aviation Corp., P.O. Box 1709, Wilmington, Del. 19899.

**J. W. MILLER AVIATION, INC.**, Horseshoe Bay Airport, Rt. 3, Box 757, Marble Falls, Tex. 78654.

**LAKE AIRCRAFT**, Hooks Memorial Airport, P.O. Box 399, Tomball, Tex. 77375.

**LOCKHEED-GEORGIA CO.**, A Division of Lockheed Aircraft Corp., 86 S. Cobb Dr., Marietta, Ga. 30060.

**MAULE AIRCRAFT CORP.**, Spence Air Base, Moultrie, Ga. 31768.

**MITSUBISHI AIRCRAFT INTERNATIONAL**, Box 3848, San Angelo, Tex. 76901.

**MOONEY AIRCRAFT CORP.**, Louis Schreiner Field, P.O. Box 72, Kerrville, Tex. 78028.

**NAVION RANGEMASTER AIRCRAFT CORP.**, P.O. Box 311, Wharton, Tex. 77488.

**PILATUS AIRCRAFT, LTD.**, 6370 Stans, Switzerland. **U.S. Office:** Aerosport, Long Beach Municipal Airport, 2680 E. Wardlow Rd., Long Beach, Calif. 90807.

**PIPER AIRCRAFT CORP.**, 820 E. Bald Eagle St., Lock Haven, Pa. 17745.

**PITTS AVIATION ENTERPRISES, INC.**, P.O. Box 548, Homestead, Fla. 33030.

**RAVEN INDUSTRIES, INC.**, Balloon Group, Box 1007-A, Sioux Falls, S.D. 57101.

**ROBERTSON AIRCRAFT CORP.**, Renton Municipal Airport, 839 W. Perimeter Rd., Renton, Wash. 98055.

**ROCKWELL INTERNATIONAL**, General Aviation Division, 5001 N. Rockwell, Bethany, Okla. 73008; Sabreliner Division, St. Louis International Airport, St. Louis, Mo. 63134.

**SAUNDERS AIRCRAFT CORP., LTD.**, P.O. Box 1230, Gimli, Manitoba, Canada.

**SCHEIBE-FLUGZEUGBAU GmbH**, August-Pfaltz-Str. 23, 806 Dachau, bei München, West Germany. **U.S. Office:** Rainco, P.O. Box 20944, Phoenix, Ariz. 85036.

**SCHEMPP-HIRTH**, Kirchheim-Teck, West Germany. **U.S. Office:** Rainco, P.O. Box 20944, Phoenix, Ariz. 85036.

**SCHWEIZER AIRCRAFT CORP.**, P.O. Box 147, Elmira, N.Y. 14902.

**SCOTTISH AVIATION, LTD.**, Prestwick Airport, Ayrshire, Scotland.

**SEGUIN AVIATION, INC.**, Rt. 1, Box 225, Seguin, Tex. 78155.

**SEMCO BALLOON**, Rt. 3, Box 514, Aerodrome Way, Griffin, Ga. 30223.

**SHORT BROTHERS & HARLAND, LTD.**, P.O. Box 241, Airport Rd., Belfast BT3 9DZ, Northern Ireland. **U.S. Office:** Noel North, Summit Aviation, Inc., Middleton, Del. 19709; **SD3-30:** Terry Dennison, 345 Boylston St., Newton Centre, Mass. 02159.

**SIKORSKY AIRCRAFT**, North Main St., Stratford, Conn. 06602.

**SLINGSBY SAILPLANES**, Ings Lane, Kirkbymoorside, York YO6 6EZ, England. **U.S. Office:** Graham Thomson, Ltd., 3200 Airport Ave., Santa Monica, Calif. 90405.

**SPORTAVIA-PUTZER GmbH & CO.**, Kg, Flugplatz Dahlemer Binz, Germany. **U.S. Office:** Sport Aviation, Inc., 401 Holmes Blvd., Wooster, Ohio 44691.

**SWEARINGEN AVIATION CORP.**, P.O. Box 32486, San Antonio, Tex. 78284.

**TAYLORCRAFT AVIATION CORP.**, 14600 Commerce Ave., N.E., Alliance, Ohio 44601.

**TED R. SMITH ASSOCIATES, INC.**, P.O. Box 2009, Santa Maria, Calif. 93454.

**THE BALLOON WORKS**, Rhyne Aerodrome, RFD 2, Statesville, N.C. 28677.

**THUNDER BALLOONS, LTD.**, 75 Leonard St., London EC2A 4QS., England.

**TRIDENT AIRCRAFT, LTD.**, 261 Viscount Way, Richmond, British Columbia, Canada.

**VARGA AIRCRAFT CORP.**, 12250 East Queen Creek Rd., Chandler, Ariz. 85224.

**VOLPAR, INC.**, 16300 Stagg St., Van Nuys, Calif. 91406.

**VOUGHT HELICOPTER CORP.**, U.S. Subsidiary of Aerospatiale, 1701 W. Marshall Dr., Grand Prairie, Tex. 75050.

**WEATHERLY AVIATION CO., INC.**, 2304 San Felipe Rd., Hollister, Calif. 95023.