

STATUS QUO

Add a few models, sprinkle with refinements and—presto—more of the same.

Product lines for the coming year are unveiled by most general aviation aircraft manufacturers at meetings especially designed to fire up some enthusiasm in their dealers. These events traditionally are accompanied by a fair amount of hoopla—dance bands, lavish decorations, Broadway-style skits and the like—and hinge on carefully concocted catch phrases for the new year.

For 1981, Cessna claimed a "competitive edge;" Beech dubbed its aircraft "winners;" and Piper professed to "outclass" the competition.

But when the curtain came up, the general aviation community found itself staring, more or less, at a rerun.

Cessna, which gobbled up 54 percent of the market last year and became the first general aviation company to top \$1 billion in sales, made the biggest splash with the introduction of the Crusader, a cabin twin that somehow evolved from plans for a light, light twin called the Clipper; the Corsair, an entry-level turboprop; and the Turbo Skylane.

Beech did not introduce any new models, but made much ado about product refinements—mostly new paint schemes and interior designs. The A-100, meanwhile, was quietly cut adrift from the King Air line.

Piper made some engine changes, producing the Turbo Seminole, the Seneca III and the Sequoya, which replaces the Aerostar 601P.

Despite the tweaks here and there, the aircraft in this year's directory appear much the same as those that have appeared in past directories. Conspicuous by their absence, however, are Bellanca's

Viking and Champion models. Bellanca is involved in sticky bankruptcy proceedings, and its aircraft—including the stillborn Aries T-250 line—have entered the curious production limbo in which the beautiful Rockwell singles and the efficient Gulfstream lightplanes already dwell.

Although the industry sold about one-third fewer singles and piston twins last year than it did in 1979, prices have increased about 16 percent. Surprisingly, this paces the rise in the consumer price index and falls slightly behind that of cost increases for new American-made cars. There are notable exceptions, however. The price tag for the Skyhawk is 25 percent higher this year, and the list price for the Beech Skipper has jumped 20 percent.

The softness of the piston-aircraft market also explains why most development efforts are concentrated in the turboprops and jets—that is, after all, where the profit margin lies. Very little has been done to improve the efficiency of, or reduce the pilot work load in, piston aircraft.

Just like houses and automobiles, general aviation aircraft are increasingly more expensive to own and maintain. But general aviation's success always has been attributable to its flexibility. With rising fuel costs, the 55-mph speed limit, cuts in service by the airlines and the exodus of industry away from metropolitan centers, general aviation is enjoying a greater and greater role in personal and business transportation.

Since the airframes and engines have stayed pretty much the same, general aviation owes much of its success to the incredible advances that

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have been made—and that have been made affordable—in avionics equipment.

But just as foreign competition and spiraling fuel prices led American manufacturers to refocus their efforts on more efficient automobiles, something surely will break general aviation's molds of Cherokee 140 and Cessna 140 airframes and carbureted and magnetoelectric piston engines.

There are some exciting projects to keep our eyes on this year: The Lear Fan 2100, an exqui-

sitely nontraditional design of the late William Lear, flew on January 1 (or December 32 of last year, according to LearAvia officials). Mooney Aircraft is taking some bold steps in the design of the Mark 30 pressurized single. And RPM Development is attempting to harness automobile racing engine technology for general aviation. The list keeps going on and on.

It keeps us looking forward to the curtain rising on next year's models. —MML

The following directory includes all new aircraft, except air transports, that have been certificated for production and are available for purchase this year. It is intended as a guide for basic comparisons among the 1981 models. Special paper is used to set off the directory as a quick and handy reference source.

There are a few changes in this year's directory: fuel capacities and fuel consumptions for all aircraft are listed in pounds, and single-engine service ceilings and minimum single-engine control speeds (Vmc) have been added to the data for multi-engine airplanes.

The data, current as of mid-January, were obtained directly from the manufacturers. Be aware that pricing policies vary among the manufacturers and that, unless noted otherwise, the basic price of any aircraft does not include dual controls, avionics, certain engine gauges and some equipment required by the Federal Aviation Regulations.

Aircraft in each of the 12 sections of the directory are listed according to the manufacturers' suggested list prices, proceeding from the least expensive to the most expensive. Data for aircraft in the "In the Works" section are preliminary

and subject to change as the aircraft proceed through their development. □

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SINGLE-ENGINE FIXED GEAR

Manufacturer and Model	Seats	Powerplant / Prop type	Fuel Capacity (lb)	Gross/Empty Weight (lb)	Cruise Speed (kt) 75% @ alt/pph 65% @ alt/pph	Optimum Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Service Ceiling	Stall Speed (flaps down, kt)	Length/Height/Span	Price
TAYLORCRAFT F21	2	Lyc. O-235 L2C, 112 hp/FP	144	1,500/990	107 @ 8,000'/36 NA	310 @ 8,000' NA	350'/350'	875	18,000'	38	22'2"/6'6"/36'	\$19,250
Price includes engine and fuel gauges, nav lights, toe brakes, shoulder harnesses, airspeed indicator, altimeter, compass, owners and engine manuals and logbooks.												
CESSNA 152	2	Lyc. O-235-L2C, 110 hp/FP	147	1,675/1,107	107 @ 8,000'/36 100 @ 8,000'/30	320 @ 8,000' 350 @ 8,000'	1,340'/1,200'	715	14,700'	43	24'1"/8'6"/33'2"	\$21,350
Price includes engine gauges, pitot-static system, exterior paint and oil cooler.												
PIPER Tomahawk II	2	Lyc. 9-235-L2C, 112 hp/FP	192	1,670/1,109	108 @ 7,100'/33 100 @ 5,000'/29	452 @ 7,100' 468 @ 10,500'	1,460'/1,544'	718	13,000'	49	23'1"/9'1"/34'	\$22,090
Price includes dual controls, engine gauges, pitot-static system, airspeed, altimeter, compass, shoulder harnesses and exterior paint.												
VARGA Kachina 2150A	2	Lyc. O-320-A2C, 150 hp/FP	210	1,817/1,125	104 @ 5,000'/45 101 @ 5,000'/42	392 @ 5,000' 413 @ 5,000'	NA	910	22,000'	45	21'/7'/30'	\$26,750
Price includes dual controls, engine gauges, pitot-static system, shoulder harnesses and seat belts, tinted windows, elevator trim, toebrakes, airspeed, altimeter, compass, stall warning horn, full electrical systems and landing and cockpit lights.												
CESSNA 152 Aerobat	2	Lyc. O-235-L2C, 110 hp/FP	147	1,675/1,129	106 @ 8,000'/36 97 @ 8,000'/30	315 @ 8,000' 350 @ 8,000'	1,340'/1,200'	715	14,700'	43	24'1"/8'6"/33'4"	\$28,600
Price includes engine gauges, pitot-static system, exterior paint, basic avionics kit, nav/com, reclining seats, removable cushions, shoulder restraint & seat belt system, tinted skylight windows and doors w/quick release.												

FP-Fixed Pitch; *Gross Weight, sea level; NA-Not Available

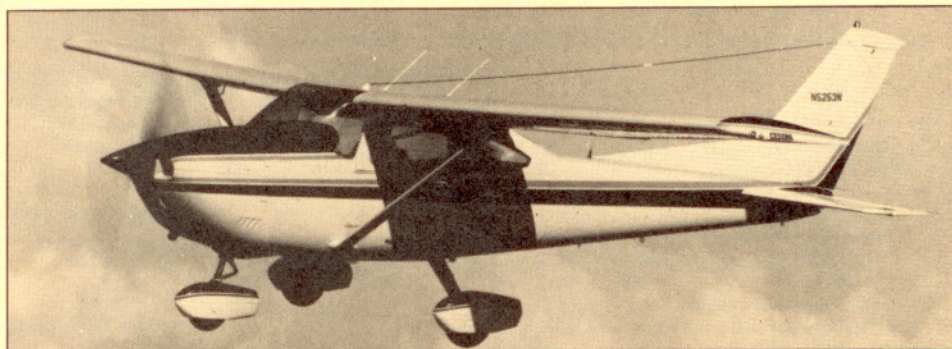
Manufacturer and Model	Seats	Powerplant / Prop type	Fuel Capacity (lb)	Gross / Empty Weight (lb)	Cruise Speed (kt) 75% @ alt / pph 65% @ alt / pph	Optimum Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff / Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Service Ceiling	Stall Speed (flaps down, kt)	Length / Height / Span	Price
BEECH Skipper	2	Lyc. O-235-L2C, 115 hp/FP	174	1,675 / 1,103	105 @ 6,500' / 44 97 @ 4,500' / 34	342 @ 6,500' / 369 @ 4,500'	1,280' / 1,313'	720	12,900'	47	24' / 6'11" / 30'	\$28,950
Price includes elevator and rudder trim system, alternate static source, toe brakes, electric flaps, engine gauges and controls, airspeed indicator, altimeter, compass and stall warning horn.												
ARCTIC Interstate S1B2	2	Lyc. O-320A2B, 150 hp/FP	240	1,900 / 988	102 @ 3,500' / 45 96 @ 3,500' / 42	500 @ 3,000' / 493 @ 3,000'	325' / 500'	1,275	19,000'	30	24' / 7' / 36'	\$28,973
Price includes dual controls, float fittings, full electrical system, landing light, strobe lights, toebrakes, 82/44 McCauley prop, 50° flaps, 8" Maule tailwheel, 850 x 6 tires, cabin heat, windshield defroster, Texan windshield and 1,500 lb Cleveland wheels and brakes.												
MAULE M-5-180	4	Lyc. O-360-C1F, 180 hp/CS	240	2,300 / 1,325	137 @ 7,500' / 63 130 @ 7,500' / 52	450 @ 7,500' / 490 @ 7,500'	600' / 600'	900	15,000'	34	22'9" / 6'2" / 30'10"	\$29,475
STOL aircraft. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot.												
PIPER Super Cub	2	Lyc. O-320, 150 hp/FP	216	1,750 / 984	100 @ 5,000' / 54 NA	400 @ 5,000' / NA	500' / 885'	960	19,000'	37	22'6" / 6'8" / 35'4"	\$31,430
Price includes dual controls, engine gauges, pitot-static system and altimeter.												
PIPER Warrior II	4	Lyc. O320-D3G, 160 hp/FP	300	2,325 / 1,353	127 @ 9,000' / 60 118 @ 12,500' / 52	590 @ 9,000' / 633 @ 12,500'	1,490' / 1,115'	710	14,000'	50	23'10" / 7'4" / 35'	\$32,130
Price includes dual controls, pitot-static system, and engine gauges.												
CESSNA Skyhawk	4	Lyc. O320-D2J, 160 hp/FP	258	2,407 / 1,411	120 @ 8,000' / 50 112 @ 8,000' / 45	440 @ 8,000' / 485 @ 8,000'	1,825' / 1,280'	700	13,000'	46	26'11" / 8'9.5" / 36'	\$33,950
Price includes engine gauges, gyro instrumentation, pitot-static system, exterior paint and wheel fairings.												
MAULE M-5-235	4	Lyc. O-540-J1A5D, 235 hp/CS	240	2,300 / 1,400	150 @ 7,500' / 87 142 @ 7,500' / 72	405 @ 7,500' / 450 @ 7,500'	600' / 600'	1,350	20,000'	34	22'11" / 6'2" / 30'10"	\$35,495
STOL aircraft. Gross weight when float equipped is 2,530. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot. Lyc-10-540-W1A5D model available for \$36,900.												
MAULE M-5-210	4	Cont. IO-360-D, 210 hp/CS	240	2,300 / 1,350	129 @ 8,500' / 78 122 @ 8,500' / 60	450 @ 8,500' / 490 @ 8,500'	600' / 600'	1,250	20,000'	34	22'11" / 6'2" / 30'10"	\$35,795
STOL aircraft. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot.												
PITTS S-1S	1	Lyc. AEIO-360 B4A, 180 hp/FP	120	1,150 / 750	126 @ NA / NA 117 @ NA / NA	200 @ NA / NA	1,050' / 970'	2,600	22,000'	50	15'6" / 6'3" / 17'5"	\$37,900
Price includes engine gauges and pitot-static system.												
MAULE M-5-210TC	4	Lyc. TO-360-F1A6D, 210 hp/CS	240	2,300 / 1,400	170 @ 17,000' / 84 156 @ 17,000' / 76	405 @ 17,000' / 450 @ 17,000'	600' / 600'	1,250	20,000'	34	24'3.5" / 6'2" / 30'10"	\$38,295
STOL aircraft. Price includes dual controls, and engine gauges.												
PIPER Archer II	4	Lyc. O-360-A4M, 180 hp/FP	300	2,550 / 1,413	129 @ 8,000' / 63 125 @ 12,000' / 54	600 @ 8,000' / 645 @ 12,000'	1,625' / 1,390'	735	15,000'	53	23'10" / 7'4" / 35'	\$39,350
Price includes dual controls, pitot-static system and engine gauges.												
CESSNA Hawk XP	4	Cont. IO-360-KB, 195 hp/CS	294	2,558 / 1,546	127 @ 6,000' / 64 119 @ 8,000' / 54	460 @ 6,000' / 510 @ 8,000'	1,360' / 1,270'	870	17,000'	46	27'2" / 8'9.5" / 36'	\$41,850
Price includes engine gauges, gyro instrumentation, pitot-static system, cylinder head temperature gauge, fuel injected engine, exterior paint and wheel fairings.												
PITTS S-2S	1	Lyc. AEIO-540-D4A5, 260 hp/CS	228	1,500 / 1,090	152 @ NA / NA 148 @ NA / NA	500 @ NA / NA	1,000' / 900'	2,700	25,000'	50	17'4" / 6'5" / 20'	\$44,500
Price includes engine gauges and pitot-static system.												
BEECH Sundowner 180	4	Lyc. O-360-A4K, 180 hp/FP	342	2,450 / 1,505	119 @ 8,500' / 64 108 @ 8,500' / 54	533 @ 8,500' / 582 @ 8,500'	1,955' / 1,484'	792	12,600'	51	25'9" / 8'3" / 32'9"	\$44,750
Price includes engine gauges and pitot-static-system.												

FP-Fixed Pitch; CS-Constant Speed; *Gross Weight, sea level; NA-Not Available

continued

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb)	Gross/ Empty Weight (lb)	Cruise Speed (kt) 75% @ alt/pph 65% @ alt/pph	Optimum Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Service Ceiling	Stall Speed (flaps down, kt)	Length/ Height/ Span	Price
PITTS S-2A	2	Lyc. AEIO-360-A1A, 200 hp/CS	144	1,500/ 1,035	128 @ NA/NA 121 @ NA/NA	200 @ NA NA	1,275' / 1,230'	1,950	22,000'	50	17'9" / 6'5" / 20'	\$46,200
Price includes dual controls, engine gauges and pitot-static system.												
CESSNA 180 Skywagon	6	Cont. O-470-U, 230 hp/CS	504	2,810/ 1,650	142 @ 8,000' /NA 133 @ 12,000' /66	825 @ 8,000' 860 @ 12,000'	1,205' / 1,365'	1,100	17,700'	48	25'7.5" / 7'9" / 36'	\$48,950
Price includes engine gauges, pitot-static system, cylinder head temperature gauge and exterior paint.												
PEZETEL Wilga 35	4	PZL A1-14RA, 260 hp/CS	285	2,711/ 1,874	84 @ 7,500' /79 71 @ 7,500' /60	331 @ 7,500' 344 @ 7,500'	260' / 310'	1,240	15,025'	36	26'6" / 9'7" / 36'5"	\$49,950
STOL aircraft. Price includes engine gauges, gyro instrumentation, dual controls pitot-static system and towhook.												
CESSNA Skylane	4	Cont. O-470-U, 230 hp/CS	528	3,110/ 1,720	142 @ 8,000' /66 134 @ 8,000' /76	820 @ 8,000' 905 @ 8,000'	1,515' / 1,350'	865	14,900'	49	28' / 9'3" / 36'	\$51,500
Price includes engine gauges, pitot-static system, cylinder head temperature gauge and exterior paint.												
PIPER Dakota	4	Lyc. O-540-J3A5D, 235 hp/CS	462	3,000/ 1,608	144 @ 9,100' /81 138 @ 12,200' /70	710 @ 8,500' 770 @ 11,400'	1,216' / 1,410'	1,110	17,500'	56	24'8" / 7'2" / 35'5"	\$52,780
Price includes dual controls, pitot-static system and engine gauges.												
GREAT LAKES 2T-1A-2	2	Lyc. AEIO-360, 180 hp/CS	156	1,800/ 1,230	102 @ 5,000' /56 99 @ 5,000' /50	305 @ 5,000' 319 @ 5,000'	825' / 850'	1,150	17,000'	53	21'2" / 7'8" / 26'8"	\$52,995
Price includes dual controls, engine gauges, pitot-static system and altimeter.												
CESSNA 185 Skywagon	6	Cont. IO-520-D, 300 hp/CS	504	3,362/ 1,696	147 @ 7,000' /NA 141 @ 10,000' /81	645 @ 7,000' 715 @ 10,000'	1,430' / 1,400'	1,075	17,900'	49	25'7.5" / 7'9" / 36'	\$60,340
Ag-spray equipment option available. Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine and exterior paint.												
CESSNA Turbo Skylane	4	Lyc. O-540-L3C5D, 235 hp/CS	528	3,112/ 1,725	158 @ 20,000' /87 147 @ 20,000' /NA	745 @ 20,000' 810 @ 20,000'	1,475' / 1,350'	965	20,000'	49	28'5" / 9'3" / 35'10"	\$62,250
Price includes engine gauges, gyro instrumentation, pitot-static system, cylinder head temp. gauge and exterior paint.												
CESSNA Stationair 6	6	Cont. IO-520-F, 300 hp/CS	528	3,612/ 1,928	147 @ 6,500' /94 142 @ 10,000' /81	680 @ 6,500' 760 @ 10,000'	1,780' / 1,395'	920	14,800'	54	28'3" / 9'3.5" / 36'	\$69,750
Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine and exterior paint.												
PIPER Saratoga	6-7	Lyc. IO-540-K1G5D, 300 hp/CS	642	3,615/ 1,940	150 @ 8,000' /108 146 @ 10,000' /96	823 @ 8,000' 911 @ 10,000'	1,573' / 1,530'	990	14,100'	60	27'8" / 8'2" / 36'2"	\$73,700
Price includes dual controls, pitot-static system and engine gauges.												
CESSNA Turbo Stationair 6	6	Cont. TSiO-520-M, 310 hp/CS	528	3,616/ 2,006	165 @ 22,000' /100 152 @ 22,000' /85	670 @ 22,000' 720 @ 22,000'	1,640' / 1,395'	1,010	27,000'	54	28'3" / 9'3.5" / 36'	\$78,400
Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine, oxygen system less masks, exterior paint and wheel fairings.												

CS-Constant Speed; *Gross Weight, sea level; NA-Not Available



The new Cessna Turbo Skylane attests to the growing popularity of turbocharged singles.

Manufacturer and Model	Seats	Powerplant / Prop type	Fuel Capacity (lb)	Gross / Empty Weight (lb)	Cruise Speed (kt) 75% @ alt/pph 65% @ alt/pph	Optimum Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff / Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Service Ceiling	Stall Speed (flaps down, kt)	Length / Height / Span	Price
CESSNA Stationair 8	8	Cont. IO-520-F, 300 hp/CS	324	3,812/ 2,110	143 @ 6,500'/94 138 @ 10,000'/81	350 @ 6,500' 390 @ 10,000'	1,970' / 1,500'	810	13,300'	58	32'2" / 9'7" / 36'	\$78,950
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine, exterior paint, eight-place seating and wheel fairings.</i>												
PIPER Turbo Saratoga	6-7	Lyc. TIO-540- SIAD, 300 hp/CS	642	3,617/ 2,003	165 @ 20,000'/119 154 @ 20,000'/103	780 @ 20,000' 845 @ 20,000'	1,420' / 1,640'	1,075	20,000'	60	28'2" / 8'2" / 36'2"	\$82,760
<i>Price includes dual controls, pitot-static system, engine gauges, cylinder head temp. gauge and exhaust gas temp. gauge.</i>												
CESSNA Turbo Stationair 8	8	Cont. TSIO-520-M, 310 hp/CS	324	3,816/ 2,187	157 @ 20,000'/99 145 @ 20,000'/85	315 @ 20,000' 350 @ 20,000'	1,860' / 1,500'	885	26,000'	58	32'2" / 9'7" / 36'	\$87,750
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine, oxygen system less masks, exterior paint, eight-place seating and wheel fairings.</i>												

SINGLE-ENGINE RETRACTABLE GEAR

Manufacturer and Model	Seats	Powerplant / Prop type	Fuel Capacity (lb)	Gross / Empty Weight (lb)	Cruise Speed (kt) 75% @ alt/pph 65% @ alt/pph	Optimum Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff / Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Service Ceiling	Stall Speed (gear, flaps down, kt)	Length / Height / Span	Price
CESSNA Cutlass RG	4	Lyc. O-360-F1A6, 180 hp/CS	372	2,658/ 1,558	140 @ 9,000'/62 130 @ 9,000'/53	720 @ 9,000' 780 @ 9,000'	1,775' / 1,340'	800	16,800'	50	27'5" / 8'9.5" / 35'10"	\$52,400
<i>Price includes engine gauges, cylinder head temperature gauge, gyro instrumentation, pitot-static system and exterior paint.</i>												
MOONEY M20J 201	4	Lyc. IO-360- A3B6D, 200 hp/CS	384	2,740/ 1,640	169 @ 8,000'/65 160 @ 8,000'/56	847 @ 6,000' 924 @ 6,000'	1,517' / 1,610'	1,030	18,800'	55	24'8" / 8'4" / 36'1"	\$58,050
<i>Price includes dual controls, engine gauges and pitot-static system and fuel injected engine.</i>												
PIPER Arrow IV	4	Lyc. IO-360- C1C6, 200 hp/CS	462	2,750/ 1,637	143 @ 6,800'/75 138 @ 9,700'/65	785 @ 6,500' 850 @ 9,800'	1,600' / 1,525'	831	16,200'	55	27' / 8'4" / 35'	\$58,570
<i>Price includes dual controls, pitot-static system and engine gauges.</i>												
BEECH Sierra 200	4-6	Lyc. IO-360- A1B6, 200 hp/CS	342	2,750/ 1,701	137 @ 10,000'/58 127 @ 10,000'/55	646 @ 10,000' 670 @ 10,000'	1,561' / 1,462'	927	15,385'	60	25'9" / 8'1" / 32'9"	\$61,150
<i>Price includes engine gauges, pitot-static system and fuel injected engine.</i>												
PIPER Turbo Arrow IV	4	Cont. TSIO-360-F, 200 hp/CS	462	2,900/ 1,692	172 @ 18,500'/84 167 @ 20,000'/76	790 @ 18,000' 830 @ 18,000'	1,620' / 1,555'	940	20,000'	58	27'4" / 8'4" / 35'5"	\$64,520
<i>Price includes dual controls, pitot-static system and engine gauges.</i>												
MOONEY M20K 231	4	Cont. TSIO-360- GB, 210 hp/CS	453	2,900/ 1,800	191 @ 24,000'/68 180 @ 24,000'/64	990 @ 21,000' 1,080 @ 9,000'	2,060' / 2,280'	1,080	24,000'	57	25'5" / 8'4" / 36'1"	\$66,125
<i>Price includes dual controls, engine gauges and pitot-static system.</i>												
CESSNA Skylane RG	4	Lyc. O-540- J3C5D, 235 hp/CS	528	3,112/ 1,752	156 @ 7,500'/82 150 @ 7,500'/71	845 @ 7,500' 940 @ 7,500'	1,570' / 1,320'	1,140	14,300'	50	28'7.5" / 8'11" / 36'	\$68,150
<i>Price includes engine gauges, gyro instrumentation, pitot-static system, cylinder head temperature gauge and exterior paint.</i>												
CESSNA Turbo Skylane RG	4	Lyc. O0540- L3C5D, 235 hp/CS	528	3,112/ 1,797	173 @ 20,000'/87 162 @ 20,000'/80	825 @ 20,000' 900 @ 20,000'	1,570' / 1,320'	1,040	20,000'	50	28'7.5" / 8'11" / 36'	\$75,950
<i>Price includes engine gauges, gyro instrumentation, pitot-static system, cylinder head temperature gauge, oxygen system less masks and exterior paint.</i>												
PIPER Saratoga SP	6-7	Lyc. IO-540- K1G5D, 300 hp/CS	642	3,600/ 1,994	159 @ 6,200'/108 153 @ 10,400'/96	865 @ 6,400' 937 @ 10,400'	1,573' / 1,530'	1,010	16,700'	59	27'8" / 8'6" / 36'2"	\$88,620
<i>Price includes dual controls, pitot-static system and engine gauges.</i>												

CS-Constant Speed; *Gross Weight, sea level

Manufacturer and Model	Seats	Powerplant / Prop type	Fuel Capacity (lb)	Gross Empty Weight (lb)	Cruise Speed (kt) 75% @ alt / pph 65% @ alt / pph	Optimum Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff / Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Service Ceiling	Stall Speed (gear, flaps down, kt)	Length / Height / Span	Price
CESSNA Centurion	6	Cont. IO-520-L, 300 hp/CS	534	3,812 / 2,139	171 @ 6,500' / 90 167 @ 10,000' / 82	805 @ 6,500' / 910 @ 10,000'	2,030' / 1,500'	950	17,300'	56	28'2" / 9'8" / 36'9"	\$90,500
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine and exterior paint.</i>												
PIPER Turbo Saratoga SP	6-7	Lyc. TIO-540-S1AD, 300 hp/CS	642	3,600 / 2,066	177 @ 20,000' / 119 166 @ 20,000' / 103	844 @ 20,000' / 920 @ 20,000'	1,420' / 1,640'	1,120	20,000'	60	28'4" / 8'6" / 36'2"	\$97,680
<i>Price includes dual controls, pitot-static system, engine gauges, cylinder head temperature gauge and exhaust gas temperature gauge.</i>												
CESSNA Turbo Centurion	6	Cont. TSIO-520-R, 310 hp/CS	534	4,016 / 2,228	193 @ 22,000' / 104 181 @ 24,000' / 86	790 @ 22,000' / 850 @ 24,000'	2,160' / 1,500'	930	27,000'	58	28'2" / 9'8" / 36'9"	\$99,700
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine, oxygen system less masks and exterior paint.</i>												
BEECH Bonanza F33A	4-5	Cont. IO-520-BB, 285 hp/CS	444	3,400 / 2,125	172 @ 6,000' / 91 163 @ 8,000' / 84	716 @ 6,000' / 777 @ 10,000'	1,769' / 1,324'	1,167	17,858'	51	26'8" / 8'3" / 33'6"	\$105,000
<i>Price includes engine gauges, nav/com, pitot-static system and fuel injected engine.</i>												
BEECH Bonanza V35B	4-5	Cont. IO-520-BB, 285 hp/CS	444	3,400 / 2,106	172 @ 6,000' / 91 163 @ 8,000' / 84	716 @ 6,000' / 777 @ 10,000'	1,769' / 1,324'	1,167	17,858'	51	26'5" / 7'7" / 33'6"	\$105,000
<i>Price includes engine gauges, nav/com, pitot-static system and fuel injected engine.</i>												
BEECH Bonanza A36	4-6	Cont. IO-520-BB, 285 hp/CS	444	3,600 / 2,195	168 @ 6,000' / 91 158 @ 8,000' / 84	697 @ 6,000' / 748 @ 10,000'	2,040' / 1,450'	1,030	16,600'	52	27'6" / 8'5" / 33'6"	\$113,500
<i>Price includes engine gauges, nav/com, pitot-static system and fuel injected engine.</i>												
BEECH Bonanza A36TC	4-6	Cont. TSIO-520 UB, 300 hp/CS	444	3,650 / 2,278	194 @ 25,000' / 100 175 @ 18,000' / 91	672 @ 25,000' / 695 @ 20,000'	2,012' / 1,449'	1,165	25,000'	57	27'6" / 8'5" / 33'6"	\$125,750
<i>Price includes engine gauges, nav/com, pitot-static system, turbocharged and fuel injected engine.</i>												
CESSNA Pressurized Centurion	6	Cont. TSIO-520-P, 310 hp/CS	534	4,016 / 2,357	181 @ 20,000' / 94 166 @ 20,000' / 86	645 @ 20,000' / 765 @ 20,000'	2,160' / 1,500'	930	23,000'	58	28'3" / 9'8" / 36'10"	\$139,000
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine, pressurization system and exterior paint.</i>												

MULTI-ENGINE PISTON

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb)	Gross Empty Weight (lb)	Cruise Speed (kt) 75% @ alt / pph 65% @ alt / pph	Optimum Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff / Landing Distance (over 50' obst)	*Rate of Climb / SE Svc Engine out ROC (fpm)	Service Ceiling	Stall Speed / Vmc (gear, flaps down, kt)	Length / Height / Span	Price
PIPER Seminole	4	2 Lyc. O-360-EIA6D, 180 hp ea.	660	3,800 / 2,354	166 @ 8,000' / 134 162 @ 11,900' / 122	780 @ 7,000' / 850 @ 10,700'	1,400' / 1,190'	1,340 / 217	17,100' / 4,100'	59 / 63	27'7" / 8'6" / 38'6"	\$99,110
<i>Price includes dual controls, engine gauges, pitot-static system and dual cylinder head temperature gauges.</i>												
PIPER Turbo Seminole	4	2 Lyc. TO-360-E1A6D, 180 hp ea.	660	3,800 / 2,354	183 @ 20,000' / 145 172 @ 20,000' / 132	785 @ 20,000' / 800 @ 20,000'	1,500' / 1,190'	1,290 / 180	20,000' / 12,500'	61 / 62	27'7" / 8'6" / 38'7"	\$112,160
<i>Price includes dual controls, pitot-static system, engine gauges, dual cylinder head temp. gauges and dual exhaust temp. gauges.</i>												
BEECH Duchess 76	4	2 Lyc. O-360-A1G6D, 180 hp ea.	600	3,900 / 2,460	164 @ 8,000' / 117 156 @ 8,000' / 111	653 @ 8,000' / 711 @ 10,000'	2,119' / 1,881'	1,248 / 235	19,650' / 6,170'	60 / 67	29' / 9'6" / 38'	\$120,750
<i>Price includes dual controls, engine gauges and pitot-static system.</i>												
PIPER Seneca III	6-7	2 Cont. TSIO-360-KB, 200 hp ea.	588	4,570 / 2,875	191 @ 20,000' / 139 183 @ 24,000' / 121	549 @ 20,000' / 605 @ 20,000'	1,210' / 1,978'	1,400 / 240	25,000' / 13,400'	62 / 65	28'6" / 9'11" / 38'11"	\$138,250
<i>Price includes dual controls, engine gauges, pitot-static system, dual cylinder head temperature gauges and dual exhaust gas temperature gauges.</i>												

CS-Constant Speed; *Gross Weight, sea level

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb)	Gross Empty Weight (lb)	Cruise Speed (kt) 75% @ alt/pph 65% @ alt/pph	Optimum Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb/Engine out ROC (fpm)	Service/SE Svc Ceiling	Stall Speed/Vmc (gear, flaps down, kt)	Length/Height/ Span	Price
CESSNA 310	6	2 Cont. IO-520-MB, 285 hp ea.	612	5,535/3,358	195 @ 7,500'/132 188 @ 10,000'/163	440 @ 7,500' 485 @ 10,000'	1,700'/1,790'	1,662/370	19,750'/6,680'	70/74	31'11.5"/10'8"/36'11"	\$162,000
Price includes dual engine gauges, pitot-static system, fuel injected engines and exterior paint.												
BEECH Baron B55	4-6	2 Cont. IO-470-L, 260 hp ea.	600	5,100/3,236	187 @ 7,000'/93 180 @ 8,000'/156	825 @ 7,000' 907 @ 10,000'	2,154'/2,148'	1,693/397	19,300'/5,870'	73/79	28'/9'7"/37'10"	\$162,000
Price includes engine gauges, nav/com, pitot-static system and fuel injected engines.												
PIPER Aztec F	6	2 Lyc. IO-540-C4B5, 250 hp ea.	822	5,200/3,184	179 @ 3,850'/195 176 @ 6,000'/156	790 @ 6,000' 830 @ 6,250'	1,695'/1,310'	1,400/235	17,600'/4,800'	54/70	31'2"/10'1"/37'4"	\$165,960
Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system.												
CESSNA Turbo 310	6	2 Cont. TSIO-520 BB, 285 hp ea.	612	5,535/3,467	221 @ 20,000'/126 211 @ 20,000'/175	460 @ 20,000' 500 @ 20,000'	1,662'/1,790'	1,700/390	27,400'/16,750'	70/81	31'11.5"/10'8"/36'11"	\$188,000
Price includes dual engine gauges, pitot-static system, fuel injected engines, oxygen system, exterior paint and propeller synchrophaser.												
PIPER Turbo Aztec F	6	2 Lyc. TIO-540-C1A, 250 hp ea.	822	5,200/3,322	215 @ 22,000'/175 208 @ 24,000'/161	740 @ 24,000' 780 @ 24,000'	1,695'/1,310'	1,470/225	24,000'/13,500'	54/70	31'2"/10'1"/37'4"	\$192,120
Price includes dual controls, engine gauges, gyro instrumentation, and pitot-static system.												
BEECH Baron E55	4-6	2 Cont. IO-520-CB, 285 hp ea.	600	5,300/3,269	199 @ 7,000'/105 190 @ 8,000'/168	958 @ 7,000' 1,032 @ 10,000'	2,050'/2,202'	1,682/388	19,100'/6,000'	73/79	29'/9'2"/37'10"	\$196,500
Price includes engine gauges, nav/com, ADF, pitot-static system and fuel injected engines.												
PIPER Aerostar 600A	6	2 Lyc. IO-540-K1J5, 290 hp ea.	1,044	5,500/3,737	220 @ 7,500'/186 213 @ 10,000'/175	983 @ 6,000' 1,079 @ 9,000'	1,950'/1,840'	1,800/360	21,200'/6,300'	67/80	34'10"/12'1"/34'2"	\$220,470
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, dual exhaust gas temp. gauges, corrosion proofing, fuel injection and exterior paint.												
BEECH Baron 58	4-6	2 Cont. IO-520-CB, 285 hp ea.	816	5,400/3,361	199 @ 7,000'/105 190 @ 8,000'/168	1,140 @ 7,000' 1,224 @ 10,000'	2,101'/2,498'	1,660/390	18,600'/7,000'	74/81	29'10"/9'6"/37'10"	\$229,950
Price includes engine gauges, nav/com, ADF, pitot-static system and fuel injected engines.												
PIPER Aerostar 601B	6	2 Lyc. IO-540-S1A5, 290 hp ea.	1,044	6,000/3,958	257 @ 25,000'/205 238 @ 25,000'/178	NA 1,024 @ 15,000'	2,490'/2,030'	1,460/240	30,000'/8,800'	71/80	34'10"/12'1"/36'8"	\$251,480
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, corrosion proofing, fuel injection, dual exhaust gas temperature gauges and exterior paint.												
BEECH Baron 58TC	4-6	2 Cont. TSIO-520-WB, 325 hp ea.	996	6,200/3,793	237 @ 25,000'/111 222 @ 25,000'/204	1,019 @ 25,000' 1,093 @ 25,000'	2,643'/2,427'	1,475/270	25,000'/12,000'	78/79	29'11"/9'2"/37'10"	\$259,000
Price includes engine gauges, nav/com, ADF, pitot-static system and turbocharged engines.												
PILATUS BRITTEN-NORMAN Islander BN 2A-26 (fg)	10	2 Lyc. O-540-E4C5, 260 hp ea.	810	6,200/3,212	140 @ 7,000'/169 138 @ 7,000'/152	700 @ 7,000' 750 @ 7,000'	1,160'/960'	950/145	13,000'/5,000'	40/NA	35'7"/13'9"/49'	\$260,835
Price includes dual controls, engine gauges, gyro instrumentation, pitot-static system and ELT.												
PIPER Navajo	6-8	2 Lyc. TIO-540-A2C, 310 hp ea.	1,152	6,500/4,003	215 @ 22,000'/183 204 @ 24,000'/173	1,005 @ 20,000' 1,055 @ 20,000'	2,290'/1,521'	1,220/245	24,000'/15,200'	63/74	32'7"/13'/40'8"	\$272,560
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, dual exhaust gas temperature gauges and corrosion proofing.												
PILATUS BRITTEN-NORMAN Islander BN 2A-27 (fg)	10	2 Lyc. O-540-E4C5, 260 hp ea.	1,176	6,300/3,312	140 @ 7,000'/169 138 @ 7,000'/152	800 @ 7,000' 850 @ 7,000'	1,160'/960'	950/145	13,000'/5,000'	40/NA	35'7"/13'9"/53'	\$273,285
Price includes dual controls, engine gauges, gyro instrumentation, pitot-static system and ELT.												
PILATUS BRITTEN-NORMAN Islander BN 2B-26 (fg)	10	2 Lyc. O-540-E4C5, 260 hp ea.	810	6,600/3,612	139 @ 7,000'/169 134 @ 9,000'/152	717 @ 7,000' 822 @ 9,000'	1,090'/960'	950/192	14,600'/5,000'	43/NA	35'7.8"/13'8.8"/15'4"	\$275,535
Price includes dual controls, engine gauges, avionics package, gyro instrumentation, pitot-static system and ELT.												

*Gross Weight, sea level; NA-Not Available; (fg)-fixed gear

1981 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb)	Gross Empty Weight (lb)	Cruise Speed (kt) 75% @ alt/pph 65% @ alt/pph	Optimum Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb/Engine out ROC (fpm)	Service/SE Svc Ceiling	Stall Speed/Vmc (gear, flaps down, kt)	Length/Height/ Span	Price
CESSNA 340	6	2 Cont. TSIO-520-NB, 310 hp ea.	612	6,025/3,921	229 @ 25,000'/204 213 @ 25,000'/180	435 @ 25,000' 465 @ 25,000'	2,175'/1,850'	1,650/315	29,800'/15,800'	71/84	34'4" / 12'7" / 38'1.3"	\$279,000
Price includes dual engine gauges, gyro instrumentation, pitot-static system, fuel injected engines, and exterior paint.												
CESSNA 402C Businessliner	6-10	2 Cont. TSIO-520-VB, 325 hp ea.	1,236	6,885/4,069	210 @ 20,000'/210 201 @ 20,000'/195	980 @ 20,000' 1,040 @ 20,000'	2,195'/2,485'	1,450/301	26,900'/14,000'	68/79	36'4.6" / 11'5.4" / 44'1.5"	\$282,000
Price includes dual engine gauges, gyro instrumentation, pitot-static system, strobe lights, fuel injected engines, oxygen system and exterior paint.												
CESSNA 402C Utiliner	6-10	2 Cont. TSIO-520-VB, 325 hp ea.	1,236	6,885/4,098	210 @ 20,000'/210 201 @ 20,000'/195	980 @ 20,000' 1,040 @ 20,000'	2,195'/2,485'	1,450/301	26,900'/14,000'	68/79	36'4.6" / 11'5.4" / 44'1.5"	\$282,000
Price includes dual engine gauges, gyro instrumentation, pitot-static system, strobe lights, fuel injected engines, oxygen system and exterior paint.												
PIPER Navajo C/R	6-8	2 Lyc. TIO-540-F2BD, 325 hp ea.	1,152	6,500/4,099	220 @ 20,000'/187 208 @ 20,000'/171	940 @ 20,000' 1,000 @ 20,000'	2,440'/1,521'	1,200/255	24,000'/15,300'	63/74	32'7" / 13' / 40'8"	\$289,880
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system and dual exhaust gas temperature gauges.												
PILATUS BRITTEN-NORMAN Islander BN 2A-20 (fg)	10	2 Lyc. IO-540-K1B5, 300 hp ea.	810	6,560/3,722	148 @ 7,000'/183 145 @ 7,000'/169	600 @ 7,000' 660 @ 7,000'	1,100'/960'	1,130/200	18,000'/6,200'	40/NA	35'7" / 13'9" / 49'	\$297,975
Price includes dual controls, engine gauges, gyro instrumentation, avionics package, pitot-static system and ELT.												
BEECH Baron 58P	4-6	2 Cont. TSIO-520-WB, 325 hp ea.	996	6,200/4,018	237 @ 25,000'/111 222 @ 25,000'/204	1,019 @ 25,000' 1,093 @ 25,000'	2,643'/2,427'	1,475/270	25,000'/12,000'	78/79	29'11" / 9'2" / 37'10"	\$307,750
Price includes engine gauges, nav/com, ADF, pitot-static system, pressurization and turbocharged engines.												
PILATUS BRITTEN-NORMAN Islander BN 2A-21 (fg)	10	2 Lyc. IO-540-K1B5, 300 hp ea.	1,176	6,600/3,762	148 @ 7,000'/183 145 @ 7,000'/169	800 @ 7,000' 880 @ 7,000'	1,100'/960'	1,130/200	18,000'/6,200'	40/NA	35'7" / 13'9" / 53'	\$310,425
Price includes dual controls, engine gauges, gyro instrumentation, avionics package, pitot-static system and ELT.												
PIPER Chieftain	8-10	2 Lyc. TIO-540-J2BD, 350 hp ea.	1,152	7,000/4,221	221 @ 20,000'/211 210 @ 20,000'/192	885 @ 20,000' 925 @ 20,000'	2,780'/1,610'	1,120/230	24,000'/13,700'	74/78	34'7" / 13' / 40'7"	\$311,990
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system and dual exhaust gas temperature gauges.												
PIPER Sequoya 602P	6	2 Lyc. IO-540-AA1A5, 290 hp ea.	1,044	6,000/4,075*	247 @ 25,000'/200 227 @ 25,000'/181	NA 1,153 @ 23,000'	2,194'/2,030'	1,755/280	25,000'/12,000'	71/80	34'10" / 12'1" / 36'7"	\$333,500
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, corrosion proofing, fuel injection, dual exhaust gas temp. gauges and exterior paint.												
CESSNA Chancellor	6-8	2 Cont. TSIO-520-NB, 310 hp ea.	1,236	6,785/4,356	224 @ 25,000'/204 208 @ 25,000'/180	1,100 @ 25,000' 1,190 @ 25,000'	2,595'/2,393'	1,580/290	30,800'/19,850'	72/79	36'4.6" / 11'5.3" / 44'1"	\$368,000
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, strobe lights, fuel injected engines, turbochargers, oxygen system, fixed cabin pressure control system and exterior paint.												
BEECH Duke B60	4-6	2 Lyc. TIO-541-E1C4, 380 hp ea.	852	6,775/4,423	240 @ 26,000'/130 207 @ 18,000'/234	1,065 @ 26,000' 1,168 @ 25,000' (63%)	2,626'/3,065'	1,601/307	30,000'/NA	73/88	33'10" / 12'4" / 39'4"	\$384,000
Price includes engine gauges, nav/com, marker beacon, ADF, transponder, pitot-static system, pressurization and turbocharged engines.												
CESSNA Titan	6-10	2 Cont. GTSIO-520-M, 375 hp ea.	2,064	8,450/4,834	217 @ 20,000'/259 205 @ 20,000'/226	995 @ 20,000' 1,070 @ 20,000'	2,367'/2,130'	1,575/230	26,000'/10,100'	70/80	39'6.3" / 13'3.1" / 46'4"	\$415,000
Price includes dual engine gauges, gyro instrumentation, pitot-static system, strobe lights, fuel injected engines, turbochargers, oxygen system and exterior paint.												
CESSNA 421 Golden Eagle	6-8	2 Cont. TSIO-520-LS, 375 hp ea.	1,236	7,500/4,640	241 @ 25,000'/210 227 @ 25,000'/229	885 @ 25,000' 950 @ 25,000'	2,323'/2,293'	1,940/350	30,200'/13,200'	74/100	36'4.6" / 12'11.1" / 41'1.5"	\$432,000
Price includes dual controls, dual engine gauges, dual nav/com, ADF, marker beacon receiver, gyro instrumentation, pitot-static system, strobe lights, fuel injected engines, turbochargers, oxygen system, fixed cabin pressure control system and exterior paint.												

*Gross Weight, sea level; NA-Not Available; (fg)-fixed gear

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb)	Gross Empty Weight (lb)	Cruise Speed (kt) 75% @ alt/pph 65% @ alt/pph	Optimum Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb/Engine out ROC (fpm)	Service/SE Svc Ceiling	Stall Speed/Vmc (gear, flaps down, kt)	Length/Height/Span	Price
PILATUS BRITTEN-NORMAN Trislander BN 2A-Mark III (fg)	18	3 Lyc. O-540-E4C5, 260 hp ea.	1,176	10,000/5,600	154 @ 7,000'/253 150 @ 7,000'/228	820 @ 7,000' 870 @ 7,000'	1,919'/1,430'	1,000/145	12,400'/6,800'	50/ NA	48'2"/14'2"/53'	\$495,770

Price includes dual controls, engine gauges, gyro instrumentation, avionics package, pitot-static system and ELT.

TURBOPROP

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb)	Gross Empty Weight (lb)	Cruise Speed (kt) 75% @ alt/pph 65% @ alt/pph	Optimum Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb/Engine out ROC (fpm)	Service/SE Svc Ceiling	Stall Speed/Vmc (gear, flaps down, kt)	Length/Height/Span	Price
PIPER Cheyenne I	6-7	2 P&W PT6A-11, 500 shp ea.	2,079	8,700/4,907	249 @ 14,000'/544 212 @ 29,000'/314	1,390 @ 29,000'	2,444'/1,663'	1,750/440	28,200'/14,200'	77/90	34'8"/12'9"/40'8"	\$704,520
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, air conditioning, exterior paint and corrosion proofing.												
BEECH King Air C90	6-10	2 P&W PT6A-21, 550 shp ea.	2,632	9,650/5,765	222 @ 12,000'/514 216 @ 21,000'/395	1,281 @ 21,000'	2,261'/1,672'	1,955/539	30,700'/14,100'	76/92	35'6"/14'3"/50'3"	\$806,500
Price includes dual controls engine gauges, dual nav/com, transponder, DME, ADF, marker beacon, gyro instrumentation, pitot-static system, pressurization, air conditioning and exterior paint.												
PIPER Cheyenne II	6-8	2 P&W PT6A-28, 620 shp ea.	2,632	9,000/4,983	283 @ 12,000'/688 224 @ 31,000'/316	1,510 @ 29,000'	1,980'/1,860'	2,710/660	31,600'/14,600'	76/96	34'8"/12'9"/42'8"	\$821,440
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, air conditioning, exterior paint and corrosion proofing.												
CESSNA Corsair	6-8	2 P&W PT6A-112, 450 shp ea.	2,470	8,200/4,870	264 @ 17,700'/NA 259 @ 25,000'/NA	1,565 @ 26,000'	2,341'/2,145'	2,027/434	34,700'/18,500'	79/80	35'10"/12'7"/44'2"	\$825,000
Price includes dual controls, engine gauges, dual nav/com, ADF, glideslope, transponder, DME, autopilot, HSI, encoding altimeter, gyro instrumentation, pitot-static system, air conditioner, cabin pressure system, strobe lights, oxygen system, exterior paint and prop synchronizer.												
PIPER Cheyenne IIXL	8	2 P&W PT6A-135, 620 shp ea.	2,632	9,474/5,112	276 @ 12,000'/NA 243 @ 31,000'/NA	1,330 @ 25,000'	NA/1,860'	1,750/NA	30,000'/NA	80/98	36'8"/12'9"/42'8"	\$946,440
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, air conditioning, exterior paint and corrosion proofing.												
BEECH King Air E90	6-10	2 P&W PT6A-28, 550 shp ea.	3,199	10,100/5,996	249 @ 12,000'/708 245 @ 25,000'/462	1,625 @ 21,000'	2,024'/2,110'	1,870/470	30,910'/15,300'	77/92	35'6"/14'3"/50'3"	\$999,950
Price includes dual controls, engine gauges, dual nav/com, transponder, DME, ADF, marker beacon, gyro instrumentation, pitot-static system, pressurization, air conditioning and exterior paint.												
SHORT Skyvan Series 3 (fg)	20	2 Garrett TPE-331-2-201A, 715 shp ea.	2,349	12,500/7,947	169 @ 5,000'/705 150 @ 5,000'/592	600 @ 10,000'	1,600'/1,440'	1,625/450	22,500'/12,500'	60/66	40'1"/15'1"/64'11"	\$1,060,000
Standard equipment includes dual controls, engine gauges, gyro instrumentation and pitot-static system.												
CESSNA Conquest	8-11	2 Garrett TPE-331-8-401S, 625 shp ea.	3,206	9,850/5,706	295 @ 16,000'/NA 293 @ 24,000'/NA	2,212 @ 33,000'	2,465'/1,875'	2,435/715	37,000'/21,380'	75/92	39'1"/13'15"/49'5"	\$1,075,000
Price includes dual controls, dual engine gauges, dual nav/com, marker beacon, ADF, DME, transponder, RMI, radar, flight director, encoding altimeter, gyro instrumentation, pitot-static system, ELT, air conditioning, strobe lights, oxygen system, pressurization system, corrosion proofing, and exterior paint.												
ROCKWELL Jetprop Commander 840	7-11	2 Garrett TPE-331-5-524K, 717 shp ea.	2,902	10,325/6,629	267 @ 31,000'/378 248 @ 31,000'/343	1,976 @ 31,000'	1,833'/2,332'	2,824/1,003	34,000'/21,000'	75/93	42'11"/14'11"/52'2"	\$1,129,500
Price includes gyro instrumentation, dual controls, pitot-static system, avionics package w/autopilot, flight director, radar and radio altimeter and ice protection system.												
BEECH King Air F90	6-10	2 P&W PT6A-135, 750 shp ea.	3,172	10,950/6,549	267 @ 12,000'/350 251 @ 25,000'/482	1,576 @ 26,000'	2,856'/2,275'	2,380/600	31,000'/14,390'	77/91	39'10"/15'1"/45'1"	\$1,133,750
Price includes engine gauges, gyro instrumentation, dual controls, ADF, DME, marker beacon lights, transponder, compass system, and dual microphones, headsets and cabin speakers.												

*Gross Weight, sea level; NA-Not Available; (fg)-Fixed gear

continued

1981 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb)	Gross/Empty Weight (lb)	Cruise Speed (kt) Max @ alt/pph Econ @ alt/pph	Optimum Range w 45-min rsv (nm) @ alt	Takeoff/Landing Distance 50' obst	*Rate of Climb/ Engine out ROC (ft/min)	Service/SE Svc Ceiling	Stall Speed VMC gear, flaps down, kt	Length/Height/Span	Price
MITSUBISHI Solitaire	7-9	2 Garrett TPE-331-10-501M, 727 shp ea.	2,700	10,520/7,010	321 @ 20,000'/NA 304 @ 30,000'/450	1,600 @ 31,000'	1,800'/1,950'	2,350/475	35,500'/20,300'	73/93	33'3"/12'11"/39'	\$1,160,000
<i>Price includes dual controls, dual flight instrumentation, dual nav/com, marker beacon receiver, ADF, dual RMI, DME, transponder, full IFR instrumentation with integrated FD/AP, executive interior, refreshment center, pressurization, exterior paint, flight training for 2 pilots and 3-year warranty on airframe.</i>												
BEECH King Air B100	8-15	2 Garrett TPE-331-6-252B, 715 shp ea.	3,172	11,800/7,082	265 @ 12,000'/710 262 @ 21,000'/549	1,325 @ 21,000'	2,694'/2,679'	2,139/501	30,430'/12,120'	83/86	39'11"/15'5"/45'11"	\$1,177,500
<i>Price includes dual controls, engine gauges, dual nav/com, transponder, radar, DME, ADF, marker beacon, gyro instrumentation, pitot-static system, pressurization, reversible four blade props, engine fire detection system, air conditioning and exterior paint.</i>												
PIPER Cheyenne III	8-11	2 P&W PT6A-41, 720 shp ea.	3,915	11,000/6,389	290 @ 20,000'/NA 265 @ 33,000'/NA	2,205 @ 33,000'	3,230'/2,591'	2,236/531	32,800'/14,550'	84/98	43'5"/14'9"/47'8"	\$1,182,490
<i>Price includes engine gauges, pitot-static system, dual controls, full de-ice equipment and an environmental control system.</i>												
ROCKWELL Jetprop Commander 980	7-11	2 Garrett TPE-33-10-501K, 733 shp ea.	3,199	10,325/6,727	295 @ 31,000'/440 249 @ 31,000'/336	1,860 @ 31,000'	1,834'/2,310'	2,777/982	37,369'/24,850'	75/93	42'11"/14'11"/52'2"	\$1,329,500
<i>Price includes gyro instrumentation, dual controls, pitot-static system, avionics package w/autopilot, flight director, radar and radio altimeter and ice protection system.</i>												
MITSUBISHI Marquise	9-11	2 Garrett TPE-331-10-501M, 778 shp ea.	2,700	11,625/7,650	308 @ 16,000'/NA 280 @ 28,000'/464	1,395 @ 31,000'	2,170'/2,200'	2,200/410	33,000'/18,200'	76/99	39'5"/13'8"/39'2"	\$1,440,000
<i>Price includes dual controls, dual flight instrumentation, dual nav/com, DME, transponder, ADF, dual RMI, radar, marker beacon receiver, full IFR instrumentation with integrated FD/AP, executive interior, refreshment center, pressurization, exterior paint, flight training for 2 pilots, 3-year warranty on air frame.</i>												
BEECH Super King Air	8-15	2 P&W PT6A-41, 850 shp ea.	3,672	12,500/7,538	285 @ 18,000'/746 278 @ 25,000'/640	1,898 @ 35,000'	2,579'/2,074'	2,450'/740	35,000'/19,150'	75/91	43'9"/15'/54'6"	\$1,475,000
<i>Price includes dual controls, engine gauges, dual nav/com, transponder, radar, DME, ADF, marker beacon, gyro instrumentation, pitot-static system, pressurization, reversible three-blade props, engine fire detection system, emergency oxygen system, air conditioning and exterior paint.</i>												
ROCKWELL Jetprop Commander 1000	8-11	2 AiRes. TPE-331-10-501K, 820 shp ea.	3,199	11,200/7,018	290 @ 31,000'/442 257 @ 31,000'/342	2,003 @ 35,000'	2,100'/2,370'	2,804/945	35,500'/21,310'	75/93	42'11"/14'11"/52'11"	\$1,485,000
<i>Price includes dual controls, gyro instrumentation, pitot-static system, avionics package, autopilot, flight director, radar altimeter and ice protection system.</i>												
EMBRAER Bandeirante EMB-110/41	20	2 P&W PT6A-34, 750 shp ea.	2,884	13,000/8,000	224 @ 10,000'/NA 178 @ 10,000'/NA	345 @ 10,000'	2,620'/2,850'	1,640/370	21,500'/10,200'	71/NA	49'6"/16'1"/50'4"	\$1,497,589
<i>Price includes dual controls, engine gauges, avionics package, gyro instrumentation, pitot-static system and ELT.</i>												
SWEARINGEN Merlin III C	8-11	2 Garrett TPE-331-10U-503G, 900 shp ea.	4,342	13,230/8,150	285 @ 25,000'/525 NA	2,239 @ 26,000'	3,150'/3,150'	2,600/580	27,000'/14,000'	86/NA	42'2"/16'10"/46'3"	\$1,630,000
<i>Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system.</i>												
SWEARINGEN Metro III	19	2 Garrett TPE-331-11U-601G, 1,000 shp ea.	4,342	14,000/8,332'	255 @ 25,000'/500 NA	2,137 @ 25,000'	2,850'/3,125'	2,440/627	30,000'/14,550'	86/NA	59'4"/16'8"/57'	\$1,845,000
<i>Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system.</i>												
SWEARINGEN Merlin IV C	13-16	2 Garrett TPE-331-1U-601G, 840 shp ea.	4,342	14,000/9,100	260 @ 25,000'/500 NA	2,117 @ 26,000'	2,850'/3,125'	2,440/627	30,000'/14,550'	86/NA	59'4"/16'8"/57'	\$1,845,000
<i>Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system.</i>												
SHORT 330	33	PUW PT6A-45B, 1,156 shp ea.	3,888	22,600/14,600	190 @ 6,000'/973 160 @ 6,000'/786	750 @ 10,000'	3,850'/3,600'	1,100/300	20,000'/8,400'	74/76	58'/16'3"/74'8"	\$2,870,000
<i>Standard equipment includes dual controls, engine gauges, dual nav/com, transponder, DME, ADF, radar, flight director, gyro instrumentation, pitot-static system and ELT.</i>												
BRITISH AEROSPACE Intercity 748	48	2 RR Dart 535-2, 2,280 shp ea.	11,205	46,500/27,123	244 @ 10,000'/2,000 220 @ 23,000'/1,300	1,860 @ 20,000'	2,700'/3,300'	NA	25,000'/9,500'	80/83	67'/24'10"/102'9"	\$6,500,000
<i>Price includes dual controls, engine gauges, avionics package, gyro instrumentation, pitot-static system and ELT.</i>												

*Gross Weight, sea level; NA-Not Available

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1981 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb)	Gross/Empty Weight (lb)	Cruise Speed (kt) Max @ alt/pph Econ @ alt/pph	Optimum Range (w 45-min rsv (nm)) @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb/Engine out ROC (fpm)	Service/SE SVC Ceiling	Stall Speed/Vmc (gear, flaps down, kt)	Length/Height/Span	Price
DE HAVILLAND DHC-6 Twin Otter Series 300	22	2 P&W PT6A-27, 620 shp ea.	2,551/	12,500/7,415	162 @ 10,000'/857 150 @ 10,000'/772	775 @ 10,000'	1,500'/1,940'	1,600/340	26,700'/11,600'	58/64	51'9"/19'6"/65'	NA
<i>Fixed gear, STOL aircraft. Standard equipment on request.</i>												
DE HAVILLAND DHC-7 Dash 7 Series 100	53	4 P&W PT6A-50, 1,120 shp ea.	9,990	44,000/27,650	230 @ 19,000'/1,763 215 @ 19,000'/1,569	1,403 @ 20,000'	2,260'/1,950'	1,220/720	22,800'/14,800'	66/65	80'7"/26'2"/93'	NA
<i>STOL aircraft. Standard equipment includes dual controls, engine gauges, IFR avionics, gyro instrumentation, pitot-static system, deicing system, air conditioning, crew oxygen, passenger emergency oxygen, 50 passenger seats and exterior paint.</i>												

TURBOJET

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb)	Gross/Empty Weight (lb)	Optimum Speed kt @ alt/pph	Optimum Range w 45-min rsv (nm) @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb/Engine out ROC (fpm)	Service/SE SVC Ceiling	Stall Speed/Vmc (gear, flaps down, kt)	Length/Height/Span	Price
CESSNA Citation I	7-9	2 P&W JT15D-1A, 2,200 lbs. thrust ea.	3,807	12,000/6,557	352 @ 35,000'/967	1,525 @ 41,000'	2,930'/2,270'	2,680/800	41,000'/21,000'	82/NA	43'6"/14'4"/47'1"	\$1,545,000
<i>Price includes dual controls, engine gauges, dual nav/com, dual RMI, ADF, DME, autopilot, flight director, transponder, radar, HSI, encoding altimeter, gyro instrumentation, pitot-static system, pressurization, air conditioning, strobe lights, emergency oxygen system and exterior paint.</i>												
GATES Learjet 25D	10	2 GE CJ610-8A, 2,950 lbs. thrust ea.	6,098	15,500/7,950	452 @ 41,000'/1,575	1,431 @ 43,000'	3,937'/2,744'	6,830/1,910	51,000'/23,500'	97/102	47'7"/12'4"/35'7"	\$1,910,000
<i>Price includes dual controls, engine gauges, dual nav/com with marker lights, DME, transponder, radar, ADF, dual RMI, flight director, encoding altimeter, gyro instrumentation and pitot-static system.</i>												
GATES Learjet 28	10	2 GE CJ610-8A, 2,950 lbs. thrust ea.	4,684	15,500/8,568	448 @ 47,000'/1,419	1,137 @ 49,000'	3,130'/2,734'	6,925/2,125	51,000'/NA	90/91	47'7"/12'4"/35'7"	\$2,114,500
<i>Price includes dual controls, engine gauges, dual nav/com with marker lights, DME, transponder, radar, ADF, dual RMI, flight director, encoding altimeter, gyro instrumentation and pitot-static system.</i>												
GATES Learjet 29	8	2 GE CJ610-8A, 2,950 lbs. thrust ea.	5,373	15,500/8,524	448 @ 47,000'/1,419	1,376 @ 49,000'	3,130'/2,734'	6,925/2,125	51,000'/NA	90/91	47'7"/12'4"/43'9"	\$2,166,300
<i>Price includes dual controls, engine gauges, dual nav/com with marker lights, DME, transponder, radar, ADF, dual RMI, flight director, encoding altimeter, gyro instrumentation and pitot-static system.</i>												
CESSNA Citation II	9-11	2 P&W JT15D-4, 2,500 lbs. thrust ea.	4,814	13,500/7,181	365 @ 25,000'/990	1,968 @ 43,000'	2,900'/2,270'	3,500/910	43,000'/25,200'	81/NA	47'2"/14'11"/51'8"	\$2,170,000
<i>Price includes dual controls, engine gauges, dual nav/com w/marker lights, dual RMI, ADF, DME, autopilot, flight director, transponder, radar, encoding altimeter, gyro instrumentation, pitot-static system, pressurization, corrosion proofing, air conditioning, strobe lights, emergency oxygen system and exterior paint.</i>												
GATES Learjet 35A	10	2 Garrett TFE-731-2, 3,500 lbs. thrust ea.	6,238	17,000/9,571	459 @ 41,000'/1,190	2,289 @ 43,000'	4,224'/3,075'	4,760/1,460	45,000'/25,300'	99/112	48'8"/12'4"/39'6"	\$3,050,000
<i>18,250 gross weight available as no-cost option. Price includes dual controls, dual engine gauges, dual nav/com with marker lights, DME, dual transponder, radar, ADF, dual RMI, dual flight indicators, encoding altimeter, radio altimeter, gyro instrumentation and pitot-static system.</i>												
GATES Learjet 36A	8	2 Garrett TFE-731-2, 3,500 lbs. thrust ea.	7,440	18,300/9,570	459 @ 41,000'/1,190	2,720 @ 43,000'	4,972'/3,075'	4,431/1,315	45,000'/23,500'	99/112	48'8"/12'4"/39'6"	\$3,200,000
<i>Price includes dual controls, dual engine gauges, dual nav/com with marker lights, DME, dual transponder, radar, ADF, dual RMI, dual flight indicators, encoding altimeter, radio altimeter, gyro instrumentation and pitot-static system. Price escalation from Jan. 1, 1981 until the third month prior to month of aircraft delivery.</i>												
DASSAULT Falcon 10	10	2 Garrett TFE-731-2-1C, 3,230 lbs. thrust ea.	5,910	18,740/10,800	487 @ 31,000'/1,765	1,900 @ 35,000'	4,500'/2,750'	4,450/1,050	45,000'/19,000'	93/100	45'3"/15'2"/42'10"	\$3,200,000
<i>Price includes engine gauges, dual nav/com, marker beacon, ADF, DME (dual indicators), dual transponder, radar, radio and encoding altimeter, autopilot, flight director, single point refueling, landing lights, strobe lights, fully modulated anti-skid and thermal anti-ice.</i>												

*Gross Weight, sea level; NA-Not Available

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb)	Gross/Empty Weight (lb)	Optimum Speed kt @ alt/pph	Optimum Range w 45-min rsv (nm) @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb/Engine out ROC (fpm)	Service/SE Svc Ceiling	Stall Speed/Vmc (gear, flaps down, kt)	Length/Height/Span	Price
ISRAEL AIRCRAFT Westwind 1	10	2 Garrett TFE-731-3, 3,700 lbs. thrust ea.	8,710	23,000/12,400	446 @ 31,000'/NA	2,440 @ 41,000'	4,950'/2,450'	3,200/1,063	45,000'/29,000'	99/104	52'3"/15'10"/44'10"	\$3,295,000
Price includes thrust reversers, hydraulic nosewheel steering, radar, angle of attack display, dual transponder, compass system, RNAV, strobe lights, recognition lights, ADF, DME, marker beacon lights, dual nav/com, dual RMI, air conditioning, oxygen and paint.												
ISRAEL AIRCRAFT Westwind 2	10	2 Garrett TFE-731-3, 3,700 lbs. thrust ea.	9,540	23,650/12,850	452 @ 31,000'/NA	2,905 @ 41,000'	5,250'/2,450'	3,400/1,130	45,000'/36,000'	99/104	52'3"/15'10"/44'10"	\$3,810,000
Price includes thrust reversers, hydraulic nosewheel steering, color radar, angle of attack display, dual transponder, dual compass system, DME, ADF, radio altimeter, autopilot, flight director, VLF, strobe lights, recognition lights, marker beacon lights, dual nav/com, dual RMI, complete Collins Flight Management system, air conditioning, oxygen and paint.												
BRITISH AEROSPACE HS 125 Series 700	8-14	2 Garrett TFE-731-3R-1H, 3,700 lbs. thrust ea.	9,450	25,000/14,000	443 @ 31,000'/NA	2,550 @ 41,000'	NA/2,250'	3,000/1,350	41,000'/21,600'	82/95	50'7"/17'6"/47'	\$4,300,000
Price includes engine gauges.												
ROCKWELL Sabreliner 65	10	2 Garrett TFE-731-3R-10, 3,700 lbs. thrust ea.	8,707	24,000/13,700	465 @ 31,000'/NA	2,800 @ 45,000'	3,600'/3,140'	3,540/893	45,000'/22,000'	82/NA	46'11"/18'/50'5"	\$4,575,000
Price is a firm price for 1981 delivery and includes dual controls, engine gauges, dual nav/com, marker beacon, autopilot, flight director, dual RMI indicators, transponder, DME, ADF, radar, gyro instrumentation, pitot-static system, oxygen system and exterior paint.												
DASSAULT Falcon 20F	12	2 GE CF700-2D-2, 4,500 lbs. thrust ea.	9,180	28,660/17,060	453 @ 31,000'/2,510	3,650 @ 35,000'	4,950'/2,475'	3,650/900	42,000'/28,000'	99/98	56'3"/17'5"/53'5"	\$5,570,000
Price includes dual nav/com, marker beacon, ADF, dual DME, dual transponder, radar, radio altimeter, autopilot, flight director, single point refueling, aux. power unit, landing and strobe lights, fully modulated anti-skid, thermal anti-ice and exterior paint.												
CANADAIR Challenger	8-15	2 Lyc. ALF-502L-75, 7,500 lbs. thrust ea.	16,600	40,100/22,675	425 @ 25,000'/1,700	3,640 @ 49,000'	4,700'/3,230'	6,000/1,700	49,000'/25,000'	96/110	68'5"/20'8"/61'10"	\$7,000,000
Price includes dual controls, engine gauges, dual nav/com, ADF, RMI, dual DME, dual transponder, gyro instrumentation, dual flight director and autopilot, ADC, radar altimeter, ADA, color weather radar, standby compass, and pitot-static system.												
DASSAULT Falcon 50	14	3 Garrett TFE-731-3-1C, 3,700 lbs. thrust ea.	15,592	38,800/20,240	482 @ 31,000'/2,802	3,650 @ 35,000'	4,700'/2,900'	3,526/NA	45,000'/35,000'	91/82	60'5"/22'11"/61'10"	\$7,550,000
Price includes dual nav/com, marker beacon, dual DME, dual transponder, dual ADF, radio altimeter, radar, flight director, autopilot, center engine thrust reverser, external 90 cu. ft. press. baggage compartment, single point refueling, landing and strobe lights, fully modulated anti-skid, thermal anti-ice, and VLF navigation.												
GULFSTREAM AMERICAN Gulfstream III	19	2 RR 163-25 MK 511-8, 11,400 lbs. thrust ea.	27,897	68,700/32,500	445 @ 43,000'/2,728	4,060 @ 43,000'	5,850'/3,400'	3,800/1,200	45,000'/NA	105/101	83'1"/24'5"/77'10"	NA
Standard equipment includes dual controls, engine gauges, dual flight directors, autopilot, three VHF transceivers, dual VHF receivers, dual ADF, dual transponders, dual DME, radar, radar altimeter, cockpit voice recorder, gyro instrumentation and pitot-static system.												

AGRICULTURAL

Manufacturer and Model	Seats	Powerplant /Prop type	Hopper Capacity (gal)	Fuel Capacity (lb)	Gross/Empty Weight (lb)	Working Speed (kt)/pph	Takeoff/Landing Distance (over 50' obst)	*Rate of climb (fpm)	Stall Speed (gear, flaps down, kt)	Length/Height/Span	Price
PIPER Pawnee D	1	Lyc. O-540, 235 hp/FP	150	231	2,900/1,598	87-92/84	1,350'/NA	700	61	24'8"/7'2"/36'2"	\$53,180
Price includes engine gauges, non-corrosive hopper, pitot-static system and exterior paint. Engine with 260 hp, FP or CS also available											

FP-Fixed Pitch; *Gross Weight, sea level; NA-Not Available

1981 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplant / Prop type	Hopper Capacity (gal)	Fuel Capacity (lb)	Gross/Empty Weight (lb)	Working Speed (kt)/pph	Takeoff/Landing Distance (over 50' obst)	*Rate of climb (fpm)	Stall Speed (gear, flaps down, kt)	Length/Height/Span	Price
CESSNA Ag Wagon	1	Cont. IO-520-D, 300 hp/CS	200	324	4,000/2,179	101/93	1,965'/1,265'	525	55	25'11"/8'2"/40'8"	\$62,500
Price includes engine gauges and pitot-static system.											
WEATHERLY 620	1	P&W R-985, 450 hp/CS	335	390	5,000/2,850	80-126/NA	NA/980'	980	57	27'2"/9'7.5"/41'	\$69,800
Price includes engine gauges, pitot-static system and spray dispersal equipment.											
CESSNA Ag Truck	1	Cont. IO-520-D, 300 hp/CS	280	324	4,200/2,230	100/93	2,250'/1,265'	465	57	25'11"/8'2"/41'8"	\$71,200
Price includes engine gauges, pitot-static system and spray dispersal equipment.											
PIPER Brave 300	1	Lyc. IO-540-K1G5, 300 hp/CS	225/275	516	4,400/2,198	94-103/108	1,525'/1,650'	770	62	26'10"/7'6"/38'10"	\$74,740
Price includes engine gauges, pitot-static system, exterior paint and corrosion proofing.											
EAGLE 220	1	Cont. W-670-6N, 220 hp/FP	250	240	5,400/2,549	56-83/84	NA/NA	NA	36	26'/10'6"/55'	\$78,000
Price includes airspeed, altimeter, compass, fuel and engine gauges, polyurethane finish, quick release canopy and hydraulic disc brakes.											
AIR TRACTOR AT-301	1	P&W R-1340, 600 hp/CS	320	456	6,900/3,800	114/180	NA/NA	900	48	27'/8'6"/45'1"	\$79,100
Price includes spray equipment.											
CESSNA Ag Husky	1	Cont. TSIO-520-T, 310 hp/CS	280	324	4,400/2,322	100/106	2,060'/1,265'	510	61	26'6"/8'2"/41'8"	\$79,900
Price includes engine gauges, pitot-static system and spray dispersal equipment.											
EAGLE 300	1	Lyc. IO-540M1A5D, 300 hp/CS	250	240	5,400/2,549	56-95/102	NA/NA	NA	36	26'/10'6"/55'	\$90,000
Price includes airspeed, altimeter, compass, fuel and engine gauges, polyurethane finish, quick release canopy and hydraulic disc brakes.											
EMAIR Diablo 1200	1	Wright R-1820, 1,200 hp/CS	475	648	8,000/4,200	102/240	NA/NA	1,700	52	30'/11'9"/41'8"	\$90,000
Price includes corrosion resistant exterior paint and liquid dispersal equipment.											
PIPER Brave 375	1	Lyc. IO-720-DICD, 375 hp/CS	275	516	4,800/2,465	113-118/132	1,208'/1,850'	1,051	66	27'6"/7'6"/38'10"	\$99,860
Factory direct program available. Price includes engine gauges, pitot-static system, exterior paint and corrosion proofing.											
AYRES Thrush 600	2	P&W R-1340, 600 hp/CS	400	636	6,900/3,700	91-100/192	775'/500'	900	56	29'5"/9'2"/44'4"	\$105,500
Price includes engine gauges, pitot-static system, all engine/flight and dispersal system controls, spray equipment, nav and instrument lights, vibration engine mount, aft station crew seat and rotating beacon.											
AYRES Pezetel Thrush	2	PZL-R3S, 600 hp/CS	400	636	6,900/3,700	91-100/192	775'/500'	900	56	29'5"/9'2"/44'4"	\$112,500
Price includes engine gauges, pitot-static system, all engine/flight and dispersal system controls, spray equipment, nav and instrument lights, rotating beacon, vibration rear facing seat, optional forward facing seat and dual controls.											
PEZETEL Dromader PZL M-18	1	PZL-ASZ-62 IR, 1,000 hp/CS	660	636	9,300/5,645	91-100/222	1,500'/NA	1,142	63	31'1"/10'1"/58'	\$149,000
Price includes 660 gal hopper, engine, cockpit instrument and map lights, artificial horizon, course, airspeed, turn and bank, compass, altimeter, rate of climb, clock, engine controls, navigation, landing and taxi lights and dispersal equipment (without pump and sump).											
WEATHERLY 620TP	1	P&W PT6A-11AG, 400 hp/CS	340	390	5,000/2,500	80-125/204	NA/980'	980	57	27'2"/7'5"/41'	\$156,000
Price includes engine gauges, pitot-static system and spray dispersal equipment.											

FP-Fixed Pitch; CS-Constant Speed; *Gross Weight, sea level; NA-Not Available

Manufacturer and Model	Seats	Powerplant / Prop type	Hopper Capacity (gal)	Fuel Capacity (lb)	Gross / Empty Weight (lb)	Working Speed (kt) / pph	Takeoff / Landing Distance (over 50' obst)	*Rate of climb (fpm)	Stall Speed (gear, flaps down, kt)	Length / Height / Span	Price
AIR TRACTOR AT-302	1	Lyc. LTP-101, 600 hp/CS	320	756	6,700/3,350	123/180	NA/NA	1,200	46	29' / 8'6" / 45'1"	\$169,500
Price includes spray equipment.											
AIR TRACTOR AT-302A	1	Lyc. LTP-101, 600 hp/CS	400	756	7,700/3,400	123/180	NA/NA	1,000	49	29' / 8'6" / 45'1"	\$184,500
Price includes spray equipment.											
AIR TRACTOR AT-400	1	P&W PT6-15AG, 680 hp/CS	400	756	7,700/3,460	123/180	NA/NA	1,400	49	30' / 8'6" / 45'1"	\$188,500
Price includes spray equipment.											
AYRES Turbo Thrush	2	P&W PT6A-15AG, 680 hp/CS	400	636	8,200/3,600	83-130 / 222	815' / 500'	1,740	50	33' / 9'2" / 44'4"	\$203,500
With 500 gal. hopper—\$209,500. Price includes engine gauges, pitot-static system, all engine/flight and dispersal system controls, spray equipment, aft crew seat, nav and instrument lights and rotating beacon.											
MARSH Turbo Ag-Cat-C	1	Garrett 331, 715 hp/CS	500	480	8,500/3,212	78-117 / 204	700' / 300'	1,800	47	33' / 11'5" / 42'2"	\$212,000
Price includes engine gauges, pitot-static system, automatic start sequencing, automatic fuel nozzle purging, full spray equipment, reversible prop-inlet and fuel de-icing equipment.											
MARSH Turbo Thrush S2RT	1	Garrett 331, 715 hp/CS	400	636	7,800/3,600	90-159 / 204	600' / 300'	1,800	39	30'5" / 9'2" / 44'5"	\$215,500
Price includes engine gauges, pitot-static system, automatic start sequencing, automatic fuel nozzle purging, windshield wipers, full spray equipment, reversible prop-inlet and fuel de-icing equipment.											
MARSH Turbo Thrush S2RT-500	1	Garrett 331, 715 hp/CS	500	636	8,600/3,600	90-159 / 204	600' / 300'	1,800	39	30'5" / 9'2" / 44'5"	\$219,000
Price includes engine gauges, pitot-static system, automatic start sequencing, automatic fuel nozzle purging, full spray equipment, reversible prop-inlet and fuel de-icing equipment.											
AYRES Turbo Thrush	2	P&W PT6A-34AG, 750 hp/CS	400	636	8,200/3,600	83-130 / 204	815' / 500'	1,740	50	33' / 9'2" / 44'4"	\$232,500
With 500 gal. hopper—\$239,500. Price includes engine gauges, pitot-static system, all engine/flight and dispersal system controls, spray equipment, aft crew seat, nav and instrument lights and rotating beacon.											
SCHWEIZER Ag-Cat B/450	1	P&W R-985, 450 hp/CS	300	276	6,075/3,100	91-95 / NA	1,090' / 1,150'	925	46	25'11" / 11' / 43'3"	NA
Price includes engine gauges and pitot-static system.											
SCHWEIZER Ag-Cat B/600	1	P&W R-1340, 600 hp/CS	300	276	6,075/3,255	95-100 / NA	850' / 1,150'	1,460	47	25'6" / 11' / 43'3"	NA
Price includes engine gauges and pitot-static system.											

AMPHIBIAN

Manufacturer and Model	Seats	Powerplant / Prop type	Fuel Capacity (lb)	Gross / Empty Weight (lb)	Cruise Speed (kt) 75% @ alt/pph 65% @ alt/pph	Optimum Range w 45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff / Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Service Ceiling	Stall Speed (gear, flaps down, kt)	Length / Height / Span	Price
LAKE Buccaneer LA-4200	4	Lyc. IO-360-A1B, 200 hp/CS	240	2,690 / 1,535	125 @ 6,500' / 60 115 @ 6,500' / 56	424 @ 6,500' 436 @ 6,500'	1,450' / 900' (water) 775' / 900' (land)	1,200	14,700'	39	25' / 9'4" / 38'	\$82,920
Price includes dual controls, engine gauges, full TSO'd gyro panel, heated pitot and corrosion proofing.												
LAKE Turbo Buccaneer	4	Lyc. IO-360-A1B, 200 hp/CS	240	2,690 / 1,535	149 @ 20,000' / 72 140 @ 20,000' / 60	424 @ 6,500' 436 @ 6,500'	1,450' / 900' (water) 775' / 900' (land)	1,200	22,000'	39	25' / 9'4" / 38'	\$91,940
Price includes dual controls, engine gauges, full TSO'd gyro panel, heated pitot and corrosion proofing.												

CS-Constant Speed; *Gross Weight, sea level; NA-Not Available