

PREPARING FOR THE FUTURE



BY EDWARD G. TRIPP

General aviation aircraft sales in 1982 were the lowest in terms of units since 1955 (4,268 and 4,434, respectively). The difference in the dollar sales figures for those two years (\$1.99 billion and \$68 million, respectively) reflect inflation and the continuing development of larger, more sophisticated aircraft.

The total number of aircraft sold in 1982 is 75 percent lower than it was five years ago, yet the total dollar value, while down nearly a third from 1981, is \$200 million higher.

General aviation manufacturers think that 1983 will be very similar to 1982 in both the total number of aircraft sold and the total dollar volume.

Manufacturers have gone through several serious slumps since the end of World War II, but the steep slide that began in 1979 is the most severe and longest-lived. The total impact on jobs, and the human toll unemployment exacts, is unknown, but more than 12,000 direct workers were put out of work last year alone.

There was quite a bit of concern last year that the plummeting fortunes of the industry would mean the end of several of the leading manufacturers of airframes, engines and acces-

sories, most particularly those owned by conglomerates. The rumors were strongest about Piper and Continental. The facts happily proved different, and it appears that only Edo's Avionics Division has been put on the block.

Some smaller companies have fallen. Thorp never really got going, and Wing Aircraft entered a petition for protection under Chapter 11.

Mooney Aircraft has been under a great deal of pressure, although its efficient light singles have been selling quite well compared to its competition, and the often delayed M30 has been assembled and is being prepared for its first flight.

Cessna has announced the likelihood that no piston twins other than the T303 Crusader will be manufactured in 1983, and Piper has pared several models from its line.

If one considered general aviation manufacturing only from all the available bad news, the conclusions would be grim indeed. Models cut; production suspended; unsold field inventory; dealers canceling franchises; bankruptcies; no turnaround in sight.

But things are not all grim. Companies are investing in plants and equipment, and research and development expenditures have in-

PA-46-310P Malibu aircraft and photo by Piper; certification by FAA expected by summer 1983.

creased. Every one of the major airframe manufacturers have announced or have in development new models and improvements of existing models. Both Cessna and Piper executives have reemphasized the importance of primary flight trainers, and Piper has assured its dealer organization that it will not abandon the light single-engine market.

Field inventories of unsold aircraft are at their lowest levels in a couple of years. Should there be any increase in demand this year, that fact will have an immediate impact on production lines. Beech has announced the second increase in production rates for certain models. Manufacturing employees and engineers have been recalled at several companies.

The development in basic aircraft components such as avionics continue to outpace basic airframe development to increase the utility of existing models.

The unfortunate aspect of new product developments at all the major manufacturers is that the focus is almost totally on the low-volume, high-priced products. Little work is being done currently on the types of aircraft that most pilots fly.

The industry still is nettled by restrictive trade practices in other countries and the easy access that many foreign manufacturers have to the U.S. market, particularly for commuter and corporate aircraft (although most of these aircraft are full of major and minor components made in the United States).

We users are hamstrung by the awful price escalation of even the simplest aircraft and by the high cost of money. However, some product development and performance and reliability and maintenance improvements would probably have a significant effect on activity in the showrooms.

For many years, it has been a truism that engine development paces airframe development. Donald G. Bigler, president of Teledyne Continental Motors, made some intriguing remarks to the Aerospace Analysts Association recently in his role as chairman of the General Aviation Manufacturers Association. He mentioned that the turbine probably would effectively replace piston engines for most applications requiring more than 300 hp, but that from 300 hp and below the piston would be

king. Said Bigler, "...with recent developments plus a few new surprises, the piston engine will again take its place along with the turboprop and the third generation business jet in offering its customary fuel efficiency *plus* surprising new speed advantages." He mentioned changes to combustion systems, timing, electrical systems, electronic fuel injection and the possibility of multi-fuel engines as improvements that would raise fuel efficiency to near-diesel levels.

Bigler referred to a recent \$2.5 million research and development contract that NASA awarded Curtiss Wright Corporation for study of aviation applications of the rotary engine (Cessna and Curtiss Wright cooperated in a similar study more than 10 years ago) and mentioned that the rotary has the most immediate promise as a multi-fuel engine. He also said that liquid cooling is getting another look for piston engines. Continental, by the way, is known to be well along in its program to develop a small turboprop engine.

While superficially it may have looked as though the industry has been hunkering down in the trenches, there have been many things undertaken to prepare for the future.

In the meantime, despite financial burdens and other difficulties and uncertainties, people continue to fly and to learn to fly. Used aircraft sales continue at a fairly strong rate, too, with more than 40,000 having changed hands last year. Although student pilot starts are way down, completion rates are high, and quite a few flight schools rate their business as good to excellent to full-to-capacity.

Top aviation manufacturing executives for the most have viewed the ultralight phenomenon with disdain or downright hostility. While the ultralight business is immature, full of growing pains and slowed by the recession, the number of people who have taken to the air in these whimsical aircraft indicate one thing and suggest another: There are tens of thousands of people who want to fly; and, if the ultralight movement survives and grows, many of the fledglings who start in ultralights undoubtedly will (indeed, they are) transition to more conventional aircraft who might never have done so without an easy way to get off the ground. □

The 1983 AOPA Pilot Aircraft Directory includes all civil aircraft (except air transport) in production and available for purchase this year. New to the directory this year is an ultralight section. Usually run in our May issue as a separate directory, the ultralight guide has been included in recognition not just of the growing importance of these "vehicles," as the FAA insists on tagging them (see "Ultralight Update," p. 97), but also the importance of providing as much easily accessible information on all of today's aircraft as possible.

To that end, the directory is divided into 13 sections, with aircraft in each

section listed according to the manufacturer's suggested list price from least to most expensive. The information was current as of mid-December 1982 and was obtained directly from the manufacturers.

It is worth noting that pricing policies vary from one manufacturer to another, and, unless otherwise noted, the basic price does *not* include dual controls, avionics, certain engine gauges and some equipment required by Federal Aviation Regulations. Information for "In the Works" is preliminary and subject to change without notice from the manufacturer.

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SINGLE-ENGINE FIXED GEAR

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	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)	Price
TAYLORCRAFT F-21	2	Lyc. O-235-L2C, 112 hp/FP	144/24	1,500/ 990/ 366	107 @ 8,000'/36/6 NA	310 @ 8,000' NA	350'/ 350'	875	18,000'	38	\$23,500
Price includes engine and fuel gauges, navigation lights, toe brakes, shoulder harnesses, airspeed, altimeter, compass, owners and engine manuals and logbooks.											
TAYLORCRAFT F-21A	2	Lyc. O-235-L2C, 112 hp/FP	240/40	1,500/ 1,010/ 250	107 @ 8,000'/36/6 NA	588 @ 8,000' NA	350'/ 350'	875	18,000'	38	\$24,250
Price includes engine and fuel gauges, navigation lights, toe brakes, shoulder harnesses, airspeed, altimeter, compass, owner's and engine manuals and logbooks.											
PIPER PA-38 Tomahawk II	2	Lyc. O-235-L2C, 112 hp/FP	192/32	1,670/ 1,128/ 369	108 @ 7,100'/33/5.5 100 @ 5,000'/29/4.8	452 @ 7,100' 468 @ 10,500'	1,460'/ 1,544'	718	13,000'	49	\$27,080
Price includes dual controls, engine gauges, pitot-static system, airspeed, altimeter, compass, shoulder harnesses and exterior paint.											
CESSNA 152	2	Lyc. O-235-L2C, 110 hp/FP	156/26	1,675/ 1,112/ 416	107 @ 8,000'/36/6 99 @ 8,000'/31/5.2	318 @ 8,000' 355 @ 11,000'	1,340'/ 1,200'	715	14,700'	43	\$27,600
Price includes engine gauges, pitot-static system, exterior paint and oil cooler. Max payload calculated at max standard fuel.											
BEECH Skipper 77	2	Lyc. O-235-L2C, 115 hp/FP	174/29	1,675/ 1,103/ 403	105 @ 6,500'/44/7.3 97 @ 4,500'/34/5.6	342 @ 6,500' 369 @ 4,500'	1,280'/ 1,330'	720	12,900'	47	\$28,650
Price includes engine gauges, airspeed, altimeter and magnetic compass. Because of excess inventory, no 1983 models are being produced. Available aircraft are 1981-82 models.											
VARGA 2150A Kachina	2	Lyc. O-320-A2C, 150 hp/FP	210/35	1,817/ 1,125/ 692	104 @ 5,000'/45/7.5 101 @ 5,000'/42/7	392 @ 5,000' 413 @ 5,000'	NA	910	22,000'	45	\$32,950
Price includes dual controls, engine gauges, pitot-static system, shoulder harnesses and lap-belts, tinted windows, elevator trim, toe brakes, airspeed, altimeter, compass, stall warning horn, full electrical systems and landing and cockpit lights.											
VARGA 2150ATG Kachina	2	Lyc. O-320-A2C, 150 hp/FP	210/35	1,817/ 1,125/ 672	NA	NA	NA	1,010	22,000'	49	\$33,950
Price includes dual controls, engine gauges, pitot-static system, shoulder harnesses and lap-belts, tinted windows, elevator trim, toe brakes, airspeed, altimeter, compass, stall warning horn, full electrical systems and landing and cockpit lights.											
ARCTIC S1B2 Interstate	2	Lyc. O-320-A2B, 150 hp/FP	240/40	1,900/ 988/ 672	102 @ 3,500'/48/8 96 @ 3,500'/42/7	500 @ 3,000' 493 @ 3,000'	325'/ 500'	1,275	19,000'	30	\$34,970
Price includes dual controls, toe brakes, 82/44 McCauley prop. 50" flaps, 8" Maule tailwheel, 850 x 6 tires, cabin heat, windshield defroster, lexan windshield and 1,500 lb Cleveland wheels and brakes.											

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

1983 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	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)	Price
MAULE M-5-180C	4	Lyc. O-360-C1F 180 hp/CS	240/40	2,300/ 1,325/ 1,000	137 @ 7,500'/63/10.5 130 @ 7,500'/52/8.6	450 @ 7,500' 490 @ 7,500'	600'/ 600'	900	15,000'	34	\$36,395
STOL aircraft. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot.											
CESSNA 152 Aerobat	2	Lyc. O-235-L2C, 110 hp/FP	156/26	1,675/ 1,133/ 395	106 @ 8,000'/36/6 97 @ 8,000'/31/5.2	315 @ 8,000' 355 @ 11,000'	1,340'/ 1,200'	715	14,700'	43	\$36,750
Price includes engine gauges, pitot-static system, exterior paint, basic avionics kit, nav/com, reclining seats, removable cushions, shoulder restraint & lap-belt system, tinted skylight windows and quick-release doors. Max payload calculated at max standard fuel.											
VARGA 2180 Kachina	2	Lyc. O-360-A, 180 hp/FP	210/35	1,817/ 1,175/ 642	115 @ 5,000'/48/8 109 @ 5,000'/42/7	390 @ 5,000' 403 @ 5,000'	NA	1,310	22,000'	45	\$36,895
Price includes dual controls, engine gauges, pitot-static system, shoulder harnesses, lap-belts, tinted windows, elevator trim, toe brakes, airspeed, altimeter, compass, stall warning horn, full electrical system and landing and cockpit lights.											
VARGA 2180TG Kachina	2	Lyc. O-360-A, 180 hp/FP	210/35	1,817/ 1,175/ 642	NA NA	NA NA	NA	1,405	22,000'	49	\$37,895
Price includes dual controls, engine gauges, pitot-static system, shoulder harnesses and lap-belts, tinted windows, elevator trim, toe brakes, airspeed, altimeter, compass, stall warning horn, full electrical systems and landing and cockpit lights.											
PIPER PA-28-161 Warrior II	4	Lyc. O-320-D3G, 160 hp/FP	300/50	2,440/ 1,348/ 677	127 @ 9,000'/60/10 118 @ 12,500'/52/8.6	590 @ 9,000' 633 @ 12,500'	1,650'/ 1,160'	644	11,000'	44	\$39,400
Price includes dual controls, pitot-static system and engine gauges.											
MAULE M-5-235C Lunar Rocket	4	Lyc. O-540-J1A5D, 235 hp/CS	240/40	2,300/ 1,400/ 1,000	150 @ 7,500'/87/14.5 142 @ 7,500'/72/12	405 @ 7,500' 450 @ 7,500'	600'/ 600'	1,350	20,000'	34	\$40,637
STOL aircraft. Gross weight when float equipped is 2,530. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot. Lyc-IO-540-W1A5D fuel-injected model available for \$43,176.											
MAULE M-5-2 10TC Lunar Rocket	4	Lyc. TO-360-F1A6D, 210 hp/CS	240/40	2,300/ 1,400/ 900	170 @ 17,000'/84/14 156 @ 17,000'/76/12.6	405 @ 17,000' 450 @ 17,000'	600'/ 600'	1,250	20,000'	34	\$43,626
STOL aircraft. Price includes dual controls and engine gauges.											
MAULE M-6-235 Lunar Rocket	4	Lyc. O-540-J1A5D, 235 hp/CS	420/70	1,500/ 1,050/ NA	150 @ 7,500'/90/15 142 @ 7,500'/72/12	405 @ 7,500' 450 @ 7,500'	600'/ 600'	1,350	20,000'	22	\$43,637
STOL aircraft. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot. Fuel-injected model available for \$46,176.											
CESSNA 172 P Skyhawk	4	Lyc. O-320-D2J, 160 hp/FP	258/43	2,407/ 1,427/ 740	120 @ 8,000'/50/8.4 111 @ 8,000'/44/7.3	442 @ 8,000' 587 @ 6,000'	1,625'/ 1,280'	700	13,000'	46	\$44,000
Price includes engine gauges, gyro instrumentation, pitot-static system, exterior paint and wheel fairings. Max payload calculated at max standard fuel.											
PITTS S-1S	1	Lyc. AEIO-360-B4A, 180 hp/FP	120/20	1,150/ 750/ 280	126 @ NA 117 @ NA	200 @ NA NA	1,050'/ 970'	2,600	22,000'	50	\$44,000
Price includes engine gauges and pitot-static system.											
PIPER PA-28-181 Archer II	4	Lyc. O-360-A4M, 180 hp/FP	300/50	2,550/ 1,413/ 837	129 @ 8,000'/60/10 125 @ 12,000'/54/9	600 @ 8,000' 645 @ 12,000'	1,625'/ 1,390'	735	13,650'	49	\$48,250
Price includes dual controls, pitot-static system and engine gauges.											
BEECH C23 Sundowner	4	Lyc. O-360-A4K, 180 hp/FP	342/57	2,450/ 1,494/ 613	119 @ 8,500'/64/10.6 108 @ 8,500'/54/9	533 @ 8,500' 582 @ 8,500'	1,955'/ 1,484'	792	12,600'	51	\$53,550
Price includes engine gauges and pitot-static system. Max payload calculated at max standard fuel.											
PITTS S-2A	2	Lyc. AEIO-360-A1A, 200 hp/CS	144/24	1,500/ 1,035/ 321	128 @ NA 121 @ NA	200 @ NA NA	1,275'/ 1,230'	1,950	22,000'	50	\$56,000
PITTS S-2S	1	Lyc. AEIO-540-D4A5, 260 hp/CS	228/38	1,500/ 1,090/ 182	152 @ NA 148 @ NA	500 @ NA NA	1,000'/ 900'	2,700	25,000'	50	\$62,000
PIPER PA-28-236 Dakota	4	Lyc. O-540-J3A5D, 235 hp/CS	462/77	3,000/ 1,610/ 928	144 @ 9,100'/78/13 138 @ 12,200'/66/11	710 @ 8,500' 770 @ 11,400'	1,216'/ 1,530'	1,110	17,500'	56	\$64,710
Price includes dual controls, pitot-static system and engine gauges.											

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

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	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)	Price
CESSNA 182 R Skylane	4	Cont. O-470-U, 230 hp/CS	552/92	1,737/ 3,100/ 821	142 @ 8,000'/77/12.8 133 @ 8,000'/66/11	820 @ 8,000' 1,025 @ 10,000'	1,515'/ 1,350'	865	14,900'	49	\$67,050
Price includes engine gauges, pitot-static system, cylinder head temperature gauge and exterior paint.											
MUDRY 10 B CAP	2	Lyc. AEIO-360-B2F, 180 hp/FP	246/41	1,830/ 1,200/ 384	155 @ NA/60/10 150 @ NA/57/9.5	500 @ NA NA	1,477'/ 1,968'	1,100	17,000'	43	\$67,700
Price includes dual controls, engine gauges, pitot-static system, wiring for avionics and complete equipment for inverted aerobatics (shoulder harnesses, G-meter, etc.). Gross weight and rate of climb shown for utility category.											
CESSNA A185F Skywagon	6	Cont. IO-520-D, 300 hp/CS	528/88	3,350/ 1,708/ 1,126	147 @ 7,000'/96/16 138 @ 7,000'/78/13	645 @ 7,000' 715 @ 10,000'	1,430'/ 1,400'	1,075	17,900'	49	\$78,450
Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine and exterior paint.											
CESSNA T182 Turbo Skylane	4	Lyc. TO-540-L3C5D, 235 hp/CS	552/92	3,100/ 1,757/ 803	158 @ 20,000'/90/15 147 @ 20,000'/78/13	745 @ 20,000' 812 @ 20,000'	1,475'/ 1,350'	965	20,000'	49	\$80,850
Price includes engine gauges, gyro instrumentation, pitot-static system, cylinder head temperature gauge and exterior paint. Service ceiling is certified max operating altitude.											
PIPER PA-32-301 Saratoga	6-7	Lyc. IO-540-K1G5, 300 hp/CS	642/107	3,600/ 1,935/ 1,023	150 @ 8,000'/108/18 146 @ 10,000'/96/16	823 @ 8,000' 911 @ 10,000'	1,573'/ 1,530'	990	16,000'	58	\$90,360
Price includes dual controls, shoulder harnesses, pitot-static system and engine gauges.											
CESSNA U206G Stationair 6	6	Cont. IO-520-F, 300 hp/CS	552/92	3,600/ 1,942/ 1,118	147 @ 6,500'/96/16 135 @ 6,500'/78/13	680 @ 6,500' 760 @ 10,000'	1,780'/ 1,395'	920	14,800'	54	\$90,600
Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine and exterior paint.											
PIPER PA-32-301T Turbo Saratoga	6-7	Lyc. TIO-540-SIAD, 300 hp/CS	642/107	3,600/ 1,998/ 960	165 @ 20,000'/120/20 154 @ 20,000'/102/17	780 @ 20,000' 845 @ 20,000'	1,420'/ 1,640'	1,075	20,000'	58	\$101,470
Price includes dual controls, pitot-static system, engine gauges, cylinder head temperature gauge and exhaust gas temperature gauge. Service ceiling is max approved operating altitude.											
CESSNA TU206G Turbo Stationair 6	6	Cont. TSIO-520-M, 310 hp/CS	552/92	3,600/ 2,018/ 1,046	162 @ 20,000'/102/17 150 @ 20,000'/84/14	643 @ 22,000' 697 @ 22,000'	1,640'/ 1,395'	1,010	27,000'	54	\$101,700
Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine, oxygen system less masks, exterior paint and wheel fairings.											
CESSNA 207A Stationair 8	8	Cont. IO-520-F, 300 hp/CS	366/61	3,800/ 2,124/ 1,322	143 @ 6,500'/96/16 133 @ 6,500'/84/14	350 @ 6,500' 393 @ 6,500'	1,970'/ 1,500'	810	13,300'	58	\$102,450
Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel injected engine, exterior paint, eight-place seating and wheel fairings. Max payload calculated at max standard fuel.											
CESSNA T207A Turbo Stationair 8	8	Cont. TSIO-520-M, 310 hp/CS	366/61	3,800/ 2,193/ 1,257	157 @ 20,000'/96/16 145 @ 20,000'/84/14	340 @ 12,000' 355 @ 8,000'	1,860'/ 1,500'	885	26,000'	58	\$113,750
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. Max payload calculated at max standard fuel.											

SINGLE-ENGINE RETRACTABLE GEAR

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	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)	Price
CESSNA 172 RG Cutlass	4	Lyc. O-360-F1A6, 180 hp/CS	396/66	2,658/ 1,591/ 695	140 @ 9,000'/60/10 129 @ 9,000'/54/9	720 @ 9,000' 783 @ 11,000'	1,775'/ 1,340'	800	16,800'	50	\$68,300
Price includes engine gauges, cylinder head temperature gauge, gyro instrumentation, pitot-static system and exterior paint.											
MOONEY M20J 201	4	Lyc. IO-360-A3B6D, 200 hp/CS	384/64	2,740/ 1,671/ 685	168 @ 8,000'/66/11 163 @ 11,500'/60/10	830 @ 4,000' 910 @ 6,000'	1,770'/ 1,988'	1,030	18,800'	55	\$71,550
Price includes dual controls, engine gauges, pitot-static system and fuel-injected engine.											

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	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)	Price
BEECH C24R Sierra	4-6	Lyc. IO-360-A1B6, 200 hp/CS	342/57	2,750/ 1,694/ 713	137 @ 10,000'/60/10 127 @ 10,000'/54/9	646 @ 10,000' 670 @ 10,000'	1,561'/ 1,462'	927	15,385'	60	\$73,000
Price includes engine gauges, pitot-static system and fuel-injected engine. Max payload calculated at max standard fuel.											
PIPER PA-28RT-201T Turbo Arrow IV	4	Cont. TSIO-360-FB, 200 hp/CS	462/77	2,900/ 1,692/ 746	172 @ 18,500'/84/14 167 @ 20,000'/78/13	790 @ 18,000' 830 @ 18,000'	1,620'/ 1,530'	940	20,000'	61	\$79,110
Price includes dual controls, pitot-static system and engine gauges. Service ceiling is max approved operating altitude.											
MOONEY M20K 231	4	Cont. TSIO-360-GB1, 210 hp/CS	456/76	2,900/ 1,800/ 647	191 @ 24,000'/66/11 180 @ 24,000'/60/10	990 @ 21,000' 1,080 @ 9,000'	2,060'/ 2,280'	1,080	24,000'	57	\$79,850
Price includes dual controls, engine gauges and pitot-static system.											
CESSNA R182 Skylane RG	4	Lyc. O-540-J3C5D, 235 hp/CS	522/92	3,100/ 1,767/ 793	156 @ 7,500'/78/13 148 @ 7,500'/72/12	845 @ 7,500' 940 @ 11,000'	1,570'/ 1,320'	1,140	14,300'	50	\$88,550
Price includes engine gauges, gyro instrumentation, pitot-static system, cylinder head temperature gauge and exterior paint.											
CESSNA TR182 Turbo Skylane RG	4	Lyc. O-54D-L3C5D, 235 hp/CS	552/92	3,100/ 1,806/ 754	173 @ 20,000'/84/14 162 @ 20,000'/72/12	845 @ 7,500' 940 @ 11,000'	1,570'/ 1,320'	1,040	20,000'	50	\$98,500
Price includes engine gauges, gyro instrumentation, pitot-static system, cylinder head temperature gauge, oxygen system less masks and exterior paint. Service ceiling is max certified operating altitude.											
PIPER PA-32R-301 Saratoga SP	6-7	Lyc. IO-540-K1G5D, 300 hp/CS	642/107	3,600/ 1,999/ 959	159 @ 6,200'/108/18 153 @ 10,400'/96/16	865 @ 6,400' 937 @ 10,400'	1,573'/ 1,530'	1,010	16,700'	57	\$110,820
Price includes dual controls, shoulder harnesses, pitot-static system and engine gauges.											
CESSNA 210N Centurion	6	Cont. IO-520-L, 300 hp/CS	540/90	3,800/ 2,167/ 1,105	168 @ 6,500'/96/16 163 @ 10,000'/84/14	765 @ 6,500' 865 @ 10,000'	2,030'/ 1,500'	950	17,300'	56	\$117,450
Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel-injected engine and exterior paint.											
PIPER PA-32R-301T Turbo Saratoga SP	6-7	TIO-540-S1AD, 300 hp/CS	642/107	3,600/ 2,078/ 880	177 @ 20,000'/120/20 166 @ 20,000'/102/17	844 @ 20,000' 920 @ 20,000'	1,420'/ 1,640'	1,120	20,000'	60	\$122,150
Price includes dual controls, pitot-static system, engine gauges, cylinder head temperature gauge and exhaust gas temperature gauge. Service ceiling is max approved operating altitude.											
BEECH F33A Bonanza	4-5	Cont. IO-520-BB, 285 hp/CS	444/74	3,400/ 2,125/ 831	172 @ 6,000'/90/15 163 @ 8,000'/84/14	716 @ 6,000' 777 @ 10,000'	1,769'/ 1,324'	1,167	17,858'	51	\$126,500
Price includes engine gauges, nav/com, pitot-static system and fuel-injected engine. Max payload calculated at max standard fuel.											
BEECH V35B Bonanza	4-5	Cont. IO-520-BB, 285 hp/CS	444/74	3,400/ 2,110/ 846	172 @ 6,000'/90/15 163 @ 8,000'/84/14	716 @ 6,000' 777 @ 10,000'	1,769'/ 1,324'	1,167	17,858'	51	\$126,500
Price includes engine gauges, nav/com, pitot-static system and fuel-injected engine. Max payload calculated at max standard fuel.											
CESSNA T210N Turbo Centurion	6	Cont. TSIO-520-R, 310 hp/CS	540/90	4,000/ 2,256/ 1,220	184 @ 20,000'/102/17 170 @ 20,000'/84/14	740 @ 22,000' 795 @ 20,000'	2,160'/ 1,500'	930	27,000'	58	\$129,300
Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel-injected engine, oxygen system less masks and exterior paint.											
BEECH A36 Bonanza	4-6	Cont. IO-520-BB, 285 hp/CS	444/74	3,600/ 2,195/ 961	168 @ 6,000'/90/15 158 @ 8,000'/84/14	697 @ 6,000' 748 @ 10,000'	2,040'/ 1,450'	1,030	16,600'	52	\$135,000
Price includes engine gauges, nav/com, pitot-static system and fuel-injected engine. Max payload calculated at max standard fuel.											
BEECH B36TC Bonanza	6	Cont. TSIO-520-UB, 300 hp/CS	612/102	3,850/ 2,330/ 900	195 @ 25,000'/NA 188 @ 25,000'/NA (69%)	959 @ 25,000' 996 @ 25,000' (69%)	2,141'/ 1,692'	1,049	25,000'	57	\$161,500
Price includes engine gauges, nav/com, VOR/LOC, turbocharged engine, individual toe brakes, gyro instrumentation, clock, fuel gauges, logbooks and manuals, polyurethane exterior paint and ELT.											
CESSNA P210N Pressurized Centurion	6	Cont. TSIO-520-AF, 310 hp/CS	540/90	4,000/ 2,434/ 1,042	183 @ 20,000'/108/18 169 @ 20,000'/90/15	645 @ 20,000' 725 @ 20,000'	2,160'/ 1,500'	945	23,000'	58	\$194,100
Price includes engine gauges, pitot-static system, cylinder head temperature gauge, fuel-injected engine, pressurization system and exterior paint. Service ceiling is max certified operating altitude.											

CS—Constant Speed; *Gross Weight, sea level

MULTI-ENGINE PISTON

Cessna Aircraft Company has announced that it probably will not produce 1983 model year piston twins, with the exception of the Model T303 Crusader. Inventory manufactured in 1982 exists in sufficient quantity to fulfill expected demand.

However, the company also has stated that should sales increase for any of the suspended models, the production lines will be restarted.

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	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 (gear, flaps down)/Vmc (kt)	Price
BEECH 76 Duchess	4	2 Lyc. O-360-A1G6D, 180 hp ea.	600/ 100	3,900/ 2,466/ 834	164 @ 8,000'/120/20 156 @ 8,000'/112/19	653 @ 8,000' 711 @ 10,000'	2,119'/ 1,881'	1,248/ 235	19,650'/ 6,170'	60/ 70	\$143,500
Price includes dual controls, engine gauges and pitot-static system.											
PARTENAVIA P68C (fg)	7	2 Lyc. IO-360-A1B6, 200 hp ea.	852/ 142	4,387/ 2,711/ 824	166 @ 7,500'/126/21 161 @ 11,000'/108/18	1,050 @ 7,500' 1,140 @ 11,000'	1,300'/ 1,600'	1,500/ 270	19,200'/ 6,900'	62/ 62	\$143,500
Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system.											
PARTENAVIA P68TC Turbo (fg)	7	2 Lyc. TO-360-C1A6D, 210 hp ea.	852/ 142	4,387/ 2,866/ 669	172 @ 12,000'/162/27 158 @ 10,000'/120/20	775 @ 12,000' 940 @ 12,000'	1,260'/ 1,600'	1,550/ 290	20,000'/ 14,500'	62/ 62	\$155,000
Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system.											
PIPER PA-34-220T Seneca III	6-7	2 Cont. TSIO-360-KB, 200 hp ea.	588/ 98	4,513/ 2,852/ 1,073	193 @ 20,000'/174/29 191 @ 24,000'/138/23	462 @ 20,000' 550 @ 20,000'	1,210'/ 1,978'	1,400/ 240	25,000'/ 12,300'	62/ 65	\$169,500
Price includes dual controls, engine gauges, pitot-static system, dual cylinder head temperature gauges and dual exhaust gas temperature gauges. Service ceiling is max approved operating altitude.											
BEECH B55 Baron	4-6	2 Cont. IO-470-L, 260 hp ea.	816/ 136	5,100/ 3,236/ 1,264	187 @ 7,000'/192/32 180 @ 8,000'/156/26	825 @ 7,000' 907 @ 10,000'	2,154'/ 2,148'	1,693/ 397	19,300'/ 6,400'	73/ 79	\$189,000
Price includes engine gauges, nav/com, pitot-static system and fuel-injected engines. Max payload calculated at max standard fuel.											
BEECH E55 Baron	4-6	2 Cont. IO-520-CB, 285 hp ea.	996/ 166	5,300/ 3,291/ 1,409	199 @ 7,000'/216/36 190 @ 8,000'/168/28	958 @ 7,000' 1,032 @ 10,000'	2,050'/ 2,202'	1,682/ 388	19,100'/ 6,000'	73/ 79	\$234,000
Price includes engine gauges, nav/com, ADF, pitot-static system and fuel-injected engines. Max payload calculated at max standard fuel.											
CESSNA T303 Crusader	6	2 Cont. TSIO/LTSIO-520-AE, 250 hp ea.	930/ 155	5,150/ 3,328/ 917	193 @ 20,000'/159/26 184 @ 20,000'/144/24	905 @ 22,000' 935 @ 22,000'	1,750'/ 1,450'	1,480/ 220	25,000'/ 13,000'	62/ 65	\$260,250
Price includes dual engine gauges, pitot-static system, fuel-injected engines and exterior paint. Service ceiling is max certified operating altitude.											
BEECH 58 Baron	4-6	2 Cont. IO-520-CB, 285 hp ea.	1,164/ 194	5,400/ 3,361/ 1,223	199 @ 7,000'/216/36 190 @ 8,000'/168/28	1,140 @ 7,000' 1,224 @ 10,000'	2,101'/ 2,498'	1,660/ 390	18,600'/ 7,000'	74/ 81	\$270,000
Price includes engine gauges, nav/com, ADF, pitot-static system and fuel-injected engines. Max payload calculated at max standard fuel.											
BEECH 58TC Baron	4-6	2 Cont. TSIO-520-WB, 325 hp ea.	1,140/ 190	6,200/ 3,793/ 1,411	237 @ 25,000'/228/38 222 @ 25,000'/204/34	1,030 @ 25,000' 25,000' @ 1,093 @ 25,000'	2,643'/ 2,427'	1,475/ 270	25,000'/ 12,000'	78/ 79	\$303,500
Price includes engine gauges, nav/com, ADF, pitot-static system and turbocharged engines. Max payload calculated at max standard fuel.											
PILATUS BRITTEN-NORMAN BN 2B-26 Islander (fg)	10	2 Lyc. O-540-E4C5, 260 hp ea.	810/ 135	6,600/ 3,612/ 2,178	140 @ 7,000'/168/28 138 @ 7,000'/150/25	700 @ 7,000' 750 @ 9,000'	1,160'/ 960'	950/ 145	13,000'/ 5,000'	40/ NA	\$313,450
Price includes dual controls, engine gauges, avionics package, gyro instrumentation, pitot-static system and ELT.											
CESSNA 340A	6	2 Cont. TSIO-520-NB, 310 hp ea.	612/ 102	6,025/ 3,921/ 1,504	213 @ 20,000'/204/34 200 @ 20,000'/180/30	430 @ 24,500' 470 @ 25,000'	2,175'/ 1,850'	1,650/ 315	29,800'/ 15,800'	79/ 82	\$315,900
Price includes dual engine gauges, gyro instrumentation, pitot-static system, fuel-injected engines and exterior paint.											

*Gross Weight, sea level

1983 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	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 (gear, flaps down)/Vmc (kt)	Price
CESSNA 402C Businessliner/ Utiliner	6-8	2 Cont. TSIO-520-VB, 325 hp ea.	1,278/ 213	6,885/ 4,077/ 1,581	208 @ 20,000'/216/36 198 @ 20,000'/192/32	985 @ 20,000' 1,045 @ 20,000'	2,195'/ 2,485'	1,450/ 301	26,900'/ 14,800'	68/ 80	\$319,350
Price includes dual engine gauges, gyro instrumentation, pitot-static system, strobe lights, fuel-injected engines, oxygen system and exterior paint.											
PILATUS BRITTEN-NORMAN BN 2B-27 Islander (fg)	10	2 Lyc. O-540-E4C5, 260 hp ea.	1,176/ 196	6,360/ 3,312/ 1,872	140 @ 7,000'/169/28 138 @ 7,000'/156/26	800 @ 7,000' 850 @ 7,000'	1,160'/ 960'	950/ 145	13,000'/ 5,000'	40/ NA	\$329,015
Price includes dual controls, engine gauges, gyro instrumentation, pitot-static system and ELT.											
PILATUS BRITTEN-NORMAN BN 2B-20 Islander (fg)	10	2 Lyc. IO-540-K1B5, 300 hp ea.	810/ 135	6,560/ 3,722/ 2,028	148 @ 7,000'/180/30 145 @ 7,000'/168/28	600 @ 7,000' 660 @ 7,000'	1,100'/ 960'	1,130/ 200	18,000'/ 6,200'	40/ NA	\$344,315
Price includes dual controls, engine gauges, gyro instrumentation, avionics package, pitot-static system and ELT.											
PILATUS BRITTEN-NORMAN BN 2B-21 Islander (fg)	10	2 Lyc. IO-540-K1B5, 300 hp ea.	1,176/ 196	6,600/ 3,762/ 1,662	148 @ 7,000'/180/30 145 @ 7,000'/168/28	800 @ 7,000' 880 @ 7,000'	1,100'/ 960'	1,130/ 200	18,000'/ 6,200'	40/ NA	\$359,880
Price includes dual controls, engine gauges, gyro instrumentation, avionics package, pitot-static system and ELT.											
PIPER PA-31-325 Navajo C/R	6-8	2 Lyc. TIO-540-F2BD, 325 hp ea.	1,098/ 183	6,500/ 4,099/ 1,300	220 @ 20,000'/186/31 208 @ 20,000'/168/28	940 @ 20,000' 1,000 @ 20,000'	2,250'/ 1,750'	1,220/ 255	24,000'/ 15,300'	63/ 74	\$362,380
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system and dual exhaust gas temperature gauges. Service ceiling is max approved operating altitude.											
BEECH 58P Baron	4-6	2 Cont. TSIO-520-WB, 325 hp ea.	1,140/ 190	6,200/ 4,010/ 1,194	237 @ 25,000'/222/37 222 @ 25,000'/204/34	1,019 @ 25,000' 1,093 @ 25,000'	2,643'/ 2,427'	1,475/ 270	25,000'/ 13,490'	78/ 79	\$366,750
Price includes engine gauges, nav/com, ADF, pitot-static system, pressurization and turbocharged engines. Max payload calculated at max standard fuel.											
PIPER PA-31-350 Chieftain	8-10	2 Lyc. TIO-540-J2BD, 350 hp ea.	1,092/ 182	7,000/ 4,221/ 1,687	221 @ 20,000'/210/35 210 @ 20,000'/192/32	885 @ 20,000' 925 @ 20,000'	2,510'/ 1,210'	1,120/ 230	24,000'/ 13,700'	74/ 78	\$390,020
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system and dual exhaust gas temperature gauges. Service ceiling is max approved operating altitude.											
PIPER 602P Aerostar	6	2 Lyc. IO-540-AA1A5, 290 hp ea.	990/ 165	6,000/ 4,125/ 882	247 @ 25,000'/198/33 228 @ 25,000'/180/30	NA 1,098 @ 23,000'	2,250'/ 1,020'	1,755/ 583	25,000'/ 12,900'	71/ 80	\$408,890
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, corrosion proofing, fuel injection, dual exhaust gas temperature gauges and exterior paint.											
CESSNA 414A Chancellor	6-8	2 Cont. TSIO-520-NB, 310 hp ea.	1,278/ 213	6,785/ 4,368/ 1,190	214 @ 25,000'/198/33 202 @ 25,000'/174/29	1,100 @ 25,000' 1,190 @ 25,000'	2,595'/ 2,393'	1,520/ 290	30,800'/ 19,850'	72/ 79	\$416,750
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, strobe lights, turbochargers, oxygen system, fixed cabin pressure control system and exterior paint.											
BEECH B60 Duke	4-6	2 Lyc. TIO-541-E1C4, 380 hp ea.	1,392/ 232	6,775/ 4,423/ 1,498	240 @ 26,000'/264/44 207 @ 18,000'/234/39	1,065 @ 26,000' 1,168 @ 25,000' (63%)	2,626'/ 3,065'	1,601/ 307	30,000'/ 15,100'	73/ 88	\$462,000
Price includes engine gauges, nav/com, marker beacon, ADF, transponder, pitot-static system, pressurization and turbochargers. Max payload calculated at max standard fuel.											
CESSNA 421C Golden Eagle	8	2 Cont. GTSIO-520-N, 375 hp ea.	1,278/ 213	7,500/ 4,668/ 1,622	236 @ 25,000'/258/43 223 @ 25,000'/228/38	890 @ 25,000' 950 @ 25,000'	2,323'/ 2,293'	1,940/ 350	30,200'/ 14,900'	74/ 80	\$489,250
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.											
PIPER T-1020	11	2 Lyc. TIO-540-J2B, 350 hp ea.	636/ 106	7,000/ 4,450/ 1,914	221 @ 20,000'/NA 196 @ 18,000'/228/38	425 @ 20,000' 445 @ 20,000'	2,780'/ 1,880'	1,120/ 230	24,000'/ 13,900'	74/ 76	NA
Price includes dual controls, engine gauges, gyro instrumentation, pitot-static system and choice of King or Collins avionics.											

*Gross Weight, sea level; NA—Not Available

TURBOPROP

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) Max @ alt/pph/gph Econ @ alt/pph/gph	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 (gear, flaps down)/Vmc (kt)	Price
PILATUS BRITTEN-NORMAN BN-2T	10	2 Allison 250B-17C, 320 shp ea.	1,323/196	7,000/3,760/1,917	155 @ 10,000'/304/45 NA	550 @ 10,000'	1,160'/1,100'	1,200'/275	25,000'/9,000'	47/50	\$547,060
PIPER PA-31T I Cheyenne I	6-7	2 P&W PT6A-11, 500 shp ea.	2,025/300	8,700/4,910/1,765	249 @ 14,000'/544/81 212 @ 29,000'/314/47	940 @ 25,000'	2,444'/1,663'	1,750'/413	28,200'/12,500'	72/90	\$819,690
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, air conditioning, exterior paint and corrosion proofing.											
PIPER PA-31T II Cheyenne II	6-8	2 P&W PT6A-28, 620 shp ea.	2,579/382	9,000/4,032/2,389	283 @ 11,000'/688/102 224 @ 31,000'/316/47	1,380 @ 29,000'	1,980'/1,860'	2,710'/660	31,600'/14,600'	75/96	\$955,760
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, air conditioning, exterior paint and corrosion proofing.											
BEECH C-90-1 King Air	6-10	2 P&W PT6A-21, 550 shp ea.	2,573/381	9,650/5,765/1,312	237 @ 12,000'/504/75 216 @ 21,000'/395/59	1,297 @ 21,000'	2,261'/1,672'	1,955'/539	28,100'/15,050'	76/92	\$962,000
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. Pressurization differential, 5 psi.											
CESSNA CE-425 Conquest I	6-8	2 P&W PT6A-112, 450 shp ea.	2,518/373	8,675/4,941/1,282	263 @ 17,800'/536/79 248 @ 30,000'/352/52	1,510 @ 26,000'	2,482'/2,145'	1,861'/357	33,400'/17,200'	79/92	\$1,025,000
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 PA-31T II Cheyenne IIXL	8	2 P&W PT6A-135, 620 shp ea.	2,579/382	9,000/5,164/1,257	275 @ 12,000'/NA 243 @ 31,000'/NA	1,233 @ 29,000'	2,940'/1,773'	1,750'/470	32,400'/14,900'	77/98	\$1,193,370
Price includes dual controls, dual engine gauges, gyro instrumentation, pitot-static system, air conditioning, exterior paint and corrosion proofing.											
BEECH F90 King Air	6-10	2 P&W PT6A-135, 750 shp ea.	3,149/467	10,950/6,549/1,252	267 @ 12,000'/350/52 251 @ 25,000'/482/71	1,576 @ 26,000'	2,856'/2,275'	2,380'/600	31,000'/19,420'	77/91	\$1,224,250
Price includes engine gauges, gyro instrumentation, dual controls, ADF, DME, marker beacon lights, transponder, compass system, and dual microphones, headsets and cabin speakers. Max payload calculated at max standard fuel.											
GULFSTREAM AEROSPACE 840 Commander Jetprop	8-11	2 Garrett TPE331-5-254K, 717 shp ea.	2,868/425	10,352/6,676/893	267 @ 31,000'/378/56 248 @ 31,000'/343/51	2,040 @ 31,000'	1,833'/2,332'	2,824'/1,003	34,050'/21,000'	75/93	\$1,239,500
Price includes gyro instrumentation, dual controls, pitot-static system, avionics package w/autopilot, flight director, radar and radio altimeter and ice-protection system.											
BEECH B100 King Air	8-15	2 Garrett TPE331-6-252B, 715 shp ea.	3,149/467	11,800/7,082/1,623	265 @ 12,000'/710/105 262 @ 21,000'/549/81	1,325 @ 21,000'	2,694'/2,679'	2,139'/501	30,430'/15,150'	83/86	\$1,317,000
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. Max payload calculated at max standard fuel.											
MITSUBISHI Solitaire	7-9	2 Garrett TPE331-10-501M, 727 shp ea.	2,700/400	10,520/7,010/810	321 @ 20,000'/NA 304 @ 30,000'/450/67	1,600 @ 31,000'	1,800'/1,950'	2,350'/475	35,500'/16,900'	76/93	\$1,325,000
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.											
PIPER PA-42 Cheyenne III	8-11	2 P&W PT6A-41, 720 shp ea.	2,754/408	11,000/6,389/1,857	290 @ 20,000'/NA 265 @ 33,000'/NA	1,330 @ 33,000'	3,230'/2,135'	2,236'/560	32,000'/18,200'	86/98	\$1,375,400
Price includes engine gauges, pitot-static system, dual controls, full deice equipment and environmental control system.											
GULFSTREAM AEROSPACE 900 Commander Jetprop	8-11	2 Garrett TPE331-5-254K, 748 shp ea.	2,868/425	10,700/7,079/928	265 @ 31,000'/376/56 251 @ 31,000'/348/52	1,966 @ 31,000'	1,937'/NA	2,779'/924	32,245'/18,140'	77/90	\$1,439,500
Price includes dual controls, engine gauges, gyro instrumentation, pitot-static system, autopilot, flight director, radar, radar altimeter and icing package.											

*Gross Weight, sea level; NA—Not Available

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Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) Max @ alt/pph/gph Econ @ alt/pph/gph	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 (gear, flaps down)/Vmc (kt)	Price
BEECH C99 Commuter	17	2 P&W PT6A-36, 715 shp ea.	2,466/ 365	11,380/ 6,124/ 2,710	249 @ 8,000'/750/111 207 @ 8,000'/542/80	655 @ 8,000'	3,333'/ 3,117'	2,221/ 539	28,080'/ 14,360'	81/ NA	\$1,468,500
Price includes complete anti-ice and deice equipment, air conditioning, fire protection and detection systems, interior, oxygen system and exterior lighting with strobe lights.											
GULFSTREAM AEROSPACE 980 Commander Jetprop	8-11	2 Garrett TPE331-10-501K, 733 shp ea.	3,199/ 474	10,325/ 6,733/ 466	295 @ 31,000'/440/65 249 @ 31,000'/336/50	2,040 @ 31,000'	1,854'/ 2,310'	2,777/ 982	37,369'/ 24,850'	75/ 93	\$1,539,500
Price includes gyro instrumentation, dual controls, pitot-static system, avionics package w/autopilot, flight director, radar, radar altimeter and ice-protection system.											
EMBRAER EMB-110 PI/41 Bandeirante	20	2 P&W PT6A-34, 750 shp ea.	2,948/ 437	13,000/ 8,410/ 1,649	224 @ 10,000'/NA 178 @ 10,000'/NA	1,000 @ 10,000'	2,010'/ 2,604'	1,800/ 425	22,500'/ 16,750'	71/ 84	\$1,539,700
Price includes complete hydraulic, electric and fuel systems, air conditioning, thermo-acoustical insulation, heated pitot and static ports, flap asymmetry detection system, complete interior/exterior lighting system including strobe lights, dual flight controls and instruments, dual windshield wipers, smoke detection system, adjustable pilot and copilot seats, large rear cargo door, front airstairs door, three emergency exits, complete exterior polyurethane paint.											
DE HAVILLAND DHC-6 Series 300 Twin Otter	10	2 P&W PT6A-27, 620 shp ea.	2,583/ 383	12,500/ 7,415/ 2,502	182 @ 10,000'/659/98 148 @ 10,000'/471/70	620 @ 10,000'	†1,500'/ †1,500'	1,600/ 340	26,700'/ 11,600'	58/ 64	\$1,610,000
Fixed gear, STOL aircraft. Standard equipment on request. †Per SFAR 23.											
CESSNA CE-441 Conquest II	8-11	2 Garrett TPE331-8-403S, 635 shp ea.	3,247/ 481	9,925/ 5,682/ 1,060	293 @ 24,000'/510/76 283 @ 35,000'/346/51	2,190 @ 33,000'	2,465'/ 1,875'	2,435/ 715	35,000'/ 21,380'	75/ 92	\$1,625,000
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.											
GULFSTREAM AEROSPACE 1000 Commander Jetprop	8-11	2 Garrett TPE331-10-501K, 820 shp ea.	3,199/ 474	11,200/ 7,289/ 864	290 @ 31,000'/442/65 256 @ 31,000'/342/51	2,080 @ 35,000'	2,131'/ 2,370'	2,802/ 929	35,500'/ 21,000'	77/ 95	\$1,689,500
Price includes dual controls, gyro instrumentation, pitot-static system, avionics package, autopilot, flight director, radar altimeter and ice-protection system.											
FAIRCHILD Merlin III C-41	8-10	2 Garrett TPE331-10U-503G, 900 shp ea.	4,374/ 648	13,230/ 8,150/ 738	302 @ 15,000'/711/105 270 @ 28,000'/441/65	2,242 @ 24,000'	2,600'/ 3,000'	2,590/ 640	31,000'/ 23,700'	92/ 107	\$1,785,000
Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system.											
FAIRCHILD Merlin III C-23	8-11	2 Garrett TPE331-10U-503G, 900 shp ea.	4,374/ 648	12,500/ 8,090/ 68	302 @ 15,000'/711/105 270 @ 28,000'/441/65	2,242 @ 28,000'	2,450'/ 2,850'	2,800/ 780	31,000'/ 23,700'	89/ 107	\$1,785,000
Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system.											
MITSUBISHI Marquise	9-11	2 Garrett TPE331-10-501M, 850 shp ea.	2,700/ 400	11,625/ 7,746/ 1,179	308 @ 16,000'/NA 280 @ 28,000'/464/69	1,395 @ 31,000'	2,170'/ 2,200'	2,200/ 410	29,750'/ 14,800'	79/ 99	\$1,790,000
Price include 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 and 3-year warranty on airframe.											
BEECH B200 Super King Air	8-15	2 P&W PT6A-42, 850 shp ea.	3,645/ 540	12,500/ 7,538/ 1,317	285 @ 18,000'/746/110 278 @ 25,000'/640/95	1,898 @ 35,000'	2,579'/ 2,074'	2,450/ 740	35,000'/ 21,735'	75/ 91	\$1,797,500
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. Max payload calculate at max standard fuel.											
FAIRCHILD Metro III	21-22	2 Garrett TPE331-11U-601G, 1,000 shp ea.	4,374/ 648	14,500/ 8,337/ 1,821	280 @ 15,000'/705/104 254 @ 26,000'/475/70	2,022 @ 26,000'	2,680'/ 2,000'	2,600/ 660	31,000'/ 25,500'	87/ 87	\$2,095,000
Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system. Also available as Model 41B.											
FAIRCHILD Merlin IV C-41	12-22	2 Garrett TPE331-11U-601G, 1,000 shp ea.	4,342/ 648	14,500/ 9,200/ 958	285 @ 15,000'/713/106 254 @ 26,000'/462/68	2,090 @ 26,000'	2,680'/ 2,000'	2,600/ 660	31,000'/ 25,500'	87/ 87	\$2,150,000
Price includes dual controls, engine gauges, gyro instrumentation and pitot-static system.											
BRITISH AEROSPACE Jetstream 31	9-19	2 Garrett TPE331-10UF-501H, 900 shp ea.	3,112/ 461	14,550/ 9,380/ 2,091	266 @ 15,000'/717/106 232 @ 25,000'/438/65	1,350 @ 25,000'	3,050'/ 3,825'	2,200/ 510	25,000'/ 12,000'	84/ 90	\$2,235,000
July 1981 price, subject to change. Price includes dual controls, engine instrumentation, Collins avionics/weather radar, and Sperry flight director.											

*Gross Weight, sea level; NA—Not Available

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Cruise Speed (kt) Max @ alt/pph/gph Econ @ alt/pph/gph	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 (gear, flaps down)/Vmc (kt)	Price
CASA C-212-200	27	2 Garrett TPE331-10, 900 shp ea.	3,538/ 524	16,537/ 9,700/ 2,839	200 @ 10,000'/700/104 186 @ 10,000'/580/86	995 @ 10,000'	2,210'/ 1,810'	2,000/ 500	28,000'/ 11,500'	65/ 85	\$2,400,000
Aircraft is fully equipped and delivered under FAR Part 25 and is certificated for Parts 121 and 135 operations. Price includes pilot's and mechanic's training, avionics, gyro, engine and fuel gauges and instrumentation, exterior paint and interior.											
SHORTS 330-200/ Sherpa	30	2 P&W PT6A-45R, 1,254 eshp ea.	3,888/ 576	22,900/ 14,701/ 4,359	190 @ 10,000'/920/136 157 @ 10,000'/677/100	740 @ 10,000'	3,900'/ 3,650'	1,180/ 180	20,000'/ 8,600'	74/ 76	\$3,056,000
Standard equipment includes all instrumentation necessary for airline use, prop synch, yaw damper and training for two pilots and two mechanics. Model with rear loading freight door also available.											
SHORTS 360	36	2 P&W PT6A-65R, 1,409 eshp ea.	3,888/ 576	26,000/ 16,900/ 5,260	212 @ 10,000'/977/145 175 @ 10,000'/717/106	765 @ 10,000'	4,470'/ 4,100'	930/ 210	20,000'/ 8,800'	80/ 82	\$3,975,000
Price includes equipment and furnishings needed for normal commuter operations, dual Collins Pro-Line avionics, weather radar, anti-ice, prop synch, yaw damper and training for two pilots and two mechanics.											
DE HAVILLAND DHC-8 Dash 8	36	2 P&W PW-120, 2,000 shp ea.	5,870/ 870	30,500/ 20,176/ 4,454	269 @ 20,000'/1,053/156 219 @ 20,000'/782/116	1,400 @ 25,000'	†2,710'/ †2,980'	2,210/ 620	17,250'/ 16,100'	72/ 78	\$4,550,000
Fixed gear, STOL aircraft. Standard equipment on request. †Per FAR 25.											
CAC 100	50	4 P&W PT6A-65R, 1,276 shp ea.	7,425/ 1,100	37,500/ 22,750/ 7,600	307 @ 15,000'/1,400/207 260 @ 15,000'/1,170/173	612 @ 20,000'	4,100'/ 4,200'	2,078/ 1,081	29,000'/ 20,800'	89/ 92	\$5,000,000
Rate of climb is shown at second segment.											
FOKKER F27 Mark 500	56	2 RR MK-7-535-7, 2,120 shp ea.	9,909/ 1,347	45,900/ 28,000/ 11,400	259 @ 20,000'/1,542/228 232 @ 20,000'/1,311/94	1,040 @ 20,000'	5,348'/ 3,350'	1,790/ NA	25,000'/ NA	78/ NA	\$6,500,000
Model Mark 600 with 44 seats also available. Price shown is 1981 dollars.											
DE HAVILLAND DHC-7 Series 100 Dash 7	50	4 P&W PT6A-50, 1,120 shp ea.	9,926/ 1,471	44,000/ 27,690/ 6,384	226 @ 16,000'/1,545/229 208 @ 16,000'/1,364/202	1,300 @ 18,000'	†2,260'/ †2,160'	1,200/ 700	22,800'/ 14,800'	66/ 65	\$6,920,000
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. †Per FAR 25.											
GULSTREAM AEROSPACE GI-C	37	2 RR Dart, MK 529, 1,990 shp ea.	10,460/ 1,549	240,850/ NA/ 890	300 @ NA NA	515 @ 25,000'	4,850'/ 2,725'	1,900/ 540	30,000'/ 11,000'	87/ 87	NA
BRITISH AEROSPACE Intercity 748	48	2 RR Dart 535-2, 2,280 eshp ea.	11,354/ 1,682	46,500/ 27,234/ 8,061	244 @ 10,000'/2,000/296 220 @ 23,000'/1,300/193	1,860 @ 20,000'	2,700'/ 3,300'	1,450/ 359	25,000'/ 9,500'	80/ 93	NA
Price includes dual controls, engine gauges, avionics package, gyro instrumentation, pitot-static system and ELT.											
PIPER T-1040	11	2 P&W PT6A-11, 500 shp ea.	2,025/ 300	9,000/ 4,624/ 2,976	236 @ 11,000'/NA NA	670 @ 10,000'	2,512'/ 2,275'	1,610/ 325	24,000'/ 12,100'	78/ NA	NA
Price includes dual controls, engine gauges, gyro instrumentation, pitot-static system and choice of King or Collins avionics.											

TURBOJET

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Optimum Speed kt @ alt/pph/gph	Range w/45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Bal Field Length	Service/ SE Svc Ceiling	Stall Speed (gear, flaps down)/Vmc (kt)	Price
CESSNA 500 Citation I	7-8	2 P&W JT15D-1B, 2,200 lbs. thrust ea.	3,807/ 564	11,850/ 6,620/ 1,573	360 @ 35,000'/942/140	1,326 @ 41,000'	2,463'/ 2,270'	2,680/ 800	2,930'	41,000'/ 21,000'	82/ NA	\$1,750,000
Price includes full IFR instrumentation, FD/AP, radar, dual nav/com and RMI and interior. Also available as Citation I/SP, Model 501.												
CESSNA 550 Citation II	9-11	2 P&W JT15D-4, 2,500 lbs. thrust ea.	5,009/ 742	13,300/ 7,248/ 1,243	387 @ 25,000'/1,564/232	1,678 @ 43,000'	2,385'/ 2,270'	3,370/ 1,055	2,990'	43,000'/ 25,200'	82/ 77	\$2,395,000
Price includes full IFR instrumentation, FD/AP, radar, dual nav/com and interior. Also available as Citation II/SP, Model 551.												

*Gross Weight, sea level; NA—Not Available

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Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Optimum Speed kt @ alt/pph/gph	Range w/45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Bal Field Length	Service/ SE Svc Ceiling	Stall Speed (gear, flaps down)/Vmc (kt)	Price
GATES 25D Learjet	10	2 GE CJ610-8A, 2,950 lbs. thrust ea.	6,098/ 903	15,500/ 7,950/ 1,052	452 @ 41,000'/1,575/233	1,431 @ 43,000'	3,937'/ 2,817'	6,830/ 1,910	3,937'	51,000'/ 23,500'	97/ 102	\$2,414,000
Price includes dual controls, engine gauges, dual nav/com with marker lights, DME, dual transponders, radar, ADF, dual RMI, flight director, encoding altimeter, gyro instrumentation and pitot-static system.												
GATES 28 Learjet	10	2 GE CJ610-8A, 2,950 lbs. thrust ea.	4,684/ 693	15,500/ 8,568/ 1,848	448 @ 47,000'/1,419/210	1,137 @ 49,000'	2,998'/ 2,734'	6,925/ 2,125	2,630'	51,000'/ NA	90/ 91	\$2,429,400
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.												
MITSUBISHI Diamond I	9-11	2 P&W JT 15D-4, 2,500 lbs. thrust ea.	4,260/ 631	14,700/ 9,100/ 1,340	401 @ 39,000'/958/142	1,520 @ 41,000'	NA/ 2,800'	3,050/ 770	4,280'	41,000'/ 21,000'	84/ 90	\$2,450,000
Price includes full IFR instrumentation with integrated flight director/autopilot, dual controls, dual flight instrumentation, dual nav/coms, dual RMI, marker beacon receiver, ADF, DME, transponder, radar, pressurization and exterior paint.												
GATES 29 Learjet	8	2 GE CJ610-8A, 2,950 lbs. thrust ea.	5,373/ 796	15,500/ 8,524/ 1,203	448 @ 47,000'/1,419/210	1,376 @ 49,000'	2,998'/ 2,734'	6,925/ 2,125	2,880'	51,000'/ NA	90/ 91	\$2,478,000
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.												
GATES 25G Learjet	10	2 GE CJ610-8A, 2,950 lbs. thrust ea.	6,594/ 977	16,800/ 8,250/ 1,556	452 @ 41,000'/1,339/198	1,800 @ 43,000'	5,148'/ 2,690'	5,720/ 1,970	5,148'	51,000'/ NA	NA	\$2,714,000
Price includes dual controls, engine gauges, dual nav/com with marker lights, DME, dual transponders, radar, ADF, dual RMI, flight director, encoding altimeter, gyro instrumentation and pitot-static system.												
GATES 35A Learjet	10	2 Garrett TFE731-2-2B, 3,500 lbs. thrust ea.	6,238/ 924	17,250/ 9,571/ 1,041	459 @ 41,000'/1,190/176	2,289 @ 43,000'	4,224'/ 3,075'	4,760/ 1,470	4,224'	45,000'/ 25,300'	99/ 112	\$3,530,200
18,550 gross weight available as no-cost option. Price includes dual controls, dual engine gauges, dual nav/com with marker lights, DME, dual transponders, radar, ADF, dual RMI, flight director, encoding altimeter, radio altimeter, gyro instrumentation and pitot-static system.												
ISRAEL AIRCRAFT Westwind 1	7-10	2 Garrett TFE731-3, 3,700 lbs. thrust ea.	8,710/ 1,300	22,850/ 12,400/ 1,340	439 @ 41,000'/1,300/193	2,440 @ 41,000'	4,950'/ 2,450'	3,200/ 1,063	4,950'	45,000'/ 29,000'	99/ 104	\$3,695,000
Price includes thrust reversers, hydraulic nosewheel steering, radar, angle of attack display, dual transponders, compass system, RNAV, strobe lights, recognition lights, ADF, DME, marker beacon lights, dual nav/com, dual RMI, air conditioning, oxygen and paint.												
GATES 36A Learjet	8	2 Garrett TFE731-2-2B, 3,500 lbs. thrust ea.	7,440/ 1,102	18,550/ 9,570/ 1,140	459 @ 41,000'/1,190/176	2,720 @ 43,000'	4,972'/ 3,075'	4,339/ 1,276	4,784'	45,000'/ 23,500'	99/ 112	\$3,696,200
Price includes dual controls, dual engine gauges, dual nav/com with marker lights, DME, dual transponder, radar, ADF, dual RMI, flight director, encoding altimeter, radio altimeter, gyro instrumentation and pitot-static system.												
DASSAULT 100 Falcon	10	2 Garrett TFE731-2-1C, 3,230 lbs. thrust ea.	5,912/ 876	18,740/ 10,800/ 1,630	418 @ 41,000'/1,140/169	1,950 @ 41,000'	4,500'/ 2,750'	4,450/ 321	4,500'	45,000'/ 27,400'	93/ 97	\$3,970,000
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.												
ISRAEL AIRCRAFT Westwind 2	7-10	2 Garrett TFE731-3, 3,700 lbs. thrust ea.	9,653/ 1,430	23,500/ 12,800/ 1,120	459 @ 41,000'/1,300/193	2,905 @ 41,000'	5,250'/ 2,450'	3,400/ 1,130	5,250'	45,000'/ 36,000'	99/ 104	\$4,349,000
Price includes thrust reversers, hydraulic nosewheel steering, 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	2 Garrett TFE731-3R-1H, 3,700 lbs. thrust ea.	9,565/ 1,417	25,500/ 14,000/ 2,050	425 @ 37,000'/1,487/220	2,550 @ 41,000'	5,800'/ 2,700'	3,000/ 1,350	5,800'	41,000'/ 25,000'	82/ 95	\$4,700,000
Price includes engine gauges, dual controls and pitot-static system.												

*Gross Weight, sea level; NA—Not Available

Manufacturer and Model	Seats	Powerplants	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Optimum Speed kt @ alt/pph/gph	Range w/45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Field Length	Service/ SE Svc Ceiling	Stall Speed (gear, flaps down)/Vmc (kt)	Price
GATES 55 Learjet	10	2 Garrett TFE731-3A-2B, 3,700 lbs. thrust ea.	6,707/ 993	21,250/ 12,130/ 2,013	456 @ 41,000'/1,161/172	2,296 @ 45,000'	4,950'/ 3,109'	4,380/ 1,250	4,950'	51,000'/ NA	103/ 99	\$4,995,000

No-cost optional gross weight shown. Price includes dual controls, engine gauges, dual nav/com, dual flight directors, dual transponders, dual RMI, DME, ADF, radio altimeter, radar, dual marker beacons, encoding altimeter, gyro instrumentation, pitot-static system and exterior paint. Price escalation from May 1, 1981 until third month prior to aircraft delivery.

CESSNA 650 Citation III	8-13	2 Garrett TPE731-3B, 3,650 lbs. thrust ea.	7,465/ 1,106	20,000/ 11,228/ 1,507	475 @ 35,000'/1,709/253	2,600 @ 47,000'	NA/ 2,560'	4,140/ 1,006	4,350'	51,000'/ 25,000'	89/ 92	\$5,695,000
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Price (in January 1982 dollars) includes full IFR instrumentation, flight director/autopilot, dual nav/com, RMI, radar and thrust reversers.

DASSAULT 200 Falcon	12	2 Garrett ATF3-6-1C, 5,050 lbs. thrust ea.	10,684/ 1,583	30,650/ 17,970/ 1,660	418 @ 41,000'/1,554/230	2,620 @ 41,000'	4,650'/ 2,575'	3,100/ 950	4,650'	42,000'/ 19,600'	98/ 96	\$6,850,000
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CANADAIR 600 Challenger	8-19	2 Lyc. ALF-502L-2, 7,500 lbs. thrust ea.	14,900/ 2,207	41,250/ 23,170/ 3,180	401 @ 43,000'/1,775/263	3,080 @ 43,000'	5,700'/ 3,900'	3,450/ 900	5,700'	45,000'/ 24,000'	102/ 128	\$8,500,000
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Price includes thrust reversers, aux. power unit, dual VOR/ILS/marker beacon/ DME/transponders/compass, weather radar, ADF and radar altimeter.

DASSAULT 50 Falcon	14	3 Garrett TFE731-3-1C, 3,700 lbs. thrust ea.	15,633/ 2,316	38,800/ 20,240/ 2,640	418 @ 41,000'/1,856/275	3,650 @ 43,000'	4,700'/ 2,900'	3,500/ 2,100	4,700'	49,000'/ 35,000'	91/ 82	\$9,300,000
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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.

CANADAIR 601 Challenger	8-19	2 GE CF-34, 8,650 lbs. thrust ea.	16,605/ 2,460	41,800/ 24,075/ 1,000	401 @ 43,000'/1,650/244	3,780 @ 43,000'	5,100'/ 4,000'	4,450/ 1,200	5,100'	45,000'/ 24,000'	100/ NA	\$10,200,000
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Price includes thrust reversers, aux. power unit, dual VOR/ILS/marker beacon/ DME/transponders/compass, weather radar, ADF and radar altimeter.

FOKKER F28 Mark 4000	85	2 RR RB 183, MK555-15P, 9,900 lbs. thrust ea.	17,420/ 2,581	73,000/ 36,680/ 22,500	436 @ 35,000'/498/73	1,120 @ 35,000'	4,560'/ 3,385'	2,890/ NA	2,890'	35,000'/ NA	98/ NA	\$10,500,000
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Model Mark 3000 with 65 seats also available.

GULFSTREAM AEROSPACE Gulfstream II-B	8	2 RR 163-25, MK511-8, 11,400 lbs. thrust ea.	26,000/ 3,852	39,100/ 32,100/ 2,900	442 @ 43,000'/2,728/404	3,955 @ 43,000'	5,850'/ 3,400'	3,800/ 1,200	NA	45,000'/ 27,000'	105/ 101	NA
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Price 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.

GULFSTREAM AEROSPACE Gulfstream III	8	2 RR 163-25, MK 511-8, 11,400 lbs. thrust ea.	28,300/ 4,193	68,700/ 32,200/ 2,400	442 @ 43,000'/2,728/404	3,955 @ 43,000'	5,850'/ 3,400'	3,800/ 1,200	NA	45,000'/ 27,000'	105/ 101	NA
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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/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Working Speed (kt)/ pph/gph	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Stall Speed (gear, flaps down, kt)	Price
AIR TRACTOR AT-300	1	P&W R-985, 450 hp/CS	320	456/ 76	6,500/ 3,250/ 2,794	101-110/ 144/24	NA	NA	63	\$77,500

Price includes spray equipment and electrical system.

WEATHERLY 620	1	P&W R-985, 450 hp/CS	335	384/ 64	5,850†/ 2,900/ 2,400	82-100/ 144/24	NA	700	50	\$81,500
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Price includes engine gauges, pitot-static system and flight instruments. †Restricted category.

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Manufacturer and Model	Seats	Powerplant/ Prop type	Hopper Capacity (gal)	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (full fuel, lb)	Working Speed (kt)/ pph/gph	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Stall Speed (gear, flaps down, kt)	Price
AIR TRACTOR AT-301	1	P&W R-1340, 600 hp/CS	320	456/ 76	7,050/ 3,800/ 2,794	105-123/ 192/32	NA	NA	63	\$87,500
Price includes spray equipment and electrical system.										
AIR TRACTOR AT-301A	1	P&W R-1340, 600 hp/CS	350	756/ 126	7,650/ 3,850/ 3,044	105-123/ 216/36	NA	NA	65	\$89,500
Price includes spray equipment and electrical system.										
CESSNA A188B Ag Truck	1	Cont. IO-520-D, 300 hp/CS	280	324/ 54	4,200/ 2,236/ 1,646	106/ 96/16	2,250/ 1,265'	465	56	\$91,400
Price includes engine gauges, pitot-static system and spray dispersal equipment.										
CESSNA T188C Ag Husky	1	Cont. TSIO-520-T, 310 hp/CS	280	324/ 54	4,400/ 2,306/ 1,770	108/ 108/18	2,060/ 1,265'	510	58	\$102,600
Price includes engine gauges, pitot-static system and spray dispersal equipment.										
EAGLE 300	1	Lyc. IO-540-M1B5D, 300 hp/CS	250	360/ 60	5,400/ 2,549/ 2,611	56-95/ 102/17	NA	NA	36	\$104,450
Price includes airspeed, altimeter, compass, fuel and engine gauges, polyurethane finish, quick release canopy, hydraulic disc brakes and spray dispersal equipment.										
SCHWEIZER G164B Ag-Cat	1	P&W R-1340, 600 hp/CS	400	480/ 80	5,200/ 3,650/ 2,890	90-105/ 198/33	1,050/ NA	NA	52	\$121,995
Price includes engine gauges, pitot-static system, spray dispersal system, engine gauges, navigation light extend., power unit and locking tailwheel.										
AIR TRACTOR AT-400A	1	P&W PT6A-20, 550 shp/CS	350	819/ 126	7,100/ 3,300/ 3,044	105-123/ 247/38	NA	NA	63	\$140,000
Price includes spray equipment and electrical system.										
PEZETEL PZL-M 18 Dromader	1	PZL-ASZ-62 IR, 1,000 hp/CS	660	636/ 106	9,300/ 5,645/ 5,300	100/300/ 50	1,500/ NA	1,150	63	\$163,195
Price includes 660 gal hopper, 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, 500 shp/CS	340	588/ 87	6,350†/ 2,700/ 2,720	82-125/ 223-257/33-38	NA	NA	50	\$168,000
Price includes engine gauges, pitot-static system and flight instruments. †Restricted category.										
AIR TRACTOR AT-400	1	P&W PT6A-15AO, 680 shp/CS	400	819/ 126	7,800/ 3,600/ 3,444	105-132/ 247/38	NA	NA	66	\$225,000
Price includes spray equipment and electrical system.										
MARSH Turbo Ag-Cat-C	1	Garrett TPE331, 715 shp/CS	500	540/ 80	8,500/ 3,212/ 4,748	78-117/ 204/30	700/ 300'	1,800	47	\$228,000
Price includes engine gauges, pitot-static system, automatic start sequencing, automatic fuel nozzle purging, full spray equipment, reversible prop-inlet and fuel deicing equipment.										
MARSH S2RT Turbo Thrush	1	Garrett TPE331, 715 shp/CS	400	715/ 106	7,800/ 3,600/ 3,485	90-159/ 204/30	600/ 300'	1,800	39	\$230,500
Price includes engine gauges, pitot-static system, automatic start sequencing, automatic fuel nozzle purging, windshield wipers, full spray equipment, reversible prop-inlet and fuel deicing equipment.										
MARSH S2RT-500 Turbo Thrush	1	Garrett TPE331, 715 shp/CS	500	715/ 106	8,600/ 3,600/ 4,285	90-159/ 204/30	600/ 300'	1,800	39	\$236,000
Price includes engine gauges, pitot-static system, automatic start sequencing, automatic fuel nozzle purging, full spray equipment, reversible prop-inlet and fuel deicing equipment.										
AYRES S2R-R1340 Thrush	2	P&W R-1340, 600 hp/CS	400	1,140/ 190	6,900/ 3,700/ 2,060	91-100/ 192/32	775/ 500'	900	48	NA
Price includes engine gauges, pitot-static system, all engine/flight and dispersal system controls, spray equipment, navigation and instrument lights, vibration engine mount, aft station crew seat and rotating beacon.										

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

Manufacturer and Model	Seats	Powerplant/Prop type	Hopper Capacity (gal)	Fuel Capacity (lb/gal)	Gross Wgt/Empty Wgt/Max Payload (full fuel, lb)	Working Speed (kt)/pph/gph	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Stall Speed (gear, flaps down, kt)	Price
AYRES S2R-T11/400 Thrush	2	P&W PT6A-11AG, 500 shp/CS	400	1,283/ 190	8,500/ 3,900/ 3,318	83-130/ 270/40	600'/ 500'	990	49	NA
Price includes engine gauges, pitot-static system, all engine/flight and dispersal system controls, spray equipment, navigation and instrument lights, rotating beacon, vibra-dant rear facing seat, optional forward facing seat and dual controls.										
AYRES S2R-T15/400 Turbo Thrush	2	P&W PT6A-15AG, 680 shp/CS	400	1,283/ 190	8,500/ 3,900/ 3,317	83-130/ 270/40	600'/ 500'	1,350	49	NA
Price includes engine gauges, pitot-static system, all engine/flight and dispersal system controls, spray equipment, aft crew seat, navigation and instrument lights and rotating beacon. Also available with 500 gal hopper.										
AYRES S2R-T34/400 Turbo Thrush	2	P&W PT6A-34AG, 750 shp/CS	400	1,283/ 190	8,500/ 3,900/ 3,317	83-130/ 270/40	600'/ 500'	1,740	49	NA
Price includes engine gauges, pitot-static system, all engine/flight and dispersal system controls, spray equipment, aft crew seat, navigation and instrument lights and rotating beacon. Also available with 500 gal hopper.										
AYRES S2R-R1820	1-2	Wright R1820, 1,200 hp/CS	510	1,140/ 190	10,000/ 4,990/ 3,870	87-130/ 360/60	550'/ 550'	2,033	49	NA
SCHWEIZER G-164B Turbine Ag-Cat	1	P&W PT6A-15AG, 680 shp/CS	400	540/ 80	5,200/ 3,150/ 3,330	113/ NA	1,500'/ NA	NA	NA	NA
Price includes choice of two hopper sizes and four different engines.										

AMPHIBIAN

Manufacturer and Model	Seats	Powerplant/Prop type	Fuel Capacity (lb/gal)	Gross Wgt/Empty Wgt/Max Payload (full fuel, lb)	Cruise Speed (kt) 75% @ alt/pph/gph 65% @ alt/pph/gph	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)	Price
LAKE LA-4-200EP/EPR	4	Lyc. IO-360-A1B6, 200 hp/CS	324/54	2,690/ 1,670/ 1,020	122 @ 6,500'/60/10 115 @ 6,500'/54/9	548 @ 6,500' 604 @ 6,500'	1,450'/900' (water) 1,575'/1,100' (land)	880	12,500'	39	\$99,600
Price includes dual controls, engine gauges, full TSOed gyro panel, heated pitot, corrosion proofing, paddle and bowline.											
LAKE LA-4-200 Turbo EP/EPR	4	Lyc. IO-360-A1B6, 200 hp/CS	324/54	2,690/ 1,698/ 992	143 @ 20,000'/66/11 127 @ 14,500'/54/9	640 @ 20,000' 666 @ 14,500'	1,450'/900' (water) 1,575'/1,100' (land)	880	20,000'	39	\$110,180
Price includes Rayjay turbocharger, dual controls, engine gauges, full TSOed gyro panel, heated pitot, corrosion proofing, paddle and bowline.											
LAKE LA-250 Renegade	5	Lyc. IO-540-C4B5, 250 hp/CS	570/ 95	3,050/ 1,850/ 1,200	127 @ 6,500'/78/13 120 @ 6,500'/72/12	883 @ 6,500' 901 @ 6,500'	1,250'/NA (water) 1,590'/1,150' (land)	900	12,500'	48	\$152,000
Price includes dual controls, engine gauges, gyro instruments, pitot-static system, ELT, paddle, bowline and cargo door.											

ROTARY WING

Manufacturer and Model	Seats	Powerplant(s)	Fuel Capacity (lb/gal, no rsv)	Gross Wgt/Empty Wgt/Max Payload (full fuel, lb)	Cruise Speed kt @ alt/pph/gph	Never Exceed Speed (Vne, kt)	Max Range nm @ alt	Hover OGE	Hover IGE	Main Rotor Diameter/# Blades	Price
ROBINSON R22-HP	2	Lyc. O-320-B2C, 160 hp derated to 124 hp	120/ 20	1,300/ 796/ 384	96 @ 5,000'/45/7.5	102	209 @ SL	6,400'	8,300'	25'2"/2	\$68,850
Price includes dual controls, King KY92 com, rate of climb indicator, floor switch, engine gauges, throttle synchronizer, low rotor rpm horn, landing and cockpit warning lights, anticollision light and soundproofing.											
HYNES H-2	2	Lyc. IVO-360-A1A, 180 hp	186/ 31	1,670/ 1,000/ 500	83 @ SL/60/10	87	209 @ SL	4,000'	6,700'	23'7"/3'	\$79,950
Price includes dual controls, night lights, rotor brake, engine gauges and pitot-static system.											