

# AOPA PILOT PERFORMANCE BRIEFS

Make and model (year)	Powerplant(s)/hp	Seats	Max useful load (lb)	Fuel std/ opt (lb. usable)	Takeoff/landing over 50—ft obst	Rate of climb (fpm)	Max optg alt (ft)	Cruise speed (kt)/fuel burn (gph) @ power (%)/altitude (ft)	Stall clean/ldg con (kt)	Issue
<b>SINGLE-ENGINE FIXED GEAR</b>										
Aeronca 7AC Champion (1946)	Con A65/65	2	480	78/—	632/885	370	12,500	75/27 @ 75/si	33/—	10/83
American AA1 Yankee (1970)	Lyc O-235/108	2	493	144/—	1,615/1,240	710	11,000	112/37 @ 74/4,500	60/58	6/82
American AA1B Trainer (1973)	Lyc O-235/108	2	580	144/—	1,550/1,100	705	12,750	108/37 @ 75/4,500	54/52	6/82
American AA5 Traveler (1973)	Lyc O-320/150	4	1,000	222/—	1,600/1,100	660	12,650	122/52 @ 75/9,000	54/51	5/84
Avions Mudry CAP 10B (1983)	Lyc AEIO-360/180	2	632	238/—	1,477/1,968	1,000	18,000	117/54 @ 75/5,000	54/46	7/83
Cessna 150 (1959)	Con O-200/100	2	538	135/189	1,205/1,055	740	15,300	106/33 @ 75/7,500	46/42	8/82
Cessna 152 (1982)	Lyc O-235/110	2	568	147/225	1,340/1,200	715	14,700	106/37 @ 75/6,000	40/35	8/82
Cessna 172Q Cutlass (1983)	Lyc O-360/180	4	1,045	300/396	1,520/1,335	730	17,000	120/61 @ 76/7,500	53/48	11/83
Cessna U206G Stationair 6 (1978)	Con IO-520/285	6	1,635	354/528	1,780/1,395	920	14,800	146/95 @ 75/6,000	55/46	4/83
Cessna TU206G Turbo Stationair 6 (1982)	Con TSIO-520/285	6	1,535	528/—	1,640/1,395	1,010	27,000	163/100 @ 75/20,000	55/46	4/83
Edgley Optica (1983)	Lyc IO-360/200	3	850	360/—	NA/NA	720	14,000	94/54 @ 65/si	43/40	9/83
Grumman AA1B TR-2 (1975)	Lyc O-235/108	2	520	144/—	1,590/1,100	660	11,550	112/38 @ 75/4,500	54/52	6/82
Grumman AA1C Lynx (1977)	Lyc O-235/115	2	534	144/—	1,590/1,125	700	11,500	113/38 @ 75/4,500	54/52	6/82
Grumman AA1C T-Cat (1977)	Lyc O-235/115	2	598	144/—	1,530/1,125	750	11,900	109/38 @ 75/4,500	54/52	6/82
Luscombe Silhouette 8A (1946)	Con A65/65	2	540	84/—	1,950/1,540	800	15,000	91/27 @ 70/si	39/—	2/83
Luscombe Silhouette Sedan 11A (1948)	Con E165/165	4	940	240/—	NA/NA	900	17,000	114/32 @ 70/si	50/48	2/83
Maule M-5-180C (1984)	Lyc O-360/180	4	1,000	240/378	800/600	900	15,000	126/54 @ 75/7,500	—/46	11/84
Monnett Moni (1982)	KFM 107/22	1	240	24/—	NA/NA	500	13,000	95/NA @ 75/si	NA/33	8/82
Piper PA-18-150 Super Cub	Lyc O-320/150	2	820	216/—	500/NA	960	19,000	100/54 @ 75/NA	37/—	1/85
Piper PA-28-180 Challenger (1973)	Lyc O-360/180	4	1,064	288/—	1,625/1,185	725	14,200	123/60 @ 75/7,000	58/53	1/83
Piper PA-28-180 Cherokee 180B (1964)	Lyc O-360/180	4	1,175	288/—	1,620/1,150	720	15,700	123/60 @ 75/7,000	56/50	1/83
Piper PA-28-181 Archer (1981)	Lyc O-360/180	4	1,134	288/—	1,625/1,390	735	13,650	129/63 @ 75/7,000	54/48	1/83
Piper PA-38-112 Tomahawk (1979)	Lyc O-235-112	2	561	180/—	1,460/1,465	718	13,000	102/34 @ 75/7,000	48/47	3/83
Robin R-2160 Sport (1982)	Lyc O-320/160	2	554	195/369	1,345/1,361	1,023	12,500	131/65 @ 75/8,000	55/46	11/82
Stoddard-Hamilton Glasair TD (1984)	Lyc O-320/160	2	540	252/—	1,425/1,200	1,300	20,000	195/63 @ 75/8,000	56/—	3/84
Wag-Aero Chubby Cuby (1982)	Lyc O-320/150	4	1,020	233/—	1,096/712	850	14,000	109/45 @ 62/3,000	34/30	12/82
Wren 460P (1983)	Con O-470/230	4	1,120	456/—	550/555	1,080	19,200	130/75 @ 75/5,000	50/25	8/83
<b>SINGLE-ENGINE RETRACTABLE GEAR</b>										
Aerospaiale Trinidad TB20 (1984)	Lyc IO-540/250	4	1,254	517/—	1,571/1,740	1,260	20,000	164/83 @ 75/8,000	64/60	9/84
Beech B33 Debonair (1963)	Con IO-470/225	4	1,255	264/444	1,160/1,150	930	19,800	155/72 @ 75/10,000	62/52	4/82
Beech B36TC Bonanza (1983)	Con TSIO-520/300	6	1,528	612/—	2,350/1,700	1,050	25,000	193/104 @ 79/20,000	66/57	6/83
Beech C24R Sierra (1982)	Lyc IO-360/200	4-6	1,038	343/—	1,600/1,450	950	15,385	135/61 @ 75/8,000	65/60	9/82
Beech C33A Debonair (1967)	Con IO-520/285	4	1,412	264/444	1,225/1,150	1,200	20,000	169/91 @ 75/10,000	63/54	4/82
Cessna 177RG Cardinal (1971)	Lyc IO-360/200	4	1,035	360/—	1,585/1,350	925	17,100	146/62 @ 75/7,500	57/50	3/82
Lake LA-4-200EP (1983)	Lyc IO-360/200	4	1,030	240/324	NA/NA	1,200	12,500	126/57 @ 75/8,000	45/39	12/82
Mooney M20J 201 (1984)	Lyc IO-360/200	4	1,069	384/—	1,770/1,988	1,025	18,800	168/65 @ 75/8,000	63/55	1/84
Mooney M20K 231 (1984)	Con TSIO-360/210	4	1,100	454/—	2,060/2,280	1,080	24,000	188/67 @ 75/22,000	61/56	4/84
Navion Rangermaster G (1961)	Con IO-470/260	5	1,200	648/—	980/980	1,250	20,500	145/83 @ 70/7,500	65/52	11/82
North American Navion NA4/A (1946)	Con E185/185	4	1,050	240/360	1,500/1,300	750	15,600	128/62 @ 70/7,500	65/52	11/82
Piper PA-32RT-300 Lance II (1978)	Lyc IO-540/300	6	1,597	564/—	1,690/1,710	1,000	14,600	154/108 @ 75/5,000	53/52	5/83
Piper PA-32RT-300T Turbo Lance II (1979)	Lyc TIO-540/300	6	1,529	564/—	1,660/1,710	1,000	20,000	158/105 @ 65/15,000	53/52	5/83
Piper PA-32R-301T Turbo Saratoga (1982)	Lyc TIO-540/300	6	1,539	612/—	1,420/1,725	1,120	20,000	176/99 @ 75/20,000	63/60	10/82
Piper PA-46-310P Malibu (1984)	Con TSIO-520/310	6	1,509	720/—	2,550/1,780	1,100	25,000	216/96 @ 75/25,000	69/58	2/84
Ryan Navion B (1950)	Lyc GO-435/240	4	900	240/360	1,400/1,690	1,110	16,600	140/80 @ 70/7,500	65/52	11/82
Sequoia Falco F.8L (1982)	Lyc O-320/150	2	583	187/—	1,150/1,150	1,070	19,000	165/60 @ 75/6,000	65/53	10/82
Sequoia Falco F.8L (1982)	Lyc O-320/160	2-3	596	187/—	1,150/1,150	1,140	19,000	165/60 @ 75/6,000	65/54	10/82
Siai Marchetti SF.260C (1983)	Lyc O-540/260	3	1,755	372/—	1,550/NA	1,800	19,000	185/97 @ 77/5,000	69/60	9/83
Smith Bonanza (Beech A36/1977)	Con IO-520/285	4-6	1,417	444/—	1,820/1,110	1,400	22,000	188/91 @ 75/9,000	53/43	10/84
Stoddard-Hamilton Glasair RG (1984)	Lyc O-320/160	2	700	252/—	1,200/1,100	1,400	20,000	204/60 @ 75/8,000	56/63	3/84
<b>MULTI-ENGINE PISTON</b>										
Beech 56TC Turbo Baron (1967)	Lyc TIO-541/380	4-6	2,340	852/1,224	2,050/2,665	2,020	30,000	221/220 @ 65/20,000	84/74	10/84
Beech B60 Duke (1983)	Lyc TIO-541/380	6	2,394	852/1,392	2,626/3,065	1,601	30,000	240/260 @ 79/26,000	81/73	2/83
Beech Super H-18 (1969)	PW R-985-AN14B/450	8-13	4,055	1,188/1,908	2,072/1,850	1,400	20,300	191/284 @ 67/10,000	81/76	6/84
Cessna 310 (1955)	Con O-470/240	5	1,750	600/—	1,405/1,720	1,700	20,000	170/144 @ 60/10,000	67/58	4/83
Cessna 310D (1960)	Con IO-470/260	5	1,793	600/768	1,395/1,720	1,800	21,300	180/137 @ 60/10,000	73/65	4/83
Cessna 310R (1978)	Con IO-470/260	6	1,897	600/1,218	1,795/1,697	1,495	19,500	176/135 @ 60/10,000	75/63	4/83
Cessna Turbo 310R (1978)	Con TSIO-520/285	6	1,828	600/1,218	1,662/1,790	1,700	27,400	208/171 @ 65/20,000	79/72	4/83
Cessna 320 Skyknight (1962)	Con TSIO-470/260	6	2,034	600/768	1,470/1,770	1,924	29,000	199/148 @ 65/20,000	75/66	4/83
Cessna 336 Skymaster (1964)	Con IO-360/210	4-6	1,580	552/768	1,145/1,395	1,340	19,000	150/66 @ 75/7,000	62/52	11/82
Cessna 337 Super Skymaster (1965)	Con IO-360/210	4-6	1,575	552/768	1,435/1,465	1,300	20,500	167/69 @ 75/5,500	64/55	11/82
Cessna 421C Golden Eagle (1983)	Con GTSIO-520/375	6-8	2,832	1,236/1,572	2,285/2,300	1,950	30,000	231/246 @ 70/25,000	86/77	8/83
Cessna T303 Crusader (1983)	Con TSIO-520/250	6	1,847	918/—	1,750/1,450	1,480	25,000	193/159 @ 72/20,000	66/58	3/83
Cessna T337E Turbo Super Skymaster (1970)	Con TSIO-360/210	4-6	1,780	552/768	1,675/1,650	1,105	29,300	168/72 @ 75/10,000	70/61	11/82
Cessna T337G Pressurized Skymaster (1973)	Con TSIO-360/225	4-5	1,800	738/—	1,500/1,675	1,250	20,000	190/79 @ 75/12,000	70/62	11/82
Colemill Executive 600 (C310/1964)	Con IO-520/300	6	2,006	600/768	1,640/1,540	1,590	20,300	180/132 @ 50/10,000	75/63	7/84
Partenavia P-68 Observer (1983)	Lyc IO-360/200	6-9	1,500	822/—	1,270/1,570	1,600	20,000	165/124 @ 75/9,000	65/56	9/83
Partenavia P68C-TC (1983)	Lyc TO-360/210	6-7	1,521	822/—	1,260/1,600	1,550	20,000	182/160 @ 75/20,000	66/61	5/83
Piper Aerostar 602P (1982)	Lyc IO-540/290	6	1,564	993/—	2,250/2,076	1,755	25,000	238/223 @ 75/25,000	86/77	9/82
Piper Aerostar PA-60-700P (1984)	Lyc TIO-540/350	6	2,135	993/1,233	3,080/2,100	1,820	25,000	230/215 @ 65/25,000	75/71	11/84
Piper PA-23-250 Aztec C (1965)	Lyc IO-540/250	6	2,267	840/—	1,600/1,780	1,490	19,800	178/164 @ 75/8,000	64/59	12/83
Piper PA-23-250 Turbo Aztec F (1976)	Lyc TIO-540/250	6	1,881	822/1,062	1,980/1,585	1,470	24,400	183/182 @ 65/20,000	61/55	12/83
Piper PA-31P-350 Mojave (1983)	Lyc TIO-540/350	6-7	2,175	1,428/—	3,035/2,305	1,220	25,000	234/252 @ 75/25,000	81/73	10/83
Piper PA-34-220T Seneca III (1985)	Con TSIO-360/220	6-7	1,921	558/738	920/1,210	1,400	25,000	191/144 @ 65/18,000	67/64	2/85
RAM Super 414AW (C414A/1979)	Con TSIO-520/325	6-8	2,682	1,278/—	2,524/2,393	1,575	30,000	219/198 @ 75/25,000	79/77	8/84
Sequin Geronimo	Lyc O-360-A1D/180	5	1,500	648/—	650/675	2,000	23,000	168/120 @ 75/NA	52/47	1/85
<b>TURBOPROP</b>										
Beech King Air F90-1 (1983)	PW PT6A/750	6-10	4,440	3,173/—	2,808/2,977	2,455	31,000	265/249 @ max cruise/26,000	94/77	7/83
Cessna 425 Conquest I (1982)	PW PT6A/450	6-8	3,753	2,452/—	2,420/2,120	1,875	30,000	251/406 @ max cruise/26,000	90/84	12/84
Mitsubishi MU-2B-60 Marquise (1984)	Gar TPE 331/715	11	3,925	2,700/—	2,170/1,880	2,250	31,000	280/464 @ cruise/28,000	106/81	4/84
Partenavia AP-68TP-300 Spartacus (1985)	All 250-B17C/328	8-9	2,546	1,487/—	1,267/1,405	2,057	25,000	205/276 @ max cruise/20,000	75/65	2/85
Soloy Turbine Pac 206 (C206/1978)	All 250-C20S/418	6	1,635	509/—	1,063/1,094</					