

SKY OBSCURED

The sun will come out tomorrow... maybe.

BY SETH B. GOLBEY

The first thing that the reader of the "1986 General Aviation Aircraft Directory" should notice is that this directory is shorter than in recent years. Mainly, two factors account for this. First, we have limited this year's directory to certificated aircraft. This does not mean that we have decreased our commitment to ultralight aircraft; on the contrary, we believe that as a distinct subset of general aviation ultralight flying deserves more attention than could be provided under the old format. So, too, we believe that the kit-built aircraft industry is worthy of careful examination. Future issues of *AOPA Pilot* will highlight the state of the ultralight and kitplane industries.

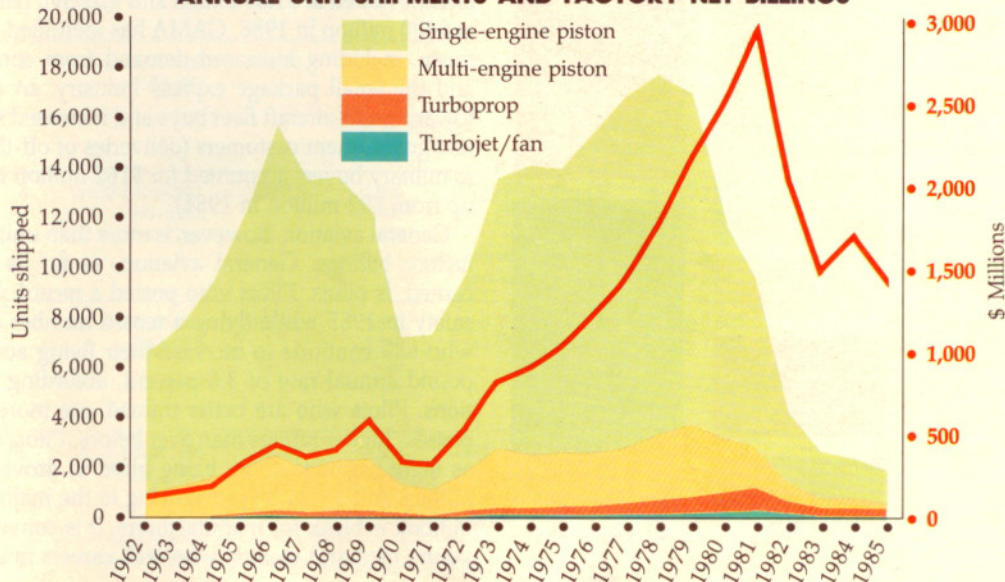
The second factor affecting the size of the directory is linked to the state of the general aviation aircraft industry. Simply put, fewer airplanes, particularly piston-engine models, are being built. Production of many models has been suspended—many, perhaps, will disappear. Of course, the business of airplane building has weathered boom-and-bust cycles since the industry came into its own after World War II. What has marketers concerned, however, is that the current recession in new-aircraft sales fails to conform to any of the analysts' carefully contrived models of market behavior. While most of the economy has rebounded from recession, aircraft manufacturing has not. As National Business Aircraft Association President John H. Winant told the 1985 annual meeting of the Aircraft Finance Association, "Obviously, some or all of the old reliable indicators no longer govern the game. At the

least they have been overcome by stronger countervailing forces. . . Somewhere between the late 1970s and today a new set of conditions has emerged [that] is largely the product of events and stimuli unforeseen less than a decade ago."

The song of recent years remains the same: Unit shipments are down, factory billings are down, turbine-powered equipment accounts for an increasingly large slice of the dollar-value pie (and, therefore, manufacturers' research and development dollars), competition from foreign manufacturers is rising at home and abroad. How bad is it? Overall unit shipments have reached the lowest level since World War II. Total factory billings, reversing a slight upward movement in 1984, have reached the lowest level since 1977. (In 1977, billings had been rising since 1971; they continued to rise, peaking finally in 1981.) Turbine-engine aircraft represented only 23 percent of the unit shipments but almost 87 percent of the dollar volume in 1985. While export shipments increased 5.4 percent in 1985 compared with 1984, billings were off by 11.9 percent. Foreign-built general aviation aircraft accounted for 45 percent of the total value of overall 1985 aircraft imports, including airliners. Aerospatiale reportedly sold 112 fixed-wing aircraft in the United States last year—more than any other manufacturer except Embraer (another foreign contender), Piper, Cessna and Beech.

For the rotary-wing industry, a similar situation prevails, tempered somewhat by the manufacturers' reliance on government contracts. U.S. shipments of civil helicopters rose slightly in 1985, according to preliminary figures released by the U.S. Department of Commerce, to an estimated 390 units from the 376 units recorded in 1984. While helicopter ship-

ANNUAL UNIT SHIPMENTS AND FACTORY NET BILLINGS



SOURCE: GAMA

1986 GENERAL AVIATION AIRCRAFT DIRECTORY

ments stand well below the 1,353 units recorded in 1980, the value of these shipments has not fallen as severely as unit deliveries, reflecting a shift toward higher-valued equipment. Exports, however, have fallen substantially during the past several years, from \$299 million in 1980 to an estimated \$163 million in 1985. U.S. helicopter manufacturers will continue to depend heavily upon military demand—the value of military shipments has exceeded that of civil shipments in every year except 1978 and 1979.

What of the Big Three fixed-wing manufacturers? Piper (which delivered 540 aircraft valued at \$126.2 million last year) has suspended production of all aircraft other than the Malibu, Cheyenne IIIA and Cheyenne 400LS. Cessna, too, has pared its production plans considerably. (Cessna delivered 883 aircraft valued at \$513 million in 1985 and became the last of the large, independent manufacturers to be gobbled up by a conglomerate.) The jury is still out on Beech (which shipped 288 airplanes in 1985 valued at \$272.6 million), but at least two current models are rumored to be on the chopping block for 1986. (Mooney sold 90 aircraft last year but has not made public its net billings.)

In the past year, virtually *all* manufacturers have laid off production workers, consolidated facilities and taken in sub-contract work in efforts to improve their profit/loss ratios. (In the current market, even increased billings would be no guarantee of profitability.) Moreover, the last six months have seen the collapse of the two major consortiums of U.S. and foreign general aviation manufacturers—Gates/Piaggio and Saab/Fairchild—due to the economic weakness of the U.S. partner.

Can this situation worsen? Yes. The problems plaguing the industry are unrelenting. Price increases on new aircraft far outstrip inflation. Uncertainty over the potential repeal of the

investment tax credit and accelerated depreciation stifles business purchases of new aircraft. The product liability quagmire threatens to engulf the entire industry in a slough of despond. Fringe benefit taxation regulations are increasing the cost of operating airplanes for business. A plethora of late-model, low-time used aircraft (at prices far below list for new models) has saturated the market, absorbing most of the demand for new airplanes. Foreign manufacturers, capitalizing on lower production costs and the continuing strength of the dollar and thus far relatively unimpaired by liability concerns, are poised for the future, sharpening their market plans and eyeing the jugular of the general aviation industry in the United States.

There are oases among these shifting sands, at least for the consumer. For example, there may never be a better time to consider the purchase of a used aircraft. Remanufacturing operations are also a source of relatively inexpensive aircraft in excellent condition. (Remanufacturing has traditionally been an exclusive domain of the service sector; recently, however, many of the original equipment manufacturers are investigating remanufacturing. Cessna, for instance, will begin delivering remanufactured Citation I jets late this year.) Be forewarned, however, that a recent apparent decline in registrations of used airplanes may—although this is by no means certain—portend the beginning of an inevitable decrease in the availability and increase in the price of high-quality examples (which would be very good news indeed for the manufacturers, some of whom are burdened with unsold inventory). Also, several manufacturers have rolled back the list prices of certain models (mostly jets) to stimulate sales. Creative financing packages for new aircraft are made available from time to time, as well.

What 1986 and following years hold in store for the general aviation aircraft industry is far from clear. That production will probably never rebound to the levels of the “glory days” of the late 1970s is now taken for granted. That significant structural changes to the industry will occur during the next few years seems certain. Although the General Aviation Manufacturers Association (GAMA), long a primary source of industry forecasts, has declined to speculate on 1986 production levels, the U.S. Department of Commerce, in its 1986 *U.S. Industrial Outlook*, predicts shipments of 2,200 fixed-wing general aviation aircraft valued at \$1.65 billion and 420 civil helicopters valued at \$400 million in 1986. GAMA has identified causes for optimism, including increased demand from commuter airlines and the small package express industry, an emerging trend toward multi-aircraft fleet buys and increased sales to military and government customers (deliveries of off-the-shelf aircraft to military buyers accounted for \$162 million in sales in 1985, up from \$92 million in 1984).

General aviation, however, is more than unit shipments and factory billings. General aviation, as far as AOPA is concerned, is pilots. Pilots who posted a record year in terms of safety in 1985 while flying a record number of hours. Pilots who will continue to increase their flying activity at a compound annual rate of 3.6 percent, according to FAA projections. Pilots who are better-trained, are more proficient and possess higher ratings than ever before. Pilots who, beginning as flight instructors, are being hired in droves by commuter airlines and are swiftly advancing to the major airlines. If the outlook is bleak for manufacturers, it is conversely bright for young men and women who seek careers in aviation. □

1985 GAMA SHIPMENTS

Type (Average Unit Cost)	Units	Billings
Single-engine (\$90,445)	1,371	\$124 million 66 million 520 million
Multi-engine (341,969)	193	709 million
Turboprop (1,604,938)	324	
Jet (4,923,611)	144	
Total (\$698,819)	2,032	\$1,420 million

SOURCE: GAMA

The "1986 General Aviation Aircraft Directory" lists all certificated and soon-to-be-certificated aircraft that were in production or available for purchase in the United States as of mid-February 1986. Production aircraft are to be found arranged by category in the first 10 sections of the directory; aircraft that are built to order or for which production has been temporarily suspended are found in the section called "On Hold." Aircraft for which a firm certification or delivery schedule has been established appear in "In the Works." (Specifications in "In the Works" are preliminary and subject to change without notice.) Manufacturers' addresses and telephone numbers follow the listings.

The material compiled in this directory was obtained from the aircraft manufacturers and may be considered current as of January 1, 1986, although some more-recent information has been incorporated. The aircraft are arranged within each category in ascending order by base price. In the case of an aircraft for which no base price was provided, an estimated base price was derived from the most recent known base price and standard aircraft industry inflation factors. Since pricing policies differ among manufacturers, the manufacturers were asked to elaborate on what equipment is included in the base price of each aircraft, and this information appears in the lower right portion

of each individual aircraft listing. To more accurately reflect its contents, this year the "Turbojet" section has been redesignated "Turbofan."

Single-engine fixed gear	p. 53
Single-engine retractable gear	p. 54
Multi-engine piston	p. 56
Turboprop	p. 57
Turbofan	p. 59
Rotary wing	p. 61
Agricultural	p. 63
Sailplane	p. 64
Motorglider	p. 70
Balloon	p. 70
On Hold	p. 79
In the Works	p. 81
Aircraft Manufacturers	p. 126

SINGLE-ENGINE FIXED GEAR

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt/ Fuel Flow		Range w/45-min rsv (nm)	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Max Optg. Altitude	Stall Speed (landing config., kt)	Base Price
					75% @ alt/pph/gph	65% @ alt/pph/gph						
TAYLORCRAFT F-21	2	Lyc. O-235-L2C, 112 hp/FP	144/24	1,750 990 616	107 @ 8,000/36/6	NA	400 NA	450 500	700	18,000	55	\$28,595
<i>Price includes dual controls, engine and fuel gauges, navigation lights, dual toe brakes, shoulder harnesses, airspeed, altimeter, compass, owner's and engine manuals and logbooks. Price does not include interior or exterior finish.</i>												
TAYLORCRAFT F-21B	2	Lyc. O-235-L2C, 112 hp/FP	240/42	1,750 1,010 500	107 @ 8,000/36/6	NA	700 NA	450 500	750	18,000	48	\$30,799
<i>Standard equipment including interior and exterior finish.</i>												
MAULE M-5-180C	4	Lyc. O-360-C1F, 180 hp/CS	138/23	2,300 1,325 735	137 @ 7,500/63/10.5	450 @ 7,500	600 600	900	15,000	34	\$39,342	
<i>STOL aircraft. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot.</i>												
ARCTIC S1B2 Arctic Tern	2	Lyc. O-320-A2B, 150 hp/FP	240/40	1,900 988 672	102 @ 3,500/48/8	500 @ 3,000	325 500	1,275	19,000	30	\$40,306 (est)	
<i>Price includes dual controls, toe brakes, 82/44 McCauley prop. 50 degree flaps, 1-inch Maule tailwheel, 850 x 6 tires, cabin heat, windshield defroster, lexan windshield and 1,500 lb Cleveland wheels and brakes.</i>												
MAULE M-5-235C Lunar Rocket	4	Lyc. O-540-J1A5D, 235 hp/CS	138/23	2,300 1,400 660	150 @ 7,500/87/14.5	405 @ 7,500	600 600	1,350	20,000	34	\$42,448	
<i>STOL aircraft. Gross weight when float equipped is 2,530 lbs. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot. Lyc. IO-540-W1A5D fuel-injected model available for \$44,749.</i>												
MAULE M-6-235 Lunar Rocket	4	Lyc. O-540-J1A5D, 235 hp/CS	156/26	1,500 1,050 30	150 @ 7,500/90/15	405 @ 7,500	600 600	1,350	20,000	22	\$43,148	
<i>STOL aircraft. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot. Fuel-injected model available for \$46,092.</i>												
MAULE MX-7-235	4-5	Lyc. O-540-W1A5D 235 hp/CS	180/30	2,500 1,500 580	150 @ 7,500/90/15	405 @ 7,500	600 600	1,350	20,000	35	\$44,695	
<i>STOL aircraft. Price includes dual controls and engine gauges. Fuel-injected model available for \$46,795.</i>												

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

1986 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt)/ Fuel Flow (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)	Max Optg. Altitude	Stall Speed (landing config., kt)	Base Price
MAULE M-7-235 Lunar Super Rocket	5	Lyc. O-540-J1A5D, 235 hp/CS	180/30	1,500 1,050 30	150 @ 7,500/90/15 142 @ 7,500/72/12	405 @ 7,500 450 @ 7,500	600 600	1,350	20,000	22	\$50,665
<i>STOL aircraft. Price includes dual controls, engine gauges, gyro instrumentation and heated pitot. Fuel-injected model available for \$52,843.</i>											
CESSNA 172 P Skyhawk	4	Lyc. O-320-D2J, 160 hp/FP	258/43	2,407 1,438 729	120 @ 8,000/50/8.4 111 @ 8,000/44/7.3	440 @ 8,000 587 @ 6,000	1,625 1,280	700	13,000	46	\$53,050
<i>Price includes engine gauges, gyro instrumentation, pitot-static system, exterior paint and dual controls. Max payload calculated at max standard fuel.</i>											
AEROSPATIALE TB-10 Tobago	4	Lyc. O-360A1AD, 180 hp/CS	324/54	2,535 1,477 734	127 @ 6,000/66/11 117 @ 6,000/54/9	460 @ 6,000 500 @ 8,000	1,657	790	13,000	52	\$58,700
CHRISTEN S-17 Pitts Special	1	Lyc. AEIO-360-AIE, 200 hp/CS	120/20	1,150 850 180	156 @ 8,000/75/12.5 NA	280 @ 8,000 NA	600 1,200	2,600	24,000	54	\$58,935
<i>Price includes sliding canopy and fixed windscreen, all-attitude fuel and oil systems, basic engine, flight instruments and standard paint design.</i>											
CHRISTEN S-2S Pitts Special	1	Lyc. AEIO-540-D4A5, 260 hp/CS	210/35	1,575 1,100 265	156 @ 8,000/87/14.5 NA	374 @ 8,000 NA	925 1,350	2,800	22,000	52	\$69,995
<i>Price includes sliding canopy, fixed windscreen, all-attitude fuel and oil systems, basic engine, flight instruments and standard paint design.</i>											
CHRISTEN S-2B Pitts Special	2	Lyc. AEIO-540-D4A5, 260 hp/CS	174/29	1,700 1,175 351	160 @ 8,000/103/17.2 NA	288 @ 8,000 NA	925 1,350	2,800	22,000	52	\$73,850
<i>Price includes jettisonable canopy with fixed forward windscreen, all-attitude fuel and oil systems, basic engine, flight instruments in both cockpits and standard paint design.</i>											
MUDRY CAP 10B	2	Lyc. AEIO-360-B2F, 180 hp/FP	246/41	1,830 1,200 384	135 @ SL/60/10 130 @ SL/57/9.5	440 @ SL NA	1,477 1,968	1,100	17,000	43	\$80,000
<i>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, rate of climb, takeoff and landing distance shown for Utility category.</i>											
CESSNA 182 R Skylane	4	Cont. O-470-U, 230 hp/CS	552/92	3,110 1,734 848	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	\$80,950
<i>Price includes engine gauges, dual controls, pitot-static system, cylinder head temperature gauge and exterior paint.</i>											
CESSNA U206G Stationair 6	6	Cont. IO-520-F, 300 hp/CS	552/92	3,612 1,944 1,140	147 @ 6,500/96/16 135 @ 6,500/78/13	680 @ 6,500 760 @ 10,000	1,780 1,395	920	14,800	54	\$111,400
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge and exterior paint.</i>											
CESSNA TU206G Turbo Stationair 6	6	Cont. TSIO-520-M, 310 hp/CS	552/92	3,616 2,022 1,066	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	\$124,650
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge, dual controls, oxygen system less masks, exterior paint.</i>											

SINGLE-ENGINE RETRACTABLE GEAR

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity Standard Optional (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt)/ Fuel Flow (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)	Max Optg. Altitude	Stall Speed (landing config., kt)	Base Price
AEROSPATIALE TB-20 Trinidad	4-5	Lyc. IO-540-C4D5D, 250 hp/CS	516/89 —	2,955 1,701 738	164 @ 8,000/72.6/12.1 160 @ 8,000/63/10.5	885 @ 8,000 964 @ 12,000	1,571 1,740	1,260	20,000	54	\$90,800
BELLANCA 17-30A Super Viking	4	Cont. IO-520-K, 300 hp/CS	408/68 —	3,325 2,185 732	174 @ 7,500/96/16 162 @ 7,500/84/14	621 @ 7,500 673 @ 7,500	1,420 1,340	1,210	20,000	60	\$92,000

Price includes dual controls, engine gauges, three-blade propeller and pitot-static system.

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

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity Standard Optional (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt/ Fuel Flow 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)	Max Optg. Altitude	Stall Speed (landing config., kt)	Base Price
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	\$97,500
<i>Price includes dual controls, engine gauges and pitot-static system.</i>											
MOONEY M20J 201 Lean Machine	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	\$98,900
<i>Price includes King avionics package: KMA 24 audio panel, KX 155 nav/com w/GS, KI 209 VOR/LOC/GS indicator, KX 155 nav/com, KI 208 VOR/LOC indicator, KR 86 ADF, KT 76A transponder, mike, KAP 100 flight control system includes heading select, VOR/LOC capture and track, flight computer, lighted AH and DG.</i>											
CESSNA R182 Skylane RG	4	Lyc. O-540-J3C5D, 235 hp/CS	522/92 —	3,112 1,782 802	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	\$106,650
<i>Price includes engine gauges, gyro instrumentation, pitot-static system, dual controls, cylinder head temperature gauge and exterior paint.</i>											
CESSNA TR182 Turbo Skylane RG	4	Lyc. O-540-L3C5D, 235 hp/CS	552/92 —	3,112 1,827 757	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	\$118,500
<i>Price includes engine gauges, gyro instrumentation, pitot-static system, cylinder head temperature gauge, oxygen system less masks and exterior paint.</i>											
MOONEY M20K 252	4	Cont. TSIO-360-MB1, 210 hp/CS	456/76 —	2,900 1,800 647	202 @ 28,000/76.2/12.7 185 @ 28,000/66/11	935 @ 28,000 1,040 @ 28,000	2,000 2,300	1,080	28,000	59	\$118,750
<i>Price includes dual controls, engine gauges and pitot-static system.</i>											
LAKE LA4/200 EP	4	Lyc. IO-360-A1B6, 200 hp/CS	324/54 540/90	2,690 1,670 696	127 @ 6,500/60/10 122 @ 6,500/54/9	590 @ 6,500 640 @ 6,500	1,450 900 (water) 1,575 1,100 (land)	980	12,500	38	\$133,200
<i>Price includes dual controls, engine gauges, full TSOed gyro panel, heated pitot, corrosion proofing, cargo door, paddle and bowline.</i>											
CESSNA 210R Centurion	6	Cont. IO-520-L, 300 hp/CS	540/90 —	3,812 2,220 1,060	169 @ 6,500/97/16 159 @ 6,500/82/14	765 @ 6,500 862 @ 10,000	2,030 1,500	980	17,300	55	\$143,350
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge, dual controls and exterior paint. Optional 120 gal. LR tanks available.</i>											
LAKE LA4/200 Turbo EP	4	Lyc. IO-360-A1B6, 200 hp/CS	324/54 540/90	2,690 1,698 668	143 @ 20,000/60/10 127 @ 14,500/54/9	665 @ 20,000 667 @ 14,500	1,450 900 (water) 1,575 1,100 (land)	980	20,000	38	\$144,780
<i>Price includes Rajay turbocharger, dual controls, engine gauges, full TSOed gyro panel, heated pitot, corrosion proofing, cargo door, paddle and bowline.</i>											
CESSNA T210R Turbo Centurion	6	Cont. TSIO-520-CE, 325 hp/CS	540/90 —	4,118 2,320 1,336	201 @ 20,000/101/17 190 @ 20,000/96/16	720 @ 23,000 790 @ 23,000	2,110 1,600	1,150	25,000	55	\$165,750
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge, dual controls, optional 120 gal. LR tanks and exterior paint.</i>											
LAKE LA/250 Renegade	6	Lyc. IO-540-C4B5 250 hp/CS	324/54 540/90	3,050 1,950 776	132 @ 6,500/75/12.5 125 @ 6,500/66/11	851 @ 6,500 929 @ 6,500	1,250 NA (water) 1,590 1,150 (land)	900	12,500	48	\$194,200
<i>Price includes dual controls, engine gauges, gyro instruments, pitot static system, ELT, paddle, bowline and cargo door.</i>											
AGUSTA SIAI MARCHETTI SF. 260C	3-4	Lyc. O-540-260 260 hp/CS	390/65 —	2,430 1,700 340	181 @ 5,000/93.5/15.5 176 @ 10,000/77/12.8	635 @ 6,000 755 @ 10,000	1,550 1,450	1,800	19,000	60	\$195,000
<i>Price includes full IFR equipment, including HSI. Certified in aerobatic category with full inverted fuel and oil systems.</i>											
BEECH A36 Bonanza	4-6	Cont. IO-550-B, 300 hp/CS	444/74 —	3,650 2,247 972	176 @ 6,000/102/17 167 @ 8,000/86/14	756 @ 6,000 876 @ 12,000	1,913 1,473	1,210	18,500	59	\$198,560 (est)
<i>Price includes engine gauges, nav/com and pitot-static system. Max payload calculated at max standard fuel.</i>											

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

1986 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplant/ Prop type	Fuel Capacity Standard Optional (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt)/ Fuel Flow		Range w/45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Max Optg Altitude	Stall Speed (landing config., kt)	Base Price
					75% @ alt/pph/gph	65% @ alt/pph/gph						
BEECH B36TC Bonanza	6	Cont. TSIO-520-UB, 300 hp/CS	612/102 —	3,850 2,363 891	195 @ 25,000/96/16 188 @ 25,000/86/14 (69%)	984 @ 25,000 1,022 @ 25,000 (69%)	2,141 1,692	1,049	25,000	57	\$223,708 (est)	
<i>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.</i>												
CESSNA P210R Pressurized Centurion	6	Cont. TSIO-520-CE, 325 hp/CS	540/90 —	4,118 2,471 1,115	201 @ 20,000/101/17 190 @ 20,000/96/16	720 @ 23,000 790 @ 23,000	2,110 1,600	1,150	25,000	55	\$235,200	
<i>Price includes engine gauges, pitot-static system, cylinder head temperature gauge, dual controls, all metal instrument panel, optional 120 gal. LR tanks, pressurization system and exterior paint.</i>												
PIPER PA-46-310P Malibu	6	Cont TSIO-520-BE, 310 hp/CS	732/122 —	4,100 2,466 932	215 @ 25,000/96/16 205 @ 25,000/84/14	1,330 @ 25,000 1,420 @ 25,000	2,025 1,800	1,143	25,000	59	\$330,000	
<i>Price includes full IFR equipment and ELT.</i>												

MULTI-ENGINE PISTON

Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard Optional (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Cruise Speed (kt)/ Fuel Flow		Range w/45-min rsv (nm) 75% @ alt 65% @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Max Optg. Altitude/ SE Svc Ceiling (ft)	Stall Speed (landing config., kt)	Base Price
					75% @ alt/pph/gph	65% @ alt/pph/gph						
PARTENA VIA P68C (fg)	6-7	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	57 60	\$189,115	
<i>Price includes King radio package (basic IFR).</i>												
PARTENA VIA P68C-TC Turbo (fg)	6-7	2 Lyc. TIO-360-C1A6D, 210 hp ea.	852/ 142 —	4,387 2,866 669	172 @ 12,000/162/27 160 @ 12,000/120/20	775 @ 12,000 940 @ 12,000	1,260 1,600	1,550 290	27,000 14,500	57 63	\$208,700	
<i>Price includes King radio package (basic IFR).</i>												
PARTENA VIA P68 Observer (fg)	6-7	2 Lyc. IO-360-A1B6, 200 hp ea.	852/ 142 —	4,321 2,821 824	166 @ 7,500/126/21 161 @ 11,000/108/18	1,050 @ 7,500 1,140 @ 11,000	1,270 1,570	1,600 320	20,000 7,800	56 60	\$215,800	
<i>Price includes King radio package (basic IFR).</i>												
PILATUS BRITTEN- NORMAN BN 2B-26 Islander (fg)	10	2 Lyc. O-540-E4C5, 260 hp ea.	780/ 130 —	6,600 4,114 1,706	140 @ 7,000/168/28 138 @ 7,000/150/25	700 @ 7,000 750 @ 9,000	1,160 980	860 145	13,600 4,400	40 NA	\$365,500	
<i>Equipped to ICAO public transportation standards. Price includes dual controls, engine gauges, avionics package, gyro instrumentation and pitot-static system. Optional wing tip tanks. Approved for FAR Part 135 operation in known icing conditions when properly equipped.</i>												
BEECH 58 Baron	4-6	2 Cont. IO-550-C, 300 hp ea.	1,164/ 194 —	5,500 3,481 614	200 @ 8,000/190/32 192 @ 8,000/174/29	1,161 @ 8,000 1,219 @ 10,000	2,371 2,498	1,750 394	20,668 7,284	74 81	\$373,545 (est)	
<i>Price includes engine gauges, nav/com, ADF and pitot-static system. Max payload calculated at max standard fuel.</i>												
PILATUS BRITTEN- NORMAN BN 2B-27 Islander (fg)	10	2 Lyc. O-540-E4C5, 260 hp ea.	1,134/ 189 —	6,600 4,191 1,299	140 @ 7,000/168/28 138 @ 7,000/156/26	800 @ 7,000 850 @ 7,000	1,160 980	860 170	14,500 5,150	40 NA	\$383,650	
<i>Equipped to ICAO public transportation standards. Price includes dual controls, engine gauges, gyro instrumentation, avionics package and pitot-static system. Optional wing tip tanks. Approved for FAR Part 135 operation in known icing conditions, when properly equipped.</i>												
PILATUS BRITTEN- NORMAN BN 2B-20 Islander (fg)	10	2 Lyc. IO-540-K1B5, 300 hp ea.	780/ 130 —	6,600 4,244 1,576	148 @ 7,000/180/30 145 @ 7,000/168/28	600 @ 7,000 660 @ 7,000	1,110 980	1,130 198	19,700 6,150	40 NA	\$401,550	
<i>Equipped to ICAO public transportation standards. Price includes dual controls, engine gauges, gyro instrumentation, avionics package and pitot-static system. Approved for FAR Part 135 operation in known icing conditions, when properly equipped.</i>												
PILATUS BRITTEN- NORMAN BN 2B-21 Islander (fg)	10	2 Lyc. IO-540-K1B5, 300 hp ea.	1,134/ 189 —	6,600 4,321 1,169	148 @ 7,000/180/30 145 @ 7,000/168/28	800 @ 7,000 880 @ 7,000	1,110 980	1,130 223	19,700 7,000	40 NA	\$419,700	
<i>Equipped to ICAO public transportation standards. Price includes dual controls, engine gauges, gyro instrumentation, avionics package and pitot-static system. Optional wing tip tanks. Approved for FAR Part 135 operation in known icing conditions, when properly equipped.</i>												

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

Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard Optional (lb/gal)	Gross Wgt/Empty Wgt/Max Payload (w/full fuel, lb)	Cruise Speed (kt)/Fuel Flow 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)	Max Optg. Altitude/SE Svc Ceiling (ft)	Stall Speed (landing config., kt)	Base Price
BEECH 58P Baron	4-6	2 Cont. TSIO-520-WB, 325 hp ea.	1,140/190	6,200/4,026/1,074	237 @ 25,000/215/36 222 @ 25,000/174/29	1,030 @ 25,000 1,093 @ 25,000	2,643 2,427	1,581 223	25,000 12,200	78 81	\$495,615 (est)

Price includes engine gauges, nav/com, ADF, pitot-static system and pressurization. Max payload calculated at max standard fuel.

TURBOPROP

Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard Optional (lb/gal)*	Gross Wgt/Empty Wgt/Max Payload (w/full fuel, lb)	Cruise Speed (kt)/Fuel Flow Max @ alt/pph/gph Econ @ alt/pph/gph	Max. Range w/45-min rsv (nm) @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb/Engine out ROC (fpm)	Max. Optg. Altitude/SE Svc Ceiling (ft)	Stall Speed (landing config.)/Vmc (kt)	Base Price
CESSNA 208 Caravan I (fg)	1-10	1 P&W PT6A-114, 600 shp	2,224/332	7,335/3,800/1,311	183 @ 10,000/360/54 149 @ 10,000/263/40	970 @ 10,000	1,665 1,550	1,215 NA	27,600 NA	60 NA	\$660,000

Price includes nav/com, ADF, transponder, engine instruments, gyro instruments and reversible propeller.

PILATUS BRITTEN-NORMAN BN-2T Turbine Islander (fg)	10	2 Allison 250B-17C, 320 shp ea.	1,451/215	7,000/4,040/1,520	170 @ 10,000/396/65 155 @ 10,000/304/50	590 @ 10,000	1,250 1,250	1,050 215	25,000 10,000	45 45	\$812,230
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Price includes dual controls, engine gauges, gyro instrumentation, avionics package, pitot-static system and ELT. Approved for Part 135 operation in known icing conditions when properly equipped.

CESSNA/REIMS Caravan II	10-14	2 P&W PT6A-112, 500 shp ea.	3,183/475	9,435/5,055/1,197	236 @ 10,000/472/70 NA	1,030 @ 10,000	2,370 2,170	1,835 400	30,000 16,000	74 NA	\$1,055,000
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CESSNA 425 Conquest I	6-8	2 P&W PT6A-112, 450 shp ea.	2,498/373	8,675/4,922/1,301	263 @ 18,000/536/80 251 @ 30,000/352/52	1,510 @ 26,000	2,482 2,145	1,861 357	33,400 17,200	84 92	\$1,245,000
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Price includes dual controls, engine gauges, dual nav/com, ADF, RMI, glideslope, transponder, DME, autopilot, HSI, encoding altimeter, gyro instrumentation, pitot-static system, air conditioner, cabin pressure system, strobe lights, oxygen system, corrosion proofing, exterior paint and prop synchronizer.

BEECH C90A King Air	6-10	2 P&W PT6A-21, 550 shp ea.	2,573/384	9,650/6,026/1,111	247 @ 16,000/592/88 235 @ 26,000/422/63	1,317 @ 21,000	2,261 1,672	2,137 626	28,883 15,591	75 90	\$1,356,917 (est)
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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, five psi.

DE HAVILLAND DHC-6 Series 300 Twin Otter (fg)	20	2 P&W PT6A-27, 620 shp ea.	2,583/382	12,500/7,441/2,511	183 @ 10,000/661/97 145 @ 10,000/452/66	660 @ 10,000	†1,500 †1,500	1,600 340	26,700 11,600	58 64	\$1,750,000
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Fully equipped for airline service. †Per SFAR 23.

CESSNA 441 Conquest II	8-10	2 Garrett TPE331-8-4065, 635 shp ea.	3,223/481	9,925/5,801/941	293 @ 24,000/510/76 283 @ 35,000/346/51	2,291 @ 35,000	2,465 1,875	2,435 715	35,000 21,380	74 91	\$1,795,000
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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.

BEECH F90-1 King Air	6-10	2 P&W PT6A-135, 750 shp ea.	3,149/470	10,950/6,704/1,177	279 @ 12,000/784/117 267 @ 25,000/516/77	1,612 @ 26,000	2,808 2,275	2,455 632	30,450 15,300	79 87	\$1,805,905 (est)
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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.

BEECH C99 Airliner	17	2 P&W PT6A-36, 715 shp ea.	2,466/365	11,380/6,124/2,710	249 @ 8,000/750/112 207 @ 8,000/542/81	655 @ 8,000	3,333 3,117	2,221 539	28,080 14,360	83 91	\$1,907,019 (est)
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Price includes complete anti-ice and deice equipment, air conditioning, fire protection and detection systems, interior, oxygen system and exterior lighting with strobe lights.

EMBRAER EMB-110 P1A/41 Bandeirante	18-19	2 P&W PT6A-34, 750 shp ea.	2,884/440	13,007/8,007/1,791	224 @ 10,000/NA 178 @ 10,000/NA	1,003 @ 10,000	2,650 2,664	1,640 370	21,500 9,900	73 84	\$1,943,000
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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 controls and instruments, dual windshield wipers, smoke detection system, adjustable pilot and copilot seats, large rear cargo door, front airstair door, three emergency exits, complete exterior polyurethane paint.

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

1986 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard (lb/gal) Optional (lb/gal)	Gross Wgt/Empty Wgt/Max Payload (w/full fuel, lb)	Long-Range Cruise Speed/Fuel Flow kt @ alt/pph/gph	Max. Range w/45-min rsv (nm) @ alt	Takeoff/Landing Distance (over 50' obst)	*Rate of Climb/Engine out ROC (fpm)	Bal Field Length (ft)	Max. Optg. Altitude/SE Svc Ceiling (ft)	Stall Speed (landing config.)/Vmc (kt)	Base Price
GATES 36A Learjet	8	2 Garrett TFE731-2-2B, 3,500 lbs. thrust ea.	7,440/1,110 —	18,500/9,570 1,090	429 @ 43,000/1,042/154	2,708 @ 43,000	4,972/3,075	4,339/1,276	4,972	45,000/23,500	99/112	\$3,950,253 (est)
ISRAEL AIRCRAFT 1124A Westwind 2	7-10	2 Garrett TFE731-3-1G, 3,700 lbs. thrust ea.	9,540/1,424 8,870/1,324	23,500/12,850 1,060	402 @ 41,000/978/146	3,071 @ 41,000	5,125/2,450	3,400/1,130	5,125	45,000/27,000	99/104	\$4,349,000
<i>Price includes thrust reversers, removable 100-gallon fuel extension tank, single-point refueling, hydraulic nosewheel steering, color radar, standby gyro/power supply, angle-of-attack display, dual transponders, Davtron clock, dual compass system, DME, ADF, radar altimeter, autopilot, flight director, VLF, strobe lights, recognition lights, marker beacon, dual nav/com, dual RMI, complete Collins flight management system, complete interior, air conditioning, oxygen and paint.</i>												
DASSAULT Falcon 100	6-8	2 Garrett TFE731-2-1C, 3,230 lbs. thrust ea.	5,910/882 —	18,740/10,800 1,247	431 @ 39,000/1,080/161	1,948 @ 41,000	4,500/2,200	4,600/1,535	4,500	45,000/17,000	81/97	\$4,557,984 (est)
GATES 55 Learjet	12	2 Garrett TFE731-3AR-2B1, 3,700 lbs. thrust ea.	6,707/1,001 —	21,500/12,130 2,470	420 @ 43,000/1,028/152	2,296 @ 45,000	5,600/3,300	4,059/1,000	5,600	51,000/NA	103/99	\$4,709,917 (est)
CESSNA 650 Citation III	9-12	2 Garrett TFE731-3B-100S, 3,650 lbs. thrust ea.	7,384/1,094 —	22,200/12,509 2,307	472 @ 35,000/1,708/253	2,540 @ 45,000	5,180/2,900	3,699/805	4,710	51,000/24,000	97/98	\$5,425,000
<i>Price includes dual IFR instrumentation: 5-inch FD/AP, dual nav/com, color radar. Also included: thrust reversers, full six-place interior w/raft lav/heated baggage compartment, single-point refueling and custom paint.</i>												
GATES 55ER Learjet	12	2 Garrett TFE731-3AR-2B, 3,700 lbs. thrust ea.	7,049/1,052 —	21,500/12,194 2,107	420 @ 43,000/1,045/155	2,406 @ 45,000	5,600/3,300	4,059/1,000	5,600	51,000/NA	103/99	\$5,448,625 (est)
BRITISH AEROSPACE BAe-800	8	2 Garrett TFE731-5R-1H, 4,300 lbs. thrust ea.	10,000/1,500 —	27,400/15,120 2,400	401 @ 41,000/1,157/172	2,932 @ 41,000	5,600/2,280	3,500/780	5,600	41,000/24,000	82/110	\$5,450,000
<i>Price is for green aircraft including all engine controls. Normal completed price with APU, EFIS and full executive interior is \$6,700,000.</i>												
ISRAEL AIRCRAFT 1125 Westwind Astra	6-9	2 Garrett TFE731-3A-200G, 3,700 lbs. thrust ea.	9,365/1,398 8,695/1,298	23,500/12,400 1,485	470 @ 39,000/1,474/220	2,453 @ 39,000 3,110 @ 41,000	5,250/2,645	4,500/1,150	5,250	45,000/25,000	90/98	\$5,495,000
<i>Price includes thrust reversers, removable 100-gallon fuel extension tank, single-point pressure refueling, hydraulic nosewheel steering, boosted ailerons, autopilot, angle-of-attack display, dual VHF nav/com, dual transponders, dual DME, dual RMI, dual compass systems, dual flight director systems (FMS-90 or GNS-1000), Collins five-screen EFIS, color radar, ADF, Davtron clock, marker beacon, standby gyro/power supply, complete interior, air conditioning, oxygen and paint.</i>												
GATES 55LR Learjet	10	2 Garrett TFE731-3AR-2B1, 3,700 lbs. thrust ea.	7,707/1,150 —	21,500/12,306 1,337	420 @ 43,000/1,070/158	2,608 @ 45,000	5,600/3,300	4,059/1,000	5,600	51,000/NA	103/99	\$5,611,036 (est)
DASSAULT Falcon 900	12-15	3 Garrett TFE731-5A-1C, 4,500 shp ea.	19,000/2,836 —	45,500/22,573 3,100	430 @ 43,000/1,675/250	4,200 @ 43,000	5,400/2,270	3,500/1,765	5,400	51,000/NA	78/83	\$13,500,000 (est)
FOKKER F28 Mark 4000	85	2 RR RB 183, MK555-15P, 9,900 lbs. thrust ea.	17,240/2,581 —	73,000/39,500 22,500	394 @ 35,000/3,589/536	1,120 @ 35,000	4,560/3,385	2,890/NA	2,890	35,000/NA	98/NA	\$11,000,000
DASSAULT Falcon 50	9-13	3 Garrett TFE731-3-1C, 3,700 lbs. thrust ea.	15,520/2,316 —	38,800/20,690 2,180	410 @ 41,000/1,473/219	3,500 @ 45,000	4,700/2,050	3,430/2,200	4,700	49,000/31,000	77/82	\$11,473,546 (est)
CANADAIR 601 Challenger	9-19	2 GE CF-34, 8,650 lbs. thrust ea.	16,545/2,451 —	43,250/19,950 2,120	425 @ 41,000/1,735/257	3,673 @ 41,000	5,400/3,950	4,300/1,210	5,400	41,000/25,000	102/116	\$12,154,625 (est)
<i>Standard equipment includes thrust reversers, auxiliary power unit, nosewheel steer-by-wire, carbon brakes, dual flt. dir, VHF, COM/NAV, XPDR, DME, ADF, color radar, autopilot, dual controls and engine instruments. One-engine APR rating: 9,140 lb thrust.</i>												
GULFSTREAM AEROSPACE Gulfstream III	14-19	2 RR 163-25, MK 511-8, 11,400 lbs. thrust ea.	28,300/4,192 —	70,200/32,000 3,900	442 @ 45,000/2,667/395	3,880 @ 45,000	5,100/3,200	4,210/1,470	5,100	45,000/27,000	103/100	\$12,767,595 (est)
BRITISH AEROSPACE 146-100-30	82	4 Lyc. ALF-502-R-5, 6,970 lbs. thrust ea.	20,740/3,096 22,820/3,406	84,000/49,000 14,260	373 @ 31,000/3,543/532	1,650 @ 31,000	2,800/3,075	2,900/NA	2,800	31,000/28,200	90/91	\$14,900,000
<i>Price is for fully equipped airliner.</i>												
BRITISH AEROSPACE 146-200-10	100	4 Lyc. ALF-502-R-5, 6,970 lbs. thrust ea.	20,740/3,096 22,820/3,406	93,000/50,500 21,760	373 @ 31,000/3,701/556	1,560 @ 31,000	3,100/3,200	2,600/NA	3,100	31,000/28,000	92/86	\$15,400,000
<i>Price is for fully equipped airliner.</i>												

*Gross Weight, sea level; NA—Not Available

Manufacturer and Model	Seats	Powerplants	Fuel Capacity: Standard Optional (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Long-Range Cruise Speed/Fuel Flow kt @ alt/pph/gph	Max. Range w/45-min rsv (nm) @ alt	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb/ Engine out ROC (fpm)	Bal Field Length (ft)	Max. Optg. Altitude/ SE Svc Ceiling (ft)	Stall Speed (landing config./ Vmc (kt))	Base Price
MCDONNELL DOUGLAS MD-83	20-155	2 P&W JT8D-219	62,444/ 9,320	160,000 83,000	M.80 @ NA/3,760/562	4,400 @ NA	5,000 3,900	1,800 NA	8,870	37,000 NA	86 NA	\$24,500,000*
*Green.												
BOEING Corporate 77-32 (737-200)	10-50	2 P&W JT8D-17A	34,572/ 5,160	128,600 69,560	420 @ NA/5,120/764	2,604 @ NA (std) 4,016 @ NA (opt)	8,450 4,430	2,500 NA	8,450	37,000 18,200	NA	NA
BOEING Corporate 77-33 (737-300)	10-50	2 CFM 56-3	35,584/ 5,311	139,000 78,620	429 @ NA/4,950/739	2,900 @ NA (std) 4,515 @ NA (opt)	9,940 4,580	3,200 NA	9,940	37,000 17,000	NA	NA

ROTARY WING

Manufacturer and Model	Seats	Powerplant(s)	Fuel Capacity: Standard Optional (lb/gal, no rsv)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Max. Cruise Speed kt @ alt/pph/gph	Never Exceed Speed (Vne, kt)	Max Range (nm) @ alt	Hover OGE (ft)	Hover IGE (ft)	Main Rotor Diameter (ft)/ # Blades	Base Price
ROBINSON R22 Beta	2	Lyc. O-320-B2C, 160 hp derated to 131 hp	115/ 19.2	1,370 826	96 @ 5,000/45/7.5	102	209 @ SL 313 w/ aux fuel	5,200	6,970	25.2 2	\$85,850
Standard equipment includes dual controls, King KY 197 com, rotor brake, rate-of-climb indicator, engine gauges, throttle synchronizer, low rotor rpm horn and light, night lights, quartz clock, landing and cockpit warning lights, anti-collision light, soundproofing, rotor blade tiedowns, windshield cover and two baggage compartments.											
SCHWEIZER 300C	3	Lyc. HIO-360-D1A, 225 hp derated to 190 hp	180/ 30	2,050 1,100	86 @ 4,000/72/12	95	211 @ 4,000	5,400	7,900	26.7 3	\$136,000
Price includes engine gauges, airspeed, altimeter, compass, elastomeric main rotor dampers, dual strap inertial reel shoulder harness, pitot-static system, exterior paint, throttle correlator, manuals, cockpit warning lights, low fuel warning and choice of interior.											
ENSTROM F-28F Falcon	3	Lyc. HIO-360-F1AD, 225 hp	240/ 40	2,600 1,550	83 @ SL/88/14.7	97	230 @ SL	8,700	13,200	32 3	\$154,900
Estimated average price including 108-lb baggage compartment, night lighting, throttle correlator, engine gauges, airspeed, altimeter, Hamilton vertical compass, main rotor dampers, interior/exterior three-color paint, shoulder harness and all manuals. Engine is turbocharged.											
ENSTROM 280F Shark	3	Lyc. HIO-360-F1AD, 225 hp	240/ 40	2,600 1,550	88 @ SL/88/14.7	102	240 @ SL	8,700	13,200	32 3	\$159,400
Estimated average price including 108-lb baggage compartment, night lighting, throttle correlator, engine gauges, airspeed, altimeter, Hamilton vertical compass, main rotor dampers, interior/exterior three-color paint, shoulder harness and all manuals. Engine is turbocharged.											
ENSTROM 280FX	3	Lyc. HIO-360-F1AD, 225 hp	240/ 40	2,600 1,565	91 @ SL/88/14.7	102	24 @ SL	8,700	13,200	32 3	\$174,900
Price includes Loran, annunciator panel, graphic engine monitor, com radio with intercom, transponder, deluxe headsets and leather seats.											
MCDONNELL DOUGLAS MD 500E	5	Allison 250-C20B, 420 shp	402/ 62	3,100 1,498	134 @ 5,000/205/32.1	152	265 @ 5,000	6,100	8,500	26.3 5	\$395,000
Price includes engine gauges, annunciator panel, compass, altimeter, airspeed indicator, pitot-static system, strobe lights, automatic reignition and exterior paint.											
BELL 206 B III JetRanger III	5	Allison 250-C20J, 420 shp	614/ 91	3,200 1,635	116 @ 5,000/180/27	130	400 @ 5,000	8,800	12,800	33.3 2	\$419,125 (est)
Never exceed speed—122 above 3,000 lb. External gross weight—3,350 lb. Price includes engine gauges, pitot-static system and rupture-resistant fuel system.											
AEROSPATIALE AS 350D AStar MK III	6-7	Lyc. LTS-101-600A3, 615 shp	945/ 140	4,300 2,432	119 @ 5,000/274/40	147	390 @ 3,000	5,400	8,800	35.1 3	\$480,000
Price includes airspeed indicator, altimeter, rate-of-climb indicator, torquemeter, rotor tachometer, clock, warning panel, OAT indicator on canopy, magnetic compass, engine and fuel gauges, pitot-static system, fire-detection system and interior and exterior paint. External gross weight—4,630 lb.											

*Gross Weight, sea level; OGE—Out of Ground Effect; IGE—In Ground Effect; NA—Not Available

1986 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplant(s)	Fuel Capacity: Standard Optional (lb/gal, no rsv)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Max. Cruise Speed kt @ alt/pph/gph	Never Exceed Speed (Vne, kt)	Max Range (nm) @ alt	Hover OGE (ft)	Hover IGE (ft)	Main Rotor Diameter (ft)/ # Blades	Base Price
AEROSPATIALE AS 350B Ecureuil	6-7	Turbomeca Arriel, 641 shp	945/140 —	4,300/2,428/927	119 @ 5,000/281/41	147	381 @ 3,000	7,380	9,675	35.1/3	\$480,000
<i>Price includes airspeed indicator, altimeter, rate-of-climb indicator, torque meter, rotor tachometer, engine and fuel gauges, fire-detection system, exterior and interior paint, clock, warning panel, OAT indicator on canopy, magnetic compass and pitot head. External gross weight—4,630 lb.</i>											
MCDONNELL DOUGLAS MD 530F	5	Allison 250-C30, 650 shp	416/64 —	3,100/1,585/2,102	135 @ 5,000/242/37.8	152	275 @ 5,000	12,000	14,200	27.3/5	\$515,000
<i>Price includes engine gauges, annunciator panel, compass, altimeter, airspeed indicator, pitot-static system, strobe lights, automatic reignition and exterior paint.</i>											
BELL 206L-3 LongRanger III	7	Allison 250-C30P, 650 shp	743/110 —	4,150/2,200/1,207	116 @ 5,000/243/36	130	359 @ 5,000	5,400	16,500	37/2	\$623,448 (est)
<i>Price includes engine gauges and pitot-static system. Model also available IFR equipped. Optional 456-shp trans. rating available with OGE hover of 9,000'.</i>											
MBB BO 105 CB Twin Jet III	4-5	2 Allison 250-C20B, 420 shp ea.	1,005/150 —	5,512/2,691/1,522	131 @ SL/318/53	131	310 @ SL	1,500	5,000	32.1/4	\$749,500
<i>Price includes engine instruments and indicators, pitot-static system, altimeter, airspeed indicator, magnetic compass, aircraft covers and ground handling wheels.</i>											
MBB BO 105 CBS Twin Jet III	5-6	2 Allison 250-C20B, 420 shp ea.	1,005/150 —	5,512/2,780/1,468	131 @ SL/318/53	131	310 @ SL	1,500	5,000	32.1/4	\$799,500
<i>Price includes engine instruments and indicators, pitot-static system, altimeter, airspeed indicator, magnetic compass, aircraft covers and ground handling wheels.</i>											
AEROSPATIALE AS 355F-1 TwinStar	6-7	2 Allison 250-C20F, 420 shp ea.	1,303/193 —	5,291/2,900/1,088	125 @ 5,000/410/60	150	384 @ 3,000	5,577	7,710	35/3	\$800,000
<i>Price includes gyro instrumentation, engine gauges, skid landing gear with removable wheels and navigation and instrument lighting system. External gross weight—5,511 lb.</i>											
MBB BO 105 LS-A2 Lift Ship	5-6	2 Allison 250-C28C, 500 shp ea.	1,005/150 —	5,291/2,919/1,510	123 @ SL/336/56	145	282 @ SL	8,800	14,000	32.1/4	\$949,500
<i>Price includes engine instruments and indicators, pitot-static system, altimeter, airspeed indicator, magnetic compass, aircraft covers and ground handling wheels.</i>											
AGUSTA 109A Mark III	8	2 Allison 250-C20B, 420 shp ea.	978/146 —	5,730/3,578/1,174	150 @ SL/425/63	168	363 @ SL	4,900	7,900	36.1/4	\$1,001,185 (est)
<i>Price includes engines, simplex SAS, VHF transceiver and flight instrumentation.</i>											
BELL 222UT	8-10	2 Lyc. LTS 101-750C-1, 680 shp ea.	1,661/246 —	8,250/4,903/1,686	134 @ 4,000/535/79	150	416 @ 4,000	6,400	†7,100	42/2	\$1,231,180 (est)
<i>External gross weight—8,400 lb. Price includes engine gauges, VHF transceiver, gyro instrumentation and pitot-static system. IFR certified w/o AFCS. †Maximum alt. for takeoff and landing.</i>											
MBB BK 117-A3 Space Ship	8-11	2 Lyc. LTS-101-650B-1, 650 shp ea.	1,058/160 —	7,055/3,737/2,093	139 @ SL/378/63	150	267 @ SL	2,000	8,200	36.1/4	\$1,250,000
<i>Price includes engine instruments and indicators, pitot-static system, altimeter, airspeed indicator, magnetic compass, aircraft covers and ground handling wheels.</i>											
BELL 222B	8-10	2 Lyc. LTS-101-750C-1, 680 shp ea.	1,266/188 —	8,250/4,900/2,084	138 @ 4,000/535/79	150	327 @ 4,000	6,400	†7,100	42/2	\$1,776,042 (est)
<i>External gross weight—8,400 lb executive. Price includes engine gauges, VHF transceiver, gyro instrumentation, and pitot-static system. Price IFR equipped, \$1,695,000. †Maximum alt. for takeoff and landing. IFR certified w/o AFCS.</i>											
BELL 212 Twin	15	2 P&W PT6T-3B, 900 shp ea.	1,451/215 —	11,200/5,972/3,777	107 @ 4,000/650/96	100	238 @ 4,000	NA	†4,600	48/2	\$1,957,956 (est)
<i>External gross weight—11,200 lb. Price includes engine gauges, VHF transceiver, gyro instrumentation and pitot-static system. †Maximum alt. for takeoff and landing.</i>											
AEROSPATIALE SA 365N Dauphin 2	14	2 Turbomeca Arriel, 700 shp ea.	2,032/301 —	8,818/4,700/2,086	150 @ 5,000/639/93	165	487 @ 3,000	2,000	2,000	39.1/4	\$1,990,000
<i>Price includes engine gauges and controls, gyro instrumentation, navigation and instrument lighting system.</i>											

NA—Not Available; OGE—Out of Ground Effect; IGE—In Ground Effect

Manufacturer and Model	Seats	Powerplant(s)	Fuel Capacity: Standard Optional (lb/gal, no rsv)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Max. Cruise Speed kt @ alt/pph/gph	Never Exceed Speed (Vne, kt)	Max Range (nm) @ alt	Hover OGE (ft)	Hover IGE (ft)	Main Rotor Diameter (ft)/ # Blades	Base Price
SIKORSKY S-76A Mk II	14	2 Allison 250-C30S, 700 shp ea.	1,897/281 —	10,300 5,600 2,803	145 @ 3,000/610/90	155	404 @ 3,000	2,800	6,200	44 4	\$2,202,000
<i>Price includes engine gauges, VHF transceiver, gyro instrumentation and pitot-static system.</i>											
BELL 412	15	2 P&W PT6T-3B, 900 shp ea.	2,228/330 —	11,900 6,470 3,202	125 @ 5,000/725/107	140	402 @ 5,000	NA	†1,400	46 4	\$2,416,852 (est)
<i>Price includes AFCS. †Maximum alt. for takeoff and landing.</i>											
SIKORSKY S-76B	14	2 P&W PT6B-36 960 shp ea.	1,897/281 —	11,400 6,548 4,852	145 @ 3,000/710/105	155	312 @ 3,000	5,400	NA	44 4	\$2,920,000
WESTLAND Westland 30 Series 100-60	17-19	2 R-R Gem 60-3 Mk530 1,180 shp ea.	2,300/343 1,300/194	12,800 8,292 2,208	120 @ NA/760/113.5	120	363 @ NA	2,600	2,300	43.6 4	\$3,800,000
<i>Price includes IFR package, dual controls and airline interior.</i>											
AEROSPATIALE AS 332L Super Puma	25	2 Turbomeca Makila, 1,755 shp ea.	3,674/544 —	18,960 9,560 5,726	144 @ 5,000/1,143/167	150	470 @ 3,000	6,070	8,200	51 4	\$4,610,000
<i>Price includes dual controls, engine gauges, gyro instrumentation, navigation and instrument lighting system.</i>											
BELL 214ST	16-20	2 GE CT7-2A, 1,625 shp ea.	2,936/435 —	17,500 9,481 5,083	138 @ 4,000/885/131	136	458 @ 4,000	1,000	†6,400	52 2	\$5,200,821 (est)
<i>Price IFR equipped includes pilot/copilot instruments and controls, AFCS, ADF, transponder, dual VOR/LOC/glideslope, marker beacon, dual VHF transceivers, RNAV, DME and encoding altimeter. †Maximum alt. for takeoff and landing.</i>											

AGRICULTURAL

Manufacturer and Model	Seats	Powerplant/ Prop type	Hopper Capacity (gal)	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Working Speed (kt)/ pph/gph	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Stall Speed (landing config., kt)	Base 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	\$99,500
<i>Price includes spray equipment and electrical system.</i>										
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	\$102,500
<i>Price includes spray equipment and electrical system.</i>										
SCHWEIZER G-164B	1	P&W R-985 450 hp/CS	325	384/64	7,020 3,625 3,011	90-110 138/23	1,300 1,100	730	60	\$107,772
<i>Price includes liquid spray system.</i>										
SCHWEIZER G164B Ag-Cat	1	P&W R-1340, 600 hp/CS	400	480/80	5,200 3,650 1,070	90-105 198/33	1,050 NA	NA	52	\$133,110
<i>Price includes engine gauges, pitot-static system, spray dispersal system, engine gauges, navigation light extend, power unit and locking tailwheel.</i>										
SCHWEIZER G-164B-600 Turbine Ag-Cat	1	P&W PT6A-15AG, 680 shp/CS	400	540/80	5,200 3,150 1,510	113 NA	1,500 NA	NA	NA	\$139,684 (est)
<i>Choice of four different engines.</i>										
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	\$160,000
<i>Price includes spray equipment and electrical system.</i>										
AYRES S2R-600 Thruh	1	P&W R-1340, 600 hp/CS	400	636/106	6,900 3,700 2,564	90-100 187/31	1,350 675	1,040	45	\$166,979 (est)
<i>Price includes two-inch spray system, 24-volt electrical system, 50-volt alternator, electric starter, sealed cockpit, navigation/instrument and wing tip strobe lights.</i>										

NA—*Gross Weight, sea level; Not Available; OGE—Out of Ground Effect; IGE—In Ground Effect; CS—Constant Speed

1986 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Powerplant/ Prop type	Hopper Capacity (gal)	Fuel Capacity (lb/gal)	Gross Wgt/ Empty Wgt/ Max Payload (w/full fuel, lb)	Working Speed (kt)/ pph/gph	Takeoff/ Landing Distance (over 50' obst)	*Rate of Climb (fpm)	Stall Speed (landing config., kt)	Base Price
PEZETEL PZL M-18 Dromader	1	PZL-ASZ-62 IR, 1,000 hp/CS	660	1,140/190	10,370 5,645 3,585	100-125 252/300	1,500 NA	NA	63	\$177,995
<i>Price includes factory new engine, spray system and 600-hr or one-year warranty.</i>										
AYRES S2R-1820 Bull Thrush	2	Wright R-1820, 1,200 hp/CS	510	1,368/228	10,000 4,990 3,642	90-130 360/60	750 950	2,033	50	\$200,079 (est)
<i>Price includes two-inch spray system, windshield wiper/washer, 24-volt/200-amp electrical system, 29-inch tires/wheels, aft crew seat, navigation/instrument and wing tip strobe lights.</i>										
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	\$267,500
<i>Price includes spray equipment and electrical system.</i>										
AYRES S2R-T11/400 Turbo Thrush	1-2	P&W PT6A-11AG, 500 shp/CS	400	1,482/228	8,500 3,900 3,118	90-130 260/40	800 500	990	50	\$289,029 (est)
<i>Price includes Hartzell reversing full feathering propeller, centrifugal air filtration system, two-inch spray system, windshield wiper/washer, 24-volt/200 amp electrical system, 29-inch tires/wheels, aft facing crew seat, navigation/instrument and wing tip strobe lights.</i>										
AYRES S2R-T15/400 Turbo Thrush	1-2	P&W PT6A-15AG, 680 shp/CS	400	1,482/228	8,500 3,900 3,118	90-130 260/40	800 500	1,350	50	\$330,895 (est)
<i>Price includes Hartzell reversing full feathering propeller, centrifugal air filtration system, two-inch spray system, windshield wiper/washer, 24-volt/200-amp electrical system, 29-inch tires/wheels, aft crew seat, navigation/instrument and wing tip strobe lights. Also available with 510 gal hopper.</i>										
AYRES S2R-T34/400 Turbo Thrush	1-2	P&W PT6A-34AG, 750 shp/CS	510	1,482/228	8,500 3,900 3,118	90-130 260/40	800 500	1,750	50	\$373,847 (est)
<i>Price includes Hartzell reversing full feathering propeller, centrifugal air filtration system, two-inch spray system, windshield wiper/washer, 24-volt/200-amp electrical system, 29-inch tires/wheels, aft crew seat, navigation/instrument and wing tip strobe lights. Also available with 400 gal hopper.</i>										
NORMAN Aeroplane Fieldmaster	2	P&W PT6A-34AG, 750 shp/FP	547	1,647/244	10,000 4,480 3,695	NA	1,160 †300	730	61	\$400,000
<i>†With reverse thrust.</i>										

SAILPLANE

Manufacturer and Model	Seats	Gross Wgt/ Empty Wgt/ Ballast Wgt (lb)	Max Speed (kt)	Stall Speed (kt)	Airplane Tow (max kt)	Auto/Winch Tow (max kt)	Min Sink (kt)	Best Lift Over Drag Speed (kt)	Lowest Sink Rate (fps)	Glide Ratio	Length (ft)/ Span (ft)	Base Price
GLASER-DIRKS DG-101 Club	1	940 490 290	140	32	90	70	39	55	1.8	36:1	22.92 49.16	\$13,100
<i>Club-class sailplane with safety cockpit and fixed landing gear.</i>												
GLASER DIRKS DG-101	1	940 500 290	140	33	90	70	39	57	1.8	39:1	22.92 49.16	\$13,400
<i>Price includes retractable landing gear, water ballast, oxygen mount, canopy cover and antenna.</i>												
VALENTIN Mistral-C	1	772 510 NA	135	35	91	70	42	57	1.9	37.5:1	22.92 49.16	\$13,500
SCHLEICHER ASK-23	1	838 507 NA	119	32	80	67	38	42	2.1	34	23 49	\$16,000
SCHEMPP-HIRTH Discus	1	1,157 503 NA	135	36	NA	NA	NA	42.2	116	NA	21.59 49.21	\$16,544
GLASER DIRKS DG-300 Standard	1	1,157 540 480	146	35	98	78	41	59	1.8	42:1	22.42 49.16	\$16,900
<i>Features an HQ airfoil with laminar boundary flow control on wings and an adjustable CG.</i>												

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

1986 GENERAL AVIATION AIRCRAFT DIRECTORY

Manufacturer and Model	Seats	Gross Wgt/ Empty Wgt/ Ballast Wgt (lb)	Max Speed (kt)	Stall Speed (kt)	Airplane Tow (max kt)	Auto/Winch Tow (max kt)	Min Sink (kt)	Best Lift Over Drag Speed (kt)	Lowest Sink Rate (fps)	Glide Ratio	Length (ft)/ Span (ft)	Base Price
SCHLEICHER ASW-19B	1	1,000 550 240	133	35	92	67	38	58	2	38.5:1	22 49.16	\$17,000
<i>Flight instrumentation extra.</i>												
SCHEMPP-HIRTH Ventus	1	1,102 485 331	135	38	97	81	43	64	2.1	44:1	21.42 49.16	\$17,900
<i>Carbon fiber wing construction.</i>												
GROB G 102 Club IIIb	1	836 546 NA	130	32	92	65	42	49	2.1	35.5:1	22 49.16	\$18,275
<i>Price includes import and delivery charges to Bluffton, Ohio. Standard equipment includes canopy cover, trim weights, nose and CG towhooks, and adjustable rudder pedals.</i>												
GROB G 102 Standard III	1	990 561 220	130	32	92	63	41	56	2	38:1†	22 49.16	\$18,635
<i>Price includes import and delivery charges to Bluffton, Ohio. Standard equipment includes canopy cover, trim weights, nose and CG towhooks, and adjustable rudder pedals. † With ballast.</i>												
GLASFLÜGEL- BRAUCHLE 304B	1	995 519 254	135	32	NA	NA	42	62.6	112	43:1	21.2 49.2	\$18,800
<i>15-meter racer. All controls automatically hook up. Price includes front-hinged canopy, rotating trailing edge dive brakes/spoilers and flaps.</i>												
GLASER-DIRKS DG-202	1	990 528 300	146	33	98	78	42	59	1.8	42:1	22.92 49.92	\$18,900
<i>Features a large single piece canopy, "Kestrel type" trim and a parallelogram control stick.</i>												
SCHLEICHER ASW-20C	1	1,000 540 260	143	34	95	67	37	59	1.9	43:1	22 49.16	\$19,500
<i>Flight instrumentation extra.</i>												
SCHLEICHER ASW-20B	1	1,165 570 360	143	34	95	67	37	59	1.9	43:1	22 49.16	\$20,000
<i>No instruments.</i>												
GLASER DIRKS DG-202/17	1	990 554 315	146	32	98	78	42	59	1.75	45:1	22.92 55.83	\$21,000
<i>Aircraft has insertable wing tips and can be flown either in the 15 M or 17 M configuration.</i>												
SCHEIBE SF-H34	2	1,100 660 NA	139	36	89	69	42	53	2.2	35:1	24.5 51.66	\$21,700
<i>U.S. type certified. All-fiberglass.</i>												
SCHLEICHER ASK-21	2	1,300 750 NA	125	40	76	65	41	48	2	34:1	27 55.66	\$23,500
<i>Flight instrumentation extra.</i>												
SCHEMPP-HIRTH Janus C	2	1,543 783 NA	135	38	NA	NA	49	59	2.3	44:1	28.25 65.58	\$26,500
<i>Carbon fiber wing construction.</i>												
GROB G 103 Twin II and Acro	2	1,279 810 NA	135	32	92	65	42	57	2.1	36:1	26.75 57.58	\$27,500
<i>Price includes import and delivery charges to Bluffton, Ohio. Standard equipment includes total energy system, nose and CG towhooks, canopy cover, trim weights and adjustable rudder pedals. Aerobatic model available.</i>												
SCHEMPP-HIRTH Nimbus 3/24.5	1	1,654 794 684	146	40	97	81	45	68	1.5	60:1	25.16 80	\$45,000
<i>Carbon fiber wing construction.</i>												
SCHLEICHER ASW-22B	1	1,650 850 450	143	33	94	84	45	60	1.5	60:1	26 82	\$46,000
<i>Carbon, Kevlar construction. Flight instrumentation extra.</i>												

NA—Not Available