

PERFORMANCE BRIEFS

Summary of specifications for aircraft recently evaluated by the editors of AOPA Pilot.

Make and model (year)	Powerplant(s) hp (or lb thrust)	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
SINGLE-ENGINE FIXED GEAR										
Aeronca 7AC Champion (1946)	Con A65/65	2	480	78/—	632/885	370	12,500	75/27 @ 75/si	33/—	10/83
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 140 (1946)	Con C-85/85	2	665	126/—	1,950/1,530	640	15,500	91/28.8 @ 2,400rpm/si	43/39	7/85
Cessna 172Q Cutlass (1983)	Lyc O-360/180	4	1,045	300/396	1,520/1,335	730	17,000	120/61 @ 76/6,000	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
Great Lakes 2T-1A-2 Sport Biplane (1985)	Lyc AEIO-360/180	2	570	160.2/—	825/850	1,150	17,000	108/57 @ 75/7,500	49/—	6/85
Luscombe Silvaire 8A (1946)	Con A65/65	2	540	84/—	1,950/1,540	800	15,000	91/27 @ 70/si	39/—	2/83
Luscombe Silvaire 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 @ 75/5,000	—/46	11/84
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-28-140 Cherokee (1965)	Lyc O-320/150	2.4	949	204/288	1,700/1,090	660	14,300	113/50.4 @ 75/7,000	55/47	4/85
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
SINGLE-ENGINE RETRACTABLE GEAR										
Aerospatale 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 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 F33A Bonanza (1985)	Con IO-520/285	4.5	1,287	444/—	1,769/1,324	1,167	17,858	170/86 @ 75/8,000	64/52	8/85
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 (1985)	Lyc IO-360/200	4	1,069	384/—	1,770/1,988	1,025	18,800	168/65 @ 75/8,000	63/55	10/85
Mooney M20K 231 (1985)	Con TSIO-360/210	4	1,070	454/—	2,060/2,280	1,080	24,000	193/68 @ 75/24,000	61/56	10/85
Navion Rangemaster 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
Piper PA-24-180 Comanche (1960)	Lyc O-360/180	4	1,075	360/—	—/1,025	910	18,800	139/63 @ 75/8,000	55/52	2/85
Piper PA-24-250 Comanche (1960)	Lyc O-540/250	4	1,600	360/540	—/1,280	1,400	20,000	157/84 @ 75/8,000	59/56	2/85
Piper PA-24-260 Comanche (1964)	Lyc O-540/260	4	1,200	360/540	1,540/1,420	1,500	20,600	161/114 @ 75/8,000	60/52	2/85
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-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	3/85
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
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	56/56	3/84
MULTI-ENGINE PISTON										
Beagle B-206-S (1965)	Con GTSIO-520/340	7.8	2,699	1,368/—	2,280/2,040	1,340	25,500	200/246 @ 75/12,000	67/60	7/85
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 58P Baron (1985)	Con TSIO-520/325	6	2,230	996/1,140	2,643/2,427	1,474	25,000	222/118.2 @ 77/15,000	84/78	3/85
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-520/285	6	1,897	600/1,218	1,795/1,697	1,662	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 (C310I/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 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 IO-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 414W (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
TURBOPROP										
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/26,000	94/77	7/83
Cessna 208 Caravan I (1985)	PW PT6A/600	1-10	3,535	2,224/—	1,665/1,550	1,215	30,000	183/359 @ max/10,000	60/46	5/85
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/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 @ max/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/20,000	75/65	2/85
Soloy Turbine Pac 206 (C206/1978)	All 250-C20S/418	6	1,635	509/—	1,063/1,094	1,447	20,000	165/177 @ 65/10,000	58/52	8/84
TURBOFAN										
British Aerospace BAe 800	Gar TFE 731-5/4,300	8-10	12,020	10,000/—	5,600/2,375	3,500	41,000	Mach .77/1,400 @ 97/39,000	97/87	8/85
MOTORGLIDER										
Grob G109B	Grob G2500/90	2	506	158/—	1,050/1,280	650	17,700	103/27 @ max/5,000	—/39	9/84
Schweizer SGM 2:37 (1983)	Lyc O-235/112	2	500	85/—	911/1,056	960	NA	98/NA @ 75/5,000	42/43	11/83

All specifications are based on manufacturer's calculations. All performance figures are based on standard day, standard atmosphere, at sea level and gross weight, unless otherwise noted. NA—Not Available; —, Does Not Apply; All—Allison; Con—Continental; Gar—Garrett; Lim—Limbach; Lyc—Avco Lycoming; PW—Pratt & Whitney; si—sea level