

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		Stall clean/ldg config (kt)	Issue
								(kt)/fuel burn (pph) @ power (%)	/altitude (ft)		
SINGLE-ENGINE FIXED GEAR											
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
Beech C-23 Sundowner (1974)	Lyc O-360/180	4	1,025	352.8/—	2,004/1,493	765	12,600	115/65 @ 75/7,500		63/51	1/86
Cessna 140 (1946)	Con C-85/85	2	665	126/—	1,950/1,530	640	15,500	91/28.8 @ 2,400 rpm/sl		43/39	7/85
Cessna 150 (1959)	Con O-200-A/100	2	538	135/189	1,205/1,055	740	15,300	106/33 @ 75/7,500		46/42	5/87
Cessna 152 (1982)	Lyc O-235-L2C/110	2	568	147/225	1,340/1,200	715	14,700	106/36.6 @ 75/7,500		40/35	5/87
Cessna 170 (1948)	Con C-145/145	4	980	201/—	1,820/1,145	690	15,500	114/57.6 @ 75/5,000		50/45	11/85
Cessna 170A (1951)/170B (1953)	Con C-145-2/145	4	980	222/—	1,820/1,145	690	15,500	114/57.6 @ 75/5,000		50/45	11/85
Christen A-1 Husky (1988)	Lyc O-360/180	2	610	300/—	520/1,400	1,500	20,000	112/46 @ 55/7,500		51/45	3/88
Great Lakes 2T-1A-2											
Sport Biplane (1985)	Lyc AEIO-360/200	2	570	160.2/—	825/850	1,150	17,000	108/57 @ 75/7,500		49/NA	6/85
Maule M-5-18C (1984)	Lyc O-360/180	4	1,000	240/378	800/600	900	15,000	126/54 @ 75/5,000		NA/46	11/84
Piper J-3 (1940)	Con A-65/65	2	NA	NA	NA/NA	450	11,500	65/NA @ NA/NA		NA/NA	7/86
Piper PA-18-150 (1983)	Lyc O-320/150	2	NA	NA	NA/NA	960	19,000	100/NA @ NA/NA		NA/NA	7/86
Piper PA-18-150 Super Cub (1983)	Lyc O-320/150	2	820	216/—	500/NA	960	19,000	100/54 @ 75/NA		37/NA	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-32-301 Saratoga (1985)	Lyc IO-540/300	6-7	1,697	612/—	1,759/1,612	990	15,900	148/96 @ 75/6,500		60/57	9/87
Piper PA-32-301T Turbo Saratoga (1984)	Lyc TIO-540/300	6-7	1,617	612/—	1,590/1,700	1,075	20,000	160/99 @ 75/20,000		60/57	9/87
Schweizer SA 2-37A (1986)	Lyc IO-540/235	2	1,475	276/366	2,010/2,230	NA	20,000	129/76.8 @ 65/5,000		56/NA	7/87
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/NA	3/84
Taylorcraft F21B (1986)	Lyc O-235/112	2	725	240/—	1,140/NA	750	18,000	100/36 @ 75/7,000		42/NA	4/86
Waco YMF-5 (1987)	Jac R755B2/275	3	673	288/432	NA/NA	732	NA	106/78 @ 75/NA		NA/49	3/87
SINGLE-ENGINE RETRACTABLE GEAR											
Aerospatiale (Socata) TB-20											
Trinidad (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
Aerospatiale (Socata) TB-21											
Trinidad TC (1987)	Lyc TIO-540/250	4	1,288	517/—	NA/NA	1,090	25,000	187/99.4 @ 75/25,000		70/59	1/87
Beech F33A Bonanza (1987)	Con IO-520/285	4-5	1,287	444/—	1,769/1,324	1,167	17,858	170/86.4 @ 75/8,000		64/52	4/87
Bellanca 17-30A/31A											
Super Viking 300A (1979)	Con IO-520K/300	4	1,125	360/450	1,420/1,340	1,200	24,000	172/94.2 @ 75/7,500		66/57	11/86
Cessna R182 Skylane RG (1983)	Lyc O-540/235	4	1,345	528/—	1,320/1,320	1,140	14,300	156/84.5 @ 75/7,500		41/39	10/87
Cessna P210R											
Pressurized Centurian (1985)	Con TSIO-520/325	6	1,647	540/720	2,110/1,600	1,150	25,000	209/107 @ 74/24,000		65/55	12/85
Cessna TR182 Turbo Skylane RG (1983)	Lyc O-540/235	4	1,306	528/—	1,570/1,320	1,040	20,000	173/91.8 @ 75/20,000		41/39	10/87
Lake LA/250 Renegade (1986)	Lyc CIO-540/250	6	1,200	246/528	2,025/1,410	680	12,500	132/79.2 @ 75/8,250		55/49	3/86
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 M20J 205 (1986)	Lyc IO-360/200	4	1,029	384/—	1,800/1,980	1,050	18,600	171/64.8 @ 75/8,000		61/54	9/86
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
Mooney M20K 252 (1987)	Con TSIO-360/210	4	1,100	453.6/—	2,000/2,280	1,080	28,000	202/76.2 @ 78.6/28,000		61/56	12/87
Mooney M20L PFM (1988)	Porsche PFM3200/217	4	867	60.5/—	2,550/1,910	1,030	19,300	160/66.6 @ 75/9,000		64/57	1/88
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-32R-301 Saratoga SP (1985)	Lyc IO-540/300	6-7	1,631	612/—	1,759/1,612	990	18,350	157/96 @ 75/6,500		60/57	9/87
Piper PA-32R-301T											
Turbo Saratoga SP (1985)	Lyc TIO-540/300	6-7	1,544	612/—	1,590/1,640	1,120	20,000	171/99 @ 75/20,000		60/57	9/87
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
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	1,000	20,000	204/60 @ 75/8,000		56/56	3/84
Swift GC-1B (1946)	Con C-125-2/125	2	560	167/—	NA/NA	1,000	16,000	NA/NA @ NA/NA		49/42	4/86
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	200/46 @ 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 58 Baron (1987)	Con IO-550-C/300	6	2,019	816/996	2,371/2,498	1,750	20,888	200/95 @ NA/8,000		84/74	8/87
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 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 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
Cessna Model T-50 (1942)	Jac L4MB/225	5	1,500	720/960	NA/NA	1,525	22,000	166/NA @ 75/NA		NA/NA	7/87
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
Ford 5-AT Trimotor (1929)	PW R-985/450	17	3,312	2,130/—	NA/NA	1,100	18,800	91/NA @ NA/NA		64/NA	11/87
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
Piper PA-60-700P Aerostar (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-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
Piper PA-44-180 Seminole (1978)	Lyc O-360/180	4	1,382	648/—	1,550/1,700	1,220	16,000	168/67.2 @ 75/8,000		57/55	12/85
Piper PA-44-180T											
Turbo Seminole (1978)	Lyc TO-360/180	4	1,490	648/—	2,300/1,400	1,290	20,000	183/72.6 @ 75/20,000		60/57	12/85
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
Seguin Geronimo (1985)	Lyc O-360-A1D/180	5	1,500	648/—	650/675	2,000	23,000	168/120 @ 75/NA		52/47	1/85
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
TURBOPROP											
Piper PA-42-720 Cheyenne IIIA (1983)	PW PT6A-61/720	6-11	4,363	3,753/—	2,280/3,043	2,380	35,840	310/685 @ NA/25,000		100/89	6/87
Piper PA-42-1000 400LS (1986)	Gar TPE331/1,000	8-9	4,858	3,820/—	2,150/2,310	3,250	41,000	349/939 @ NA/24,000		93/84	10/86
TURBOFAN											
Beech BE400 Beechjet (1987)	PW JT15D-5/5,800	9-11	5,925	4,879.6/—	3,950/2,830	3,960	41,000	454/1,502 @ NA/31,000		111/87	10/87
British Aerospace BAe 800 (1985)	Gar TFE731-5/4,300	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
HELICOPTER											
Enstrom F28F Falcon (1987)	Lyc HIO-360/225	3	1,050	240/316.2	—/—	1,450	12,000	88/NA @ 75/NA		—/—	2/88
Enstrom 280FX Shark (1987)	Lyc HIO-360/225	3	1,030	240/316.2	—/—	1,450	12,000	96/NA @ 75/NA		—/—	2/88
Robinson R22 Beta (1985)	Lyc O-320/124	2	545	115/178	—/—	NA	14,000	96/49.8 @ 75/3,000		—/—	12/85
Schweizer Model 269C/300C (1987)	Lyc HIO-360/190	3	950	178.8/291.6	—/—	750	10,200	63/59 @ NA/4,000		—/—	2/87
MOTORGLIDER											
Grob G109B (1984)	Grob G2500/90	2	506	158/—	1,050/1,280	650	17,700	103/27 @ max/5,000		NA/39	9/84

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—Information Not Available; —, Does Not Apply; All—Allison; Con—Continental; Gar—Garrett; Jac—Jacobs; Lyc—Textron Lycoming; PW—Pratt & Whitney; sl—sea level