

# Helicopter highlights

**T**hroughout the past decade, helicopters have slowly been coming of age. The impetus has been the introduction of advanced technologies into rotor systems and cockpit design. Composite materials have simplified many dynamic parts, and microprocessor-driven electronic cockpits have allowed for better trend monitoring and increased reliability. The emerging GPS technology has permitted instrument approaches to a point in space, and manufacturers have responded with more IFR-capable models than ever before. In fact, almost every new model has or is expecting single-pilot IFR certification. While all this has provided a much-needed shot in the arm for operators of turbine-powered ships, smaller piston-powered designs have fared well also.

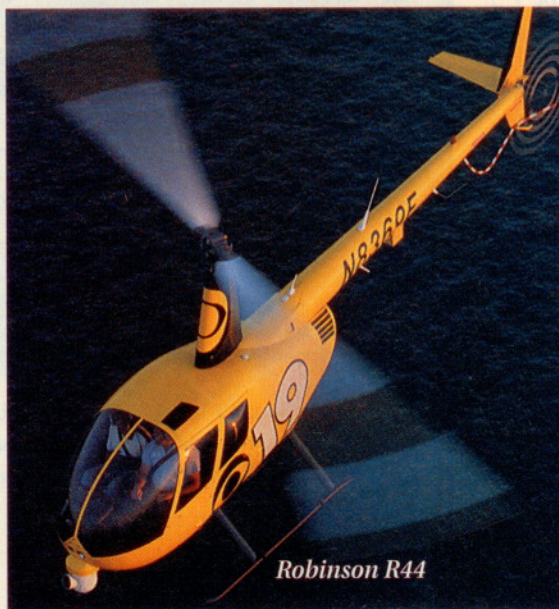
In 1992, with the introduction of the R44 Astro, Robinson Helicopter answered the recreational helicopter pilot's age-old question, "Now that I have my rating, what can I do with it?" The R44 is a four-place version of the company's highly successful R22, offering true two-plus-two seating. An R22 pilot now can move up to more room and speed to haul the family around or cart people off to business meetings. Also available in police or electronic news gathering versions (see "News Hawk," December 1998 *Pilot*), the R44 incorporates many of the R22's advanced features, including a rotor RPM governor, automatic carb heat system, and Robinson's patented tri-hinge rotor design. The R44 was designed under the more stringent requirements of FAR Part 27, and sports an advanced fuselage design that minimizes drag and boosts its cruise speed to 130 knots while sipping just 11 gallons of fuel per hour.

In competition with Robinson is Schweizer Aircraft with the 300C and 300CB piston-powered helicopters. The



## From trainers to tiltrotors

BY TIM McADAMS



Robinson R44

two-seat 300CB is based on the three-seat 300C airframe except with a smaller Lycoming HO-360 engine that offers a higher TBO. Aimed at the flight training market, the company has extended the TBO of several other major components

and made them more accessible to increase the aircraft's cost effectiveness. Schweizer also produces a larger four-seat turbine-powered helicopter, the 330 SP, which it based on the 300C's proven dynamic systems.

Enstrom Helicopter Corporation builds turbine- and piston-powered versions of the same airframe. Two three-seat models, the 280FX Shark and the F-28F Falcon, are powered by turbocharged Lycoming HIO-360-F1AD engines. The model 480 uses the same fuselage but is configured for five seats and powered by an Allison 250-C20W turboshaft.

Bell Helicopter has introduced the 407, an evolutionary version of the highly successful 206 series (JetRanger and LongRanger). It has an expanded cabin, a four-blade composite rotor, and increased performance from its Allison 250-C47 turbine engine with full authority digital engine control (FADEC). This year Bell plans to introduce the 427, a twin-engine version powered by Pratt & Whitney PW206D turbine engines.

Eurocopter has also introduced new single-engine turbine- and light-twin models. In addition to the existing AStar and Twinstar helicopters, the manufacturer offers two new models—the EC 120 with a single Turbomecca Arrius 1F turbine engine and the twin-engine EC 135 with either the Turbomecca Arrius 2B or PW206B engines. Both models feature a FADEC system for optimal engine performance and a fully enclosed fenestron tail rotor for safety and noise reduction.

Boeing at press time had just sold its turbine-powered helicopters acquired from McDonnell Douglas to a Dutch firm, MD Helicopters Holding. This line includes the single-engine Notar (no tail rotor) MD 520N and the stretched MD 600N, powered



Eurocopter EC 135



Schweizer 330

| Make and model                    | Powerplant(s)/<br>hp per eng | Seats | Max<br>Useful<br>load (lb) | Fuel std/<br>opt (gals<br>usable) | Takeoff/<br>landing over<br>50-ft obstacle | Rate of<br>climb<br>(fpm) | Max optg<br>alt (ft) or<br>svc clg | Cruise speed (kt)/max<br>range (nm)/fuel burn (gph)<br>@opt power and altitude | Stall clean/<br>ldg config<br>(knots) | Base price  |
|-----------------------------------|------------------------------|-------|----------------------------|-----------------------------------|--------------------------------------------|---------------------------|------------------------------------|--------------------------------------------------------------------------------|---------------------------------------|-------------|
| <b>TURBOPROP</b> <i>continued</i> |                              |       |                            |                                   |                                            |                           |                                    |                                                                                |                                       |             |
| Air Tractor AT-502B               | Pratt & Whitney PT6A/680     | 1     | 5,403                      | 170                               | NA/NA                                      | NA                        | NA                                 | 143/620/NA                                                                     | 71/59                                 | \$527,500   |
| Air Tractor AT-602                | Pratt & Whitney PT6A/1,050   | 1/2   | 6,900                      | 216                               | NA/NA                                      | NA                        | NA                                 | 158/600/69                                                                     | 86/71                                 | \$756,500   |
| Air Tractor AT-802                | Pratt & Whitney PT6A/1,424   | 1/2   | 9,680                      | 254                               | NA/NA                                      | 780                       | NA                                 | 165/352/88                                                                     | NA/53                                 | \$893,900   |
| Ayres S2R-G1                      | AlliedSignal TPE-331/665     | 1     | 5,400                      | 228                               | 1,200/600                                  | 875                       | NA                                 | 130/643/40                                                                     | NA/57                                 | NA          |
| Ayres S2R-G6                      | AlliedSignal TPE-331/750     | 1     | 5,400                      | 228                               | 1,200/600                                  | 875                       | NA                                 | 135/582/45                                                                     | NA/57                                 | NA          |
| Ayres S2R-G10                     | AlliedSignal TPE-331/940     | 1     | 5,800                      | 228                               | 1,200/600                                  | 1,740                     | NA                                 | 135/514/50                                                                     | NA/57                                 | NA          |
| Ayres S2R-T34                     | Pratt & Whitney PT6A/750     | 1     | 5,400                      | 228                               | 1,200/600                                  | 1,740                     | NA                                 | 140/604/45                                                                     | NA/57                                 | NA          |
| Ayres S2R-T60                     | Pratt & Whitney PT6A/1,050   | 1     | 6,500                      | 228                               | 1,500/600                                  | 1,025                     | NA                                 | 160/401/70                                                                     | 79/70                                 | NA          |
| Cessna Caravan 208                | Pratt & Whitney PT6A/675     | 10    | 4,110                      | 332                               | 2,053/1,665                                | 1,234                     | 25,000                             | 186/963/56                                                                     | 75/61                                 | \$1,210,000 |
| Cessna Caravan 208B               | Pratt & Whitney PT6A/675     | 10    | 4,548                      | 332                               | 2,420/1,795                                | 975                       | 25,000                             | 184/897/59                                                                     | 78/61                                 | \$1,229,000 |
| Maule M-7-420AC                   | Allison 250-B17/420          | 5     | 1,120                      | 85                                | 250/NA                                     | 2,500                     | 20,000                             | 169/552/25.9                                                                   | NA/47                                 | \$512,000   |
| Pilatus PC-12                     | Pratt & Whitney PT6A/1,200   | 11    | 4,233                      | 402                               | 2,300/1,830                                | 1,680                     | 30,000                             | 260/1,887/50.2                                                                 | 91/64                                 | \$2,494,410 |
| Raytheon Beech King Air 350       | 2 P&W PT6A/1,050             | 9/15  | 5,580                      | 539                               | 3,300/2,390                                | NA                        | 35,000                             | 313/1,792/100                                                                  | 96/81                                 | \$5,070,000 |
| Raytheon Beech King Air B200      | 2 P&W PT6A/850               | 8/15  | 4,030                      | 544                               | 2,579/1,700                                | NA                        | 35,000                             | 290/1,792/100                                                                  | 99/75                                 | \$4,115,315 |
| Raytheon Beech King Air C90B      | 2 P&W PT6A/550               | 6/12  | 3,150                      | 384                               | 2,710/2,000                                | NA                        | 30,000                             | 245/1,254/78                                                                   | 88/78                                 | \$2,726,800 |
| Socata TBM 700                    | Pratt & Whitney PT6A/700     | 6/7   | 2,514                      | 282                               | 2,133/2,133                                | NA                        | 30,000                             | 300/1,550/55                                                                   | NA/61                                 | \$2,395,540 |

| Make and model                    | Powerplant(s)/<br>lbtst per eng | Seats | Max T.O.<br>weight<br>(gross) | Zero fuel<br>weight<br>(lbs) | Fuel<br>std. (lbs<br>usable) | Bal fld<br>length<br>(feet) | Rate of<br>climb<br>(fpm) | Max optg<br>altitude<br>(feet) | Max cruise<br>speed (knots)<br>max range (nm) | Average<br>equipped<br>price* |
|-----------------------------------|---------------------------------|-------|-------------------------------|------------------------------|------------------------------|-----------------------------|---------------------------|--------------------------------|-----------------------------------------------|-------------------------------|
| <b>TURBOFAN</b>                   |                                 |       |                               |                              |                              |                             |                           |                                |                                               |                               |
| Airbus A319CJ                     | NA                              | 10/52 | 166,450                       | 129,000                      | NA                           | NA                          | NA                        | 41,000                         | M0.82/6,300                                   | \$35M                         |
| Boeing Business Jet               | 2 CFM56/26,400                  | 10/50 | 171,000                       | 126,000                      | 75,000                       | 6,055                       | NA                        | 41,000                         | M0.82/6,085                                   | NA                            |
| Bombardier Challenger Special Ed. | 2 GE CF34/8,729                 | 17/21 | 53,000                        | 39,500                       | 18,305                       | NA                          | NA                        | 41,000                         | 443/NA                                        | \$23.5M*                      |
| Bombardier Challenger 604         | 2 GE CF34/8,729                 | 7/21  | 48,200                        | 32,000                       | 19,850                       | 5,700                       | NA                        | 41,000                         | 476/4,077                                     | \$21.8M*                      |
| Bombardier Corporate Jetliner     | 2 GE CF34/8,729                 | 20/30 | 51,000                        | 44,000                       | 14,305                       | NA                          | NA                        | 41,000                         | NA/NA                                         | \$20.6M*                      |
| Bombardier Global Express         | 2 BMW-Rolls BR710/14,750        | 10/21 | 93,500                        | 56,000                       | 43,350                       | 5,550                       | NA                        | 51,000                         | 505/6,500                                     | \$37.7M*                      |
| Bombardier Learjet 31A            | 2 AlliedSignal TFE731/3,500     | 9/12  | 17,000                        | 13,000                       | 4,124                        | 3,490                       | NA                        | 51,000                         | 463/1,460                                     | \$6.1 M*                      |
| Bombardier Learjet 45             | 2 AlliedSignal TFE-731/3,500    | 10/11 | 20,200                        | 15,500                       | 6,062                        | 4,740                       | NA                        | 51,000                         | 454/2,186                                     | \$8.27M*                      |
| Bombardier Learjet 60             | 2 P&W PW305A/4,600              | 8/12  | 23,500                        | 17,000                       | 7,910                        | 5,450                       | NA                        | 51,000                         | 453/2,499                                     | \$11.1M*                      |
| Cessna Citation Bravo             | 2 P&W PW530A/2,887              | 7/8   | 14,800                        | 11,300                       | 4,824                        | 3,600                       | 3,195                     | 45,000                         | 401/1,900                                     | \$4,795,000                   |
| Cessna Citation Excel             | 2 P&W PW545A/3,785              | 10/11 | 20,000                        | 15,000                       | 6,740                        | 3,460                       | 3,090                     | 45,000                         | 429/2,027                                     | \$8,095,000                   |
| Cessna Citation Ultra             | 2 Pratt & Whitney JT15D/3,045   | 9/11  | 16,300                        | 12,200                       | 5,775                        | 3,180                       | 4,230                     | 45,000                         | 430/1,960                                     | \$6,395,000                   |
| Cessna Citation VII               | 2 AlliedSignal TFE-731/4,080    | 10/13 | 22,450                        | 16,500                       | 7,329                        | 4,690                       | 4,442                     | 51,000                         | 476/2,220                                     | \$9,395,000                   |
| Cessna Citation X                 | 2 Allison AE-3007/6,442         | 10/12 | 35,700                        | 24,400                       | 12,938                       | 5,710                       | 3,720                     | 51,000                         | 504/3,250                                     | \$16.9M                       |
| Cessna CitationJet                | 2 Williams-Rolls FJ44-1/1,900   | 7     | 10,400                        | 8,400                        | 3,220                        | 3,080                       | 3,311                     | 41,000                         | 380/1,485                                     | \$3,320,000                   |
| Falcon 50EX                       | 3 AlliedSignal TFE731/3,700     | 10    | 39,700                        | 25,570                       | 15,520                       | NA                          | NA                        | 49,000                         | 482/3,025                                     | \$17.2M*                      |
| Falcon 900C                       | 3 AlliedSignal TFE-731/4,750    | 11    | 46,500                        | 28,220                       | 19,165                       | NA                          | NA                        | NA                             | 474/4,000                                     | NA                            |
| Falcon 900EX                      | 3 AlliedSignal TFE-731/5,000    | 10/11 | 48,300                        | 30,865                       | 20,825                       | NA                          | NA                        | 51,000                         | 474/4,500                                     | \$29.58M*                     |
| Falcon 2000                       | 2 CFE-738/5,918                 | 10/21 | 35,800                        | 28,660                       | 12,155                       | NA                          | NA                        | 47,000                         | 479/3,000                                     | \$19.63M*                     |
| Galaxy Aerospace SPX              | 2 AlliedSignal TFE-731/4,250    | 9/11  | 24,650                        | 17,000                       | 9,365                        | 5,395                       | NA                        | 45,000                         | 465/2,517                                     | \$11.75M*                     |
| Galaxy Aerospace Galaxy           | 2 P&W PW306A/6,040              | 10/20 | 34,850                        | 24,000                       | 15,000                       | NA                          | 5,900                     | 45,000                         | 470/3,620                                     | \$16.9M                       |
| Gulfstream IV-SP                  | 2 Rolls Royce Mk611-8/13,850    | 14/21 | 74,600                        | 49,000                       | 29,500                       | NA                          | NA                        | 45,000                         | 459/4,220                                     | \$28.6M*                      |
| Gulfstream V                      | 2 BMW-Rolls BR710/14,750        | 15/21 | 90,500                        | 54,500                       | 41,300                       | NA                          | NA                        | 51,000                         | 459/6,500                                     | \$38M*                        |
| Raytheon Beechjet 400A            | 2 Pratt & Whitney JT15/2,965    | 7/9   | 16,100                        | 13,000                       | 4,911                        | 4,169                       | NA                        | 45,000                         | 468/1,693                                     | \$6,049,905                   |
| Raytheon Hawker 800XP             | 2 AlliedSignal TFE-731/4,660    | 8/15  | 28,000                        | 18,450                       | 10,003                       | 5,380                       | NA                        | 41,000                         | 466/2,615                                     | \$11.3M                       |

| Make and model       | Powerplant(s)/<br>hp or shp per eng | Seats | Max<br>gross<br>weight | Max<br>useful<br>load (lbs) | Fuel std/<br>opt (gal<br>usable) | Hover<br>IGE/<br>OGE | Rate of<br>climb<br>(fpm) | Max<br>service<br>ceiling (ft) | Cruise speed (kts)<br>range (nm) fuel burn<br>(gph) @opt pwr, alt | Base price  |
|----------------------|-------------------------------------|-------|------------------------|-----------------------------|----------------------------------|----------------------|---------------------------|--------------------------------|-------------------------------------------------------------------|-------------|
| <b>HELICOPTER</b>    |                                     |       |                        |                             |                                  |                      |                           |                                |                                                                   |             |
| Agusta A119 Koala    | Pratt & Whitney PT6B/1,002          | 8     | 5,997                  | 2,844                       | NA                               | 10,900/8,030         | NA                        | 17,900                         | 140/353/NA                                                        | NA          |
| Agusta A109 K2       | 2 Turbomeca Arriel 1K1/771          | 8     | 6,284                  | 2,647                       | 198                              | 17,400/12,800        | 1,950                     | 20,000                         | 143/435/NA                                                        | NA          |
| Agusta A109 Power    | 2 Pratt & Whitney PW206/732         | 8     | 6,283                  | 2,822                       | NA                               | 16,600/11,800        | 1,930                     | 19,600                         | 154/521/NA                                                        | NA          |
| Bell 206B-3          | Allison 250-C20J/420                | 5     | 3,200                  | 1,522                       | 91                               | 12,800/8,800         | 1,280                     | 13,500                         | 115/365/28                                                        | \$730,000   |
| Bell 206L-4          | Allison 250-C30P/490                | 7     | 4,450                  | 2,143                       | 111                              | 10,000/6,500         | 1,320                     | 10,000                         | 110/321/34                                                        | \$1,120,000 |
| Bell 212             | 2 Pratt & Whitney PT6T/1,800        | 15    | 11,200                 | 4,892                       | 216/395                          | 4,750/NA             | 1,320                     | 12,900                         | 100/231/94                                                        | \$4,675,000 |
| Bell 407             | Allison 250-C47/840                 | 7     | 5,000                  | 2,402                       | 126/201                          | 18,690/10,400        | 1,940                     | 17,900                         | 128/328/NA                                                        | NA          |
| Bell 412 EP          | 2 Pratt & Whitney PT6T/1,800        | 15    | 11,900                 | 5,101                       | 330/494                          | 10,200/5,200         | 1,690                     | 16,300                         | 122/356/113                                                       | \$4,895,000 |
| Bell 430             | Allison 250-C40/1,430               | 10    | 9,000                  | 3,735                       | 187/295                          | 11,350/8,750         | 1,890                     | 14,600                         | 135/250/101                                                       | \$3,750,000 |
| Enstrom 480          | Allison 250-C20W/289                | 5     | 2,850                  | 1,175                       | 90                               | 15,000/12,200        | 1,500                     | 13,000                         | 114/375/27                                                        | \$532,000   |
| Enstrom 280FX Shark  | Lycoming HIO-360/225                | 3     | 2,600                  | 1,015                       | 40/53                            | 13,200/8,700         | 1,450                     | 12,000                         | 102/260/16                                                        | \$259,900   |
| Enstrom F-28F Falcon | Lycoming HIO-360/225                | 3     | 2,600                  | 1,030                       | 40/53                            | 13,200/8,700         | 1,450                     | 12,000                         | 97/241/16                                                         | \$247,900   |
| Eurocopter AS350 BA  | Turbomeca Arriel 1B/641             | 6/7   | 4,630                  | 2,080                       | 143/268                          | 9,150/6,500          | 1,500                     | 15,000                         | 126/394/46                                                        | NA          |
| Eurocopter AS350 B2  | Turbomeca Arriel 1D1/732            | 6/7   | 4,960                  | 2,399                       | 143/268                          | 9,850/7,550          | 1,670                     | 15,100                         | 133/360/56                                                        | NA          |
| Eurocopter AS350 B3  | Turbomeca Arriel 2B/847             | 6     | 4,960                  | 2,372                       | 125/143                          | 9,850/7,550          | 1,830                     | 15,100                         | 132/360/54                                                        | NA          |
| Eurocopter AS355 N   | 2 Turbomeca Arriel/958              | 7     | 5,600                  | 2,498                       | 193                              | 8,530/5,085          | 1,350                     | 13,123                         | 120/390/60                                                        | NA          |
| Eurocopter BK117 B2  | 2 Lycoming LTS 101/1,100            | 11    | 7,385                  | 3,567                       | 184/237                          | 8,200/4,200          | 1,770                     | 14,200                         | 133/292/84                                                        | NA          |
| Eurocopter BK117 C1  | 2 Turbomeca Arriel 1E2/1,474        | 11    | 7,385                  | 3,545                       | 184/237                          | 8,300/4,850          | 1,770                     | NA                             | 133/292/84                                                        | NA          |
| Eurocopter EC 120    | Turbomeca Arrius 2F/504             | 5     | 3,700                  | 1,655                       | 109/130                          | 13,123/4,700         | 1,325                     | 17,600                         | 123/389/36                                                        | NA          |
| Eurocopter EC 135    | 2 Pratt & Whitney PW206B/621        | 7     | 6,000                  | 2,770                       | 176/229                          | 14,100/12,140        | 1,650                     | 17,000                         | 139/390/77                                                        | NA          |
| Eurocopter EC 135    | 2 Turbomeca Arriel 2B1/670          | 7     | 6,000                  | 2,770                       | 176/229                          | NA/NA                | 1,650                     | 17,150                         | 139/221/75                                                        | NA          |

| Make and model                     | Powerplants/<br>hp or shp    | Seats | Max<br>gross<br>weight | Max<br>useful<br>load (lbs) | Fuel std/<br>opt (gal<br>usable) | Hover<br>IGE/<br>OGE | Rate of<br>climb<br>(fpm) | Max<br>service<br>ceiling (ft) | Cruise speed (kts)<br>range (nm) fuel burn<br>(gph) @opt pwr, alt | Base price  |
|------------------------------------|------------------------------|-------|------------------------|-----------------------------|----------------------------------|----------------------|---------------------------|--------------------------------|-------------------------------------------------------------------|-------------|
| <b>HELICOPTER</b> <i>continued</i> |                              |       |                        |                             |                                  |                      |                           |                                |                                                                   |             |
| Eurocopter AS365 N2                | 2 Turbomeca Arriel 1C2/1,474 | 14    | 9,370                  | 4,341                       | 300/472                          | 6,560/3,940          | 1,180                     | 12,140                         | 151/475/87                                                        | NA          |
| Eurocopter AS365 N3                | 2 Turbomeca Arriel 2C/1,702  | 14    | 9,370                  | 4,296                       | 300/472                          | 6,233/5,085          | 1,339                     | 13,780                         | 150/512/88                                                        | NA          |
| Eurocopter EC 155                  | 2 Turbomeca Arriel 2C1/851   | 14    | 10,580                 | 4,886                       | 330/510                          | NA/NA                | 1,004                     | 16,765                         | 143/NA/108                                                        | NA          |
| Hiller UH 12E3                     | Lycoming VO-540-C2A/305      | 3     | 3,100                  | 3,141                       | 46                               | 10,400/6,800         | 1,290                     | 15,000                         | 78/232/15                                                         | \$330,000   |
| Hiller UH 12E3T                    | Allison 250-C20/305          | 3     | 3,100                  | 1,490                       | 46                               | 10,400/6,800         | 1,290                     | 15,000                         | NA/NA/NA                                                          | \$450,000   |
| Kaman K-Max                        | AlliedSignal E T53/1,350     | 1     | 6,000                  | NA                          | 222                              | 29,120/26,300        | 2,500                     | NA                             | NA/NA/NA                                                          | NA          |
| MD Helicopters MD500E              | Allison 250-C20B/375         | 5     | 3,000                  | 1,519                       | 64                               | 8,500/6,000          | 1,770                     | 13,900                         | 134/264/28                                                        | \$827,000   |
| MD Helicopters MD520N              | Allison 250-C30/425          | 5     | 3,350                  | 1,764                       | 64                               | 9,300/5,600          | 1,546                     | 13,200                         | 123/242/33                                                        | \$938,000   |
| MD Helicopters MD 530F             | Allison 250-C30/425          | 5     | 3,100                  | 1,509                       | 64/102                           | 9,300/5,600          | 2,069                     | 18,700                         | 134/267/34                                                        | \$1,100,000 |
| MD Helicopters MD600N              | Allison 250-C47/600          | 8     | 4,100                  | 2,170                       | 115                              | 11,500/6,800         | 1,700                     | 13,000                         | 133/437/35                                                        | \$1,250,000 |
| MD Helicopters MD Explorer         | P&W PW206E/621               | 8     | 6,250                  | 2,848                       | 159                              | 11,000/6,800         | 2,250                     | 18,000                         | 136/302/72                                                        | \$3,500,000 |
| Robinson R22                       | Lycoming O-360/131           | 2     | 1,370                  | 515                         | 19/29                            | 9,400/5,200          | 1,000                     | 14,000                         | 96/230/8                                                          | \$118,000   |
| Robinson R44                       | Lycoming O-540/225           | 4     | 2,400                  | 976                         | 31/49                            | 6,400/5,100          | 1,000                     | 14,000                         | 113/365/15                                                        | \$281,200   |
| Schweizer 300CB                    | Lycoming HO 360/180          | 2/3   | 1,750                  | 662                         | 35                               | 7,000/4,800          | 1,250                     | NA                             | 85/340/10                                                         | \$195,500   |
| Schweizer 300C                     | Lycoming HIO-360/190         | 3     | 2,050                  | 950                         | 30/65                            | 5,800/2,750          | 750                       | 10,200                         | 82.6/201/12.3                                                     | \$229,900   |
| Schweizer 330SP                    | Allison 250-C20/235          | 4     | 2,260                  | 1,120                       | 73                               | 8,500/5,500          | 1,370                     | 10,000                         | 100/319/24                                                        | \$535,000   |
| Sikorsky S-76C+                    | 2 Turbomeca Arriel 2S1/1,712 | 14    | 11,700                 | 4,813                       | 281/387                          | 5,650/1,800          | 1,625                     | 12,700                         | 145/439/93                                                        | NA          |

na: not applicable

NA: data not available or not furnished by manufacturer

\* indicates average-equipped price obtained from Business and Commercial Aviation Purchase Planning Handbook, May 1998.

\*\* price does not include engine

Only FAA-certified aircraft are listed. All specifications are based on or derived from manufacturers' calculations. All performance figures are based on standard day, standard atmosphere, sea level, gross weight conditions unless otherwise noted. For more information, contact individual manufacturers.

## Aircraft manufacturers

**AASI (Jetcruzer)**, 3205 Lakewood Blvd., Long Beach, CA 90808; 562/938-8618; fax, 562/938-8620; www.aasiaircraft.com

**Aero Sport Inc. (Extra)**, P. O. Drawer 1989, St. Augustine Airport, St. Augustine, Fla. 32085-1989; 904/824-6230; fax, 904/824-4509; www.aerosport.com; e-mail, sales@aerosport.com

**Agusta Aerospace Corp.**, 3050 Red Lion Road, Philadelphia, Pa. 19114-0002; 215/281-1400; fax, 215/281-1462; www.agustausa.com

**Airbus Industrie**, 1 Rondpoint Maurice Bellonte, BP33, 31707 Blagnac Cedex, France; www.airbus.com

**Air Tractor**, P. O. Box 485, Olney, Texas 76374; 940/564-5616; fax, 940/564-2348; www.airtractor.com; e-mail, airmail@airtractor.com

**American Champion Aircraft Corp.**, P. O. Box 37, 32032 Washington Avenue, Rochester, Wis. 53167; 414/534-6315; fax, 414/534-2395; www.avweb.com/sponsors/champ

**American Eurocopter**, 2701 Forum Drive, Grand Prairie, Texas 75052; 972/641-0000; fax, 972/641-3761; www.eurocoptersusa.com; e-mail, ewalden@eurocoptersusa.com

**Aviat Aircraft Inc.**, P. O. Box 1240, South Washington Street, Afton, Wyo. 83110; 307/886-3151; fax, 307/886-9674; www.aviataircraft.com; e-mail, aviat@silverstar.com

**Ayres Corp.**, P. O. Box 3090, One Ayres Way, Albany, Ga. 31706-3090; 912/883-1440; fax, 912/878-0579; www.ayres-corp.com; e-mail, pe.lewis@ayres-corp.com

**Bellanca, Inc.**, P. O. Box 964, Alexandria, Minn. 56308; 320/762-1501; fax, 320/763-4544.

**Bell Helicopter**, P. O. Box 482, Fort Worth, Texas 76101; 817/280-2011; fax, 817/280-4745; www.bhti.com

**The Boeing Company**, P. O. Box 3707, 7755 E. Marginal Way South, Seattle, Wash. 98124; 206/655-2121; fax, 206/655-1177; www.boeing.com

**Bombardier, Inc.**, 800 Rene-Levesque Blvd. West, Montreal, Canada H3B 1YB; 514/861-9481; fax, 514/861-7053; www.bombardier.com

**Century Aerospace Corp.**, 3250 University Blvd. S.E., Access Road B, Albuquerque, N.M. 87106; 505/246-8200; fax, 505/246-8300; www.centuryaero.com; e-mail, dalejr@centuryaero.com

**Cessna Aircraft Co.**, P. O. Box 1521, Wichita, Kan. 67201; 316/685-9111; fax, 316/332-0388; www.cessna.textron.com; e-mail, ngg5d@cessna.textron.com

**Cirrus Design Corp.**, 4515 Taylor Circle, Duluth, Minn.

55811; 218/727-2737; fax, 218/727-2148; www.cirrusdesign.com

**Commander Aircraft Co.**, 7200 N.W. 63rd Street, Bethany, Okla. 73008; 405/495-8080; fax, 405/495-8383; www.commanderair.com; e-mail, cacsales@telepath.com

**Dassault/Falcon Jet Corp.**, Teterboro Airport, Box 2000, South Hackensack, N.J. 07606; 201/440-6700; fax, 201/541-4619; www.falconjet.com; e-mail, john.house@falconjet.com

**Diamond Aircraft Industries Inc.**, 1560 Crumlin Sideroad, London, Ont. Canada N5V 1S2; 519/457-4000; fax, 519/457-4021; www.diamondair.com

**Enstrom Helicopter**, 2209 22nd Street, P. O. Box 490, Menominee, Mich. 49858; 906/863-1200; fax, 906/863-6821; enstrom@cybrzn.com

**El Gavilan S.A.**, P. O. Box 6781, Santa Fe de Bogota, Colombia. 57-1 211-8100; fax, 57-1 211-8952; www.elgavilan.com

**Galaxy Aerospace**, Alliance Airport, One Galaxy Way, Ft. Worth, Texas 76177; 817/837-3700; fax, 817/837-3723; www.galaxyaerospace.com; e-mail, galaxykay@aol.com

**Gulfstream Aerospace Corp.**, Savannah International Airport, P. O. Box 2206, Savannah, Ga. 31402-2206; 912-964-3000; fax, 912/965-5555; www.gulfstreamaircraft.com; e-mail, info@gulfaero.com

**Hiller Aircraft Corp.**, 3200 Imjin Rd., Marina, Calif. 93933; 408/384-4500

**Kaman Aerospace**, P.O. Box 2, Bloomfield, Ct. 06002; 860/242-4461; www.kamanaero.com

**Lake Aircraft**, Laconia Airport, 50 Airport Road, Gilford, N.H. 03246; 603/524-5868; fax, 603/524-5728; www.amphib.com; e-mail, lakeacft@lr.net

**Lancair/Pacific Aviation Composites**, 22550 Nelson Road, Bend, Ore. 97701; 541/318-1144; fax, 541/318-1177; www.lancair.com; e-mail, mikes@lancair.com

**Luscombe Aircraft Corp.**, 3095 East Patrick Lane, Las Vegas, Nev. 89120; 702/434-6722; fax, 702/434-1004; www.luscombeaircraft.com; e-mail, Luscombe@intellisys.net

**Maule Air, Inc.**, 2099 Georgia Highway 133S, Moultrie, Ga. 31768; 912/985-2045; fax, 912/890-2402.

**MD Helicopters**, 5000 East McDowell Road, Mesa, Ariz. 85215; 602/891-8014; fax, 602/891-8118.

**Melex USA, Inc.**, 3223B Swift Creek Road, Smithfield, N.C. 27577; 919/934-5675; fax, 919/934-0595.

**Micco Aircraft Co.**, 3100 Airman's Drive, Ft. Pierce, Fla. 34946; 561/465-9996; fax, 561/465-9997; www.micco\_air.com; e-mail, micco\_aircraft@msn.com

**Mooney Aircraft Corp.**, Louis Schreiner Field, P. O. Box 72, Kerrville, Texas 78029-0072; 800/456-3033; fax, 830/896-8180; www.mooney.com; e-mail, sales@mooney.com

**Mudry Aviation (Cap Aviation)**, Flagler County Airport, Box 18T, #7, Bunnell, Fla. 32110; 904/437-9700; fcmmdh@aol.com

**The New Piper Aircraft Inc.**, 2926 Piper Drive, P. O. Box 1328, Vero Beach, Fla. 32961; 561/567-4361; fax, 561/778-2144; www.newpiper.com

**Partenavia**, C.so Vittorio Emanuele, 24, I-20122, Milan, Italy; 39/2-76001847; fax, 39/2-783147

**Pilatus Business Aircraft**, Jeffco Airport, 11755 Airport Way, Broomfield, Colo. 80021; 303/465-9099; fax, 303/465-9190; www.pilatus-aircraft.com; e-mail, info@pilatus-aircraft.com

**Raytheon Aircraft Corp.**, 9709 East Central, P. O. Box 85, Wichita, Kan. 67201-0085; 316/676-8399; fax, 316/676-6618; www.raytheon.com/rac

**Robinson Helicopter Corp.**, 2901 Airport Drive, Torrance, Calif. 90505; 310/539-0508; fax, 310/539-5198; www.robinsonheli.com

**Schweizer Aircraft Corp.**, 1250 Schweizer Road, Big Flats, N.Y. 14814; 607/739-3821; fax, 607/739-3931; www.schweizer-aircraft.com; e-mail, schwzr@aol.com

**Sikorsky Aircraft Corp.**, 6900 Main Street, Stratford, Conn. 06615-9129; 203/386-4000; fax, 203/386-7300; www.sikorsky.com; e-mail, btuttle@sikorsky.com

**Sino Swearingen Aircraft Co.**, 1770 Sky Place Blvd., San Antonio, Texas 78216; 888/538-7530; fax, 210/258-3917; www.sj30jet.com; e-mail, mpotts@sj30jet.com

**Socata Aircraft**, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Fla. 33023; 954/893-1400; fax, 954/964-0805; www.socata.com; e-mail, socataac@gate.net

**Sukhoi/Snap Roll**, P. O. Box 391, Grain Valley, Mo. 64029; 816/847-6999; fax, 816/847-7117

**TLM Aerospace**, 226 Pilot's Way, Martinsburg, W.Va. 25401; 601/335-6728; fax, 601/335-6754

**VisionAire Corp.**, 595 Bell Ave., Chesterfield, Mo. 63005; 314/530-1007; 314/530-0005; www.visionaire.com

**Waco Classic Aircraft Corp.**, 1007 Upton Ave., Battle Creek, Mich. 49015; 616/565-1000; fax, 616/565-1100; www.flywaco@wacoclassic.com

**Zenith Aircraft Co.**, Mexico Memorial Airport, P. O. Box 650, Mexico, Mo. 65265-0650; 573/581-9000; fax, 573/581-0011; www.zenithair.com