

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recomended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
<b>Aeronca</b>																				
15 AC Sedan	Piston	145	104	91	46	36	13,000		450		900		1,300		2,050	1,180	25/3	10/3	37/5	370
11 CC Super Chief	Piston	85	89	83	44	15	12,300		600		720		800		1,350	820	20/7	8/9	36/1	190
7 CCM Champ	Piston	90	90	78	37	19	16,000		650		475		850		1,300	810	21/5	8/7	35/0	210
7 DC Champ	Piston	85	88	78	37	19	13,000		620		500		850		1,300	800	21/5	8/7	35/0	210
7 AC Champ	Piston	65	83	74	33	14	12,500		370		632		885		1,220	740	21/5	8/9	35/0	175
11 AC Chief	Piston	65	78	72	33	15	11,000		360		583		880		1,250	786	20/4	8/9	36/1	180
<b>Aerostar Aircraft Corporation</b>																				
PA-60-700P Aerostar (preliminary)	Piston	350	264	230	80	165	25,000	14,500	1,820	320	3,080	1,950	2,100	1,425	6,315	4,275	34/10	12/1	36/8	868
PA-602P Aerostar	Piston	290	262	247	77	165	28,000	12,900	1,755	302	2,250	1,800	2,076	1,217	6,000	4,125	34/9	12/1	36/7	1,020
PA-601P pressurized Aerostar ('77 service ceiling=26,350)	Piston	290	257	235	77	165	25,000	8,800	1,460	240	2,490	1,900	2,030	1,230	6,000	4,056	34/10	12/1	36/8	1,101
PA-601B turbochg Aerostar (prior'80=less perf)	Piston	290	257	237	77	165	30,000	8,800	1,460	240	2,490	1,900	2,030	1,230	6,000	3,958	34/10	12/1	36/8	1,174
PA-601, 601A, turbochg Aerostar	Piston	290	271	236	69	174	30,100	10,800	1,700	370	2,200	1,800	1,625	980	5,700	3,750	34/10	12/1	34/2	1,174
PA-600,600A,-Aerostar	Piston	290	220	212	74	165	21,200	6,300	1,800	360	1,950	1,550	1,840	1,040	5,500	3,737	34/10	12/1	34/2	1,200
<b>Ag Cat Corporation</b>																				
G164B Turbine (spec for 680 hp)	Propjet	680		113		80					900				5,200	3,150	33/1	12/1	42/5	
G164C-600 AG-CAT (design category) sprayer	Piston	600	104	91	60	80					2,080	1,080	1,190	588	6,300	3,650	30/0	11/5	42/3	235
G164B-600 AG-CAT (design category) sprayer	Piston	600		100	52	64			1,360		1,050	430	1,150	565	5,200	3,650	25/6	11/6	42/5	200
G164A-600 AG-CAT (design category)	Piston	600	128	96	59	46	14,500		1,600		860	505	770	410	4,500	3,160	24/4	11/10	35/11	148
G164B-525 (design-sprayer) prior'78=25/11 length	Piston	525	128	91	52	46			1,350			1,000	540	1,150	567	4,500	24/2	26/1	42/3	155
G164B-450 (hopper=325 gal)	Piston	450		100		64						1,300			5,200	3,325	24/2	11/6	42/5	190
G164B-450 AG CAT (design category) sprayer	Piston	450	128	91	52	46	14,500		1,060		1,090	585	1,150	567	4,500	3,100	25/7	11/0	42/3	190
G164A-450 AG CAT (design category)	Piston	450	128	91	58	46	14,000		990		1,145	630	750	390	4,500	2,870	24/4	11/0	35/11	190
G164A-300 AG CAT	Piston	300	128	74	54	46	11,500		700		1,200	750	1,000	590	3,750	2,410	24/4	10/9	35/8	226
G164A-275 AG CAT	Piston	275	114	74	54	33	10,250		600		1,275	800	1,000	590	3,750	2,400	24/4	10/9	35/8	117
G164A-245 AG CAT	Piston	245	114	70	54	33	8,500		496		1,300	825	1,000	590	3,750	2,300	24/4	10/9	35/8	174
G164A-220 AG CAT	Piston	220	114	70	48	33	7,000		435		1,360	850	1,000	590	3,600	2,200	24/4	10/9	35/8	190
<b>Aircoupe-Alon</b>																				
A-2	Piston	90	112	108	37	24	17,300		640		1,100	540	1,200	350	1,450	930	20/2	5/1	30/0	410
F-1	Piston	90	113	104	50	24	16,000		600		1,800	1,260	1,600	600	1,400	900	20/1	6/3	30/0	400
415-G	Piston	85	99	96	50	24	13,500		550		2,100	1,260	1,850	750	1,400	833	20/1	6/3	30/0	360
<b>Aircraft Manufacturing &amp; Design,LLC</b>																				
CH-601-XL/i/650-LS/i	Piston	100	120	113	38	30	12,000		1,000						1,320	770	20/0	6/6	27/0	715
<b>Air Tractor, Inc.</b>																				
AT-503A	Propjet	750	144	126	60	170			760			1,170			9,200	4,488			50/0	547
AT-502	Propjet	680	144	126	60	170			760			1,170			9,200	4,123			50/0	547
AT-402	Propjet	680	122	105	46	170			1,000			810			7,860	3,739			49/0	574
AT-401	Piston	600	136	105	53	126			520			1,318			7,860	4,135			49/1	547
AT-400	Propjet	680	200	185	55	126			1,500			1,000			7,800	3,550			45/1	
AT-302A	Piston	600	190	182	55	126			2,500			1,300			7,300	3,350			45/1	
AT-302	Piston	600	190	182	55	76			2,500			1,000			7,000	3,250			45/1	
AT-301A	Piston	600	164	152	56	76			1,500			1,300			7,300	3,850			45/1	
AT-301	Piston	600	168	155	56	76			1,600			1,300			7,000	3,800			45/1	
<b>American Champion Aircraft Corporation</b>																				
8KCAB-180 Super Decathlon (w/optional speed kit)	Piston	180	158	150	52	40	17,200		1,230						1,800	1,315	22/11	7/7	32/0	
8KCAB-150 F/P prop(w/optional speed kit)	Piston	150	147	137	52	40	16,000		1,000						1,800	1,260	22/11	7/7	32/0	404
8GCBC (max speed w/8047 fixed-pitch prop)	Piston	180	135	122	50	35			1,080		1,090	510	1,245		2,150	1,315	22/8	8/7	36/2	
7KCAB	Piston	150	116	109	43	39	17,000		1,120		535	375	755	400	1,650	1,140	22/7	7/7	34/5	411
7GCB	Piston	150	109	103	37	37	18,100		1,140		617	366	718	320	1,650	1,050	22/9	6/1	34/5	411
7GCAA	Piston	150	113	109	43	39	17,000		1,120		535	375	755	400	1,650	1,140	22/8		33/5	411
7GCBC	Piston	150	113	111	39	35	17,000		1,145		457	296	690	310	1,650	1,150	22/8		34/3	480
7GCBC with EDO floats	Piston	150	97	90	46	39	16,000		800						1,800	1,290	22/7	6/8	34/6	248
7ECA	Piston	115	109	107	44	35	12,000		725		716	450	775	400	1,650	1,067	22/8		33/5	301
7EC	Piston	90	117	97	38	26	15,500		700		1,240	840	700	400	1,450	820	21/6	7/0	35/1	350
7ACA	Piston	60	85	75	38	13	8,500		400		850	525			1,220	750	21/11	7/0	35/1	261
<b>American General Aircraft Corporation</b>																				
GA-7 Cougar (twin) '77 svc. ceils=18,300 & 4,900	Piston	160	168	160	63	80	17,400	4,250	1,160	200	1,805	1,000	1,330	710	3,800	2,588	29/7	10/4	36/9	680
AG5B Tiger (prior '79 height=8/0)	Piston	180	148	139	53	51	13,800		850		1,550	865	1,120	410	2,400	1,360	22/0	7/7	31/6	530
AA5A Cheetah (prior '79 height=8/0)	Piston	150	136	127	52	37	12,650		660		1,600	880	1,100	380	2,200	1,323	22/0	8/0	31/6	428

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recomended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
AA5 Traveler ('75=+ 7 mph speed)	Piston	150	130	122	50	38	12,650		660		1,600	880	1,100	380	2,200	1,271	22/0	8/0	31/5	503
AA-1B Trainer	Piston	108	120	108	52	24	12,750		705		1,590	890	1,100	410	1,560	975	19/2	7/6	24/5	348
AA-1A Trainer	Piston	108	120	109	51	24	13,750		765		1,400	725	1,065	395	1,500	1,007	19/3	6/8	24/5	350
<b>American Legend Aircraft</b>																				
Legend Cub AL11C-100	Piston	100	90	84	33	20	15,000		700			210		205	1,320	845	22/5	7/6	35/6	275
<b>Aviat Aircraft, Inc.</b>																				
Husky A-1 (formerly Christen Industries)	Piston	180	126	113	36	52	20,000		1,500			200		350	1,800	1,190	22/7	6/7	35/6	696
<b>Ayres Corporation</b>																				
S-2D AG Commander	Piston	600	122	96	61	54	15,000		1,000		1,200	850	800	500	6,000	3,400	29/4	8/9	44/4	275
S-2R-R3S/PZL 600	Piston	600	122	108	57	100	15,000		900			775		500	6,000	3,700	29/4	9/2	44/4	275
S-2R-1340/P&W 600 Thrush ('69 length=28/4)	Piston	600	122	108	57	100	15,000		900			775		500	6,000	3,700	29/4	9/2	44/4	275
S-2R-800 Thrush (prior '76 length =28/11)	Piston	800	135	119	50	100	25,000		1,350			900		500	6,000	4,100	29/2	9/2	44/4	257
S-2R-T34-Turbo (400 gal hopper)	Propjet	750	138	130	57	190	25,000		1,740			600		500	6,000	3,600	33/0	9/2	44/5	545
S-2R-1820/510	Piston	1,200	138	135	57	190	28,000		2,033			550		950	6,000	4,990	31/6	9/7	44/5	563
<b>B Bar D Aviation, Inc.</b>																				
Allegro	Piston	80	157	138	46	17			1,000		820	490	721	340	1,320	622	20/10	6/9	35/5	350
<b>Beechcraft (Hawker Beechcraft)</b>																				
Beechjet 400 (400A has increased weights)	Jet	2,900	461		87	732	41,000	26,000	3,960	1,110		3,950		2,830	15,780		48/5	13/9	43/6	1,900
Starship 2000 (2000A=increased spds & weights)	Propjet	1,200	335	328		560	34,800	18,300	3,225	850	3,876		2,630	1,070	14,400	9,887	46/1	13/0	54/5	1,722
350 Super King Air	Propjet	1,050	314	303		539	35,000	24,150	2,979	912			2,508	1,272	15,000	9,051	46/8	14/4	57/11	1,966
300 Super King Air (300LW has decr. weights)	Propjet	1,050	316	300		539	35,000	22,878	2,844	867					14,000	8,838	43/10	15/0	54/6	1,761
B200 Super King Air	Propjet	850	294	279	75	544	35,000	21,735	2,450	740	3,345	1,942	2,845	1,760	12,500	7,538	43/9	15/0	54/6	1,972
200 Super King Air (prior '79 serv. ceil=31,000)	Propjet	850	290	272	75	544	32,880	19,150	2,450	740	3,345	1,942	2,845	1,760	12,500	7,538	43/9	15/0	54/6	1,870
B100 King Air (prior '79 serv. ceiling=29,100)	Propjet	715	265	258	83	470	24,850	9,300	1,963	452	2,951	1,898	2,679	1,290	11,800	7,082	39/11	15/5	45/11	1,080
A100 King Air	Propjet	680	248	235	75	470	24,850	9,300	1,963	452	3,245	2,060	2,944	1,787	11,500	6,797	39/11	15/5	45/11	1,000
100 King Air	Propjet	680	248	239	73	374	25,900	11,800	2,200	608	1,729	1,452	2,138	1,240	10,600	6,440	39/9	15/4	45/10	1,005
F90-1 King Air	Propjet	750	279	265	79	470	30,450	15,300	2,455	632	2,808	2,012	2,275	1,194	10,950	6,647	39/10	15/1	45/11	1,235
F90 King Air	Propjet	750	267	261	77	470	29,802	14,419	2,380	600	2,856	2,090	2,275	1,194	10,950	6,549	39/10	15/1	45/11	1,235
E 90 King Air	Propjet	550	250	245	77	474	27,620	14,390	1,870	470	2,024	1,553	2,110	1,030	10,100	5,996	35/6	14/3	50/3	1,290
C90A King Air (LJ-1063 up) (10,100 g/w=SN1138 up)	Propjet	550	247	240	75	384	30,000	15,591	2,137	626	2,261	1,629	1,672	737	10,100	5,765	35/6	14/3	50/3	1,120
C 90,C90-1 (-1 has increased speed)	Propjet	550	223	217	76	384	28,100	15,050	1,955	539	2,261	1,629	1,672	737	9,650	5,765	35/6	14/3	50/3	1,120
B 90 King Air	Propjet	550	223	219	74	384	27,200	14,100	2,000	555	2,180	1,750	2,010	980	9,650	5,685	36/6	14/8	50/3	1,185
A 90 King Air	Propjet	550	223	216	77	384	30,200	17,700	1,900	490	2,150	1,730	1,960	1,250	9,300	5,680	35/6	14/8	45/1	1,160
90 King Air	Propjet	500	243	235	75	384	28,400	17,700	2,000	525	1,755	1,350	1,870	1,250	9,000	5,680	35/6	14/8	45/1	1,270
88 Queen Air pressurized	Piston	380	214	192	71	264	26,800	11,800	1,275	265	1,800	1,372	2,311	1,340	8,800	6,035	35/6	14/3	50/3	902
B 80 Queen Air 1973 thru 1978	Piston	380	216	196	70	200	26,800	11,800	1,275	210	2,556	2,007	2,572	1,620	8,800	5,277	35/6	14/8	50/3	656
B 80 Queen Air - specs thru 1972	Piston	380	216	195	71	214	26,800	11,800	1,275	265	1,800	1,372	2,311	1,340	8,800	5,120	35/6	14/3	50/3	716
A 80 Queen Air	Piston	380	219	200	70	214	28,500	13,400	1,585	275	1,800	1,500	2,143	1,510	8,500	4,900	35/6	14/3	50/3	716
80 Queen Air	Piston	380	208	191	67	230	28,000	12,100	1,300	180	1,450	1,060	2,070	1,160	8,000	4,800	35/2	14/6	50/3	746
70 Queen Air	Piston	340	208	186	70	214	30,000	14,900	1,375	230	1,675	1,269	2,107	1,244	8,200	4,995	35/6	14/3	50/4	755
A 65 Queen Air	Piston	340	208	186	70	214	31,300	15,500	1,300	245	1,560	1,180	1,750	1,330	7,700	4,980	35/6	14/3	45/10	755
65 Queen Air	Piston	340	200	186	70	180	27,000	12,100	1,300	210	1,700	1,310	1,980	1,425	7,700	4,640	33/3	14/1	45/10	630
B 60 Duke pressurized (prior '78 t/o run=2006)	Piston	380	246	233	73	142	30,000	15,100	1,601	307	2,626	2,075	3,065	1,318	6,775	4,425	33/10	12/4	39/3	1,010
A 60 Duke pressurized	Piston	380	249	240	76	142	30,800	15,100	1,601	307	2,626	2,006	3,065	1,318	6,775	4,175	33/10	12/4	39/3	824
60 Duke Pressurized	Piston	380	249	236	76	142	31,300	15,700	1,615	319	1,660	1,253	2,340	1,590	6,725	4,100	33/10	12/4	39/3	824
H 18 Super Twin Beech	Piston	450	204	191	76	198	20,300	7,900	1,400	260	2,072	1,650	1,850	1,480	9,900	5,845	35/2	9/4	49/8	622
G 18 Super Twin Beech	Piston	450	200	186	73	275	21,400	8,000	1,410	300	1,980	1,585	1,850	1,480	9,700	5,910	35/1	9/6	49/6	880
E 18 Super Twin Beech	Piston	450	203	187	71	206	23,000	8,400	1,250	290	2,079	1,655	1,569	1,480	9,300	6,150	33/1	9/2	47/7	638
D 18 S Twin Beech	Piston	450	200	183	67	206	20,500	7,750	1,190	225	1,760	1,405	1,460	1,250	8,750	5,770	33/1	9/2	47/7	632
H,J 50 Twin Bonanza supercharged	Piston	340	204	180	72	180	29,500	12,500	1,270	290	1,250	975	1,840	1,280	7,300	4,480	31/5	11/5	45/9	787
E,F,G 50 Twin Bonanza supercharged	Piston	340	209	184	72	180	29,500	12,500	1,320	325	1,250	975	1,840	1,250	7,000	4,460	31/5	11/5	45/9	813
D50,A,B,C,E Twin Bonanza	Piston	295	186	178	62	134	20,000	7,000	1,450	290	1,260	1,000	1,452	1,010	6,300	4,100	31/5	11/5	45/9	670
C 50 Twin Bonanza	Piston	275	178	161	60	134	20,000	6,500	1,450	300	1,260	1,000	1,375	1,000	6,000	3,956	31/5	11/5	45/2	726
B 50 Twin Bonanza	Piston	260	177	159	60	134	20,000	6,500	1,450	300	1,344	1,080	1,215	975	6,000	3,940	31/5	11/5	45/2	733
50 Twin Bonanza	Piston	260	177	158	56	134	19,000	6,500	1,450	320	1,350	1,080	1,215	975	5,500	3,800	31/5	11/5	45/2	722
58 P Baron(325) pressurized (range based on 190 gal fuel)	Piston	325	261	232	78	166	25,000	12,220	1,475	223	2,643	1,555	2,427	1,378	6,200	4,026	29/11	9/2	37/10	1,013
58 P Baron-press.(177 hgt=9/6) (range based on 190 gal fuel)	Piston	310	256	214	79	166	25,000	14,400	1,529	204	2,376	1,480	2,498	1,471	6,100	3,985	29/10	9/2	37/10	1,130
58 P Baron turbochg.- specs thru 1976	Piston	310	231	207	79	166	25,000	13,220	1,424	205	2,761	1,654	2,498	1,471	6,100	3,985	29/10	9/2	37/10	1,104
58 TC Baron (325) turbochg-non-pressurized	Piston	325	261	232	78	166	25,000	13,490	1,475	270	2,643	1,555	2,427	1,378	6,200	3,788	29/11	9/2	37/10	1,013

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recommended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
58 TC Baron (non-press/turbo) '78 length=9/2	Piston	310	250	214	79	166	25,000	14,400	1,461	204	2,376	1,480	2,498	1,471	6,100	3,780	29/10	9/6	37/10	1,130
58 Baron (300 hp)	Piston	300	208	195	74	136	20,688	7,284	1,750	394	2,371	1,403	2,498	1,439	5,500	3,443	29/10	9/6	37/10	1,109
58 Baron ('76 & prior fuel=166 gal opt)	Piston	285	208	195	74	136	18,600	7,000	1,660	390	2,101	1,336	2,498	1,439	5,400	3,361	29/10	9/6	37/10	1,109
A56TC Turbo Baron	Piston	380	252	247	73	142	32,200	18,600	2,020	410	1,420	1,005	2,080	1,285	5,990	3,700	29/0	9/3	37/10	737
56 TC Turbo Baron ('67 & '68 fuel=178 gal opt)	Piston	380	252	247	73	142	32,200	18,600	2,020	410	1,420	1,005	2,080	1,285	5,990	3,650	28/3	9/7	37/10	737
E 55 Baron ('70-'72 fuel=142 gal opt)	Piston	285	208	195	73	100	19,100	6,600	1,682	388	968	596	1,414	868	5,300	3,291	29/0	9/2	37/10	934
C55, D55 Baron	Piston	285	210	200	67	112	20,900	7,100	1,670	335	968	596	1,414	868	5,300	3,075	28/3	9/7	37/10	550
B 55 Baron (1978 & up)	Piston	260	201	184	73	100	19,300	6,400	1,693	397	2,154	1,400	2,148	1,467	5,100	3,236	28/0	9/7	37/10	739
B55 (SN955 & up=5000 g/w; SN 502 thru 954 elig 5100 g/w)	Piston	260	205	196	68	112	19,700	7,000	1,670	320	1,225	910	1,370	840	5,100	3,075	27/0	9/7	37/10	763
A 55 Baron	Piston	260	200	191	66	112	19,500	7,600	1,700	350	1,700	910	1,470	960	4,880	2,960	26/5	9/6	37/8	745
55 Baron	Piston	260	200	191	66	112	19,200	7,600	1,630	350	1,700	1,255	1,470	1,250	4,880	2,960	25/7	9/6	37/8	745
E 95 Travel Air (fuel inj.)	Piston	180	183	174	61	80	18,100	4,400	1,250	205	1,280	1,000	1,590	980	4,200	2,650	25/1	9/6	37/1	661
B 95A, D 95A Travel Air (fuel inj.)	Piston	180	183	174	61	80	18,100	4,400	1,250	205	2,100	1,740	1,850	1,015	4,200	2,635	25/3	9/6	37/1	661
95, B95 Travel Air (95 = 4,000 lb. gross)	Piston	180	183	170	61	80	18,100	4,400	1,250	205	2,100	1,740	1,850	1,015	4,100	2,635	25/3	9/5	37/9	661
76 Duchess	Piston	180	171	158	60	100	19,650	6,170	1,248	235	2,119	1,017	1,881	1,000	3,900	2,460	29/0	9/6	38/0	843
B 36 TC Bonanza	Piston	300	213	190	57	102	25,000		1,049		2,364	1,156	1,692	976	3,850	2,338	27/6	8/5	37/10	957
A 36 TC Bonanza(prior '80=optl fuel 74 gal)	Piston	300	214	190	57	74	25,000		1,165		2,012	1,176	1,449	721	3,650	2,278	27/6	8/5	33/6	800
A 36 Bonanza (300 hp)	Piston	300	184	169	59	74	18,500		1,210		1,913	971	1,473	913	3,650	2,247	27/6	8/5	33/6	720
A 36 Bonanza ('70 & '71 lgt=26/8) '80 + up fuel= 74 gal	Piston	285	179	168	52	74	16,600		1,030 w/3bld		2,040	1,140	1,450	840	3,600	2,195	27/6	8/5	33/6	697
36 Bonanza	Piston	285	177	170	56	50	16,000		1,015		1,525	1,112	1,240	683	3,600	1,980	26/4	8/5	32/10	510
V 35 A & B-TC Turbo Bonanza	Piston	285	217	200	55	50	29,500		1,225		1,320	950	1,177	647	3,400	2,027	26/4	6/6	33/5	600
V 35B Bonanza ('80 & up=fuel std 74 gal)	Piston	285	182	172	51	74	17,858		1,167 w/3bld		1,769	1,002	1,324	763	3,400		26/5	7/7	33/6	717
V 35 A Bonanza	Piston	285	183	177	55	44	17,500		1,136		1,320	965	1,177	647	3,400	1,960	26/4	6/6	33/5	536
V 35 TC Turbo Bonanza	Piston	285	209	195	55	50	26,600		1,225		1,320	965	1,177	647	3,400	1,950	26/4	6/6	33/5	580
V 35 Bonanza	Piston	285	183	177	55	50	17,500		1,136		1,320	965	1,177	647	3,400	1,915	26/4	6/6	33/5	543
S 35 Bonanza	Piston	285	184	178	54	50	18,300		1,200		1,225	880	1,150	625	3,300	1,915	26/4	6/6	33/5	543
N,P 35 Bonanza	Piston	260	178	170	52	50	19,200		1,150		1,260	1,050	1,100	650	3,125	1,855	25/2	6/5	33/5	535
K,M 35 Bonanza	Piston	250	183	170	52	49	20,000		1,170		1,185	950	1,050	710	2,950	1,832	25/1	6/5	33/5	495
J 35 Bonanza	Piston	250	183	174	50	39	21,300		1,250		1,175	925	1,050	710	2,900	1,820	25/1	6/6	32/9	492
H 35 Bonanza	Piston	240	179	165	50	39	19,800		1,225		1,260	1,050	1,050	710	2,900	1,820	25/1	6/6	32/9	470
E,F,G 35 Bonanza (E=2,725 lb. gross, F=2,750 lb.)	Piston	225	169	160	48	39	19,000		1,300		1,270	1,060	1,025	680	2,775	1,722	25/1	6/6	32/9	550
C, D 35 Bonanza	Piston	205	165	152	48	39	18,000		1,100		1,500	1,250	975	625	2,700	1,650	25/1	6/6	32/9	510
A,B 35 Bonanza (A=185 hp)	Piston	196	160	148	49	39	17,100		890		1,515	1,275	950	625	2,650	1,575	25/1	6/6	32/9	470
35 Bonanza	Piston	185	160	150	48	39	18,000		950		1,440	1,200	925	580	2,550	1,458	25/1	6/6	32/9	530
G 33 Bonanza	Piston	260	177	168	49	50	16,600		1,060		1,516	1,023	1,150	625	3,300	1,935	25/5	8/3	32/9	513
F & E 33-C Bonanza (conventional tail)	Piston	285	181	174	53	50	18,300		1,200		1,225	880	1,150	625	3,300	1,918	25/6	8/3	32/9	520
F33A ('80 & up fuel std 74 gal)	Piston	285	182	172	51	74	17,858		1,167 w/3bld		1,769	1,002	1,324	763	3,400	2,125	26/8	8/3	33/6	717
E 33 A Bonanza (conventional tail)	Piston	285	181	174	53	50	18,300		1,200		1,225	880	1,150	625	3,300	1,915	25/6	8/3	32/10	520
F & E Bonanza (conventional tail)	Piston	225	170	161	52	50	17,800		930		1,288	982	1,298	643	3,050	1,862	25/6	8/3	32/10	520
C 33 A Debonair	Piston	285	181	174	53	50	18,300		1,200		1,225	880	1,150	632	3,300	1,775	25/6	8/3	32/10	520
C 33 Debonair	Piston	225	170	161	52	50	18,300		980		1,288	982	1,298	643	3,050	1,854	25/6	8/3	32/10	568
A,B 33 Debonair	Piston	225	170	161	52	50	18,400		960		1,235	982	1,282	643	3,000	1,745	25/6	8/3	32/10	568
33 Debonair	Piston	225	170	161	52	50	19,800		1,010		1,235	940	1,282	635	2,900	1,730	25/5	8/3	32/8	550
C-24R Sierra 200 (prior '78 svc. ceil=16,400)	Piston	200	145	137	60	57	15,385		927		1,561	1,063	1,462	816	2,750	1,696	25/9	8/1	32/9	647
B-24R Sierra 200	Piston	200	140	131	55	52	14,342		891		1,804	1,169	1,519	803	2,750	1,711	25/8	8/3	32/9	591
A-24R Sierra 200	Piston	200	148	141	57	58.8	14,350		862		1,630	1,100	1,380	760	2,750	1,610	25/8	8/3	32/9	704
Super III Musketeer (A-23-24)	Piston	200	137	130	52	60	14,850		880		1,380	950	1,300	660	2,550	1,410	25/1	8/2	32/7	643
C 23 Sundowner (pre '76 fuel=52 gal) pre '82=less mph	Piston	180	128	116	51	57	12,600		792		1,955	1,130	1,484	703	2,450	1,494	25/9	8/3	32/9	565
Custom III Musketeer	Piston	180	127	120	50	60	11,870		728		1,460	990	1,260	640	2,400	1,375	25/1	8/2	32/7	565
A 23, A23A Musketeer (A=2,400 lb gross)	Piston	165	127	120	50	60	11,870		880		1,460	990	1,260	640	2,350	1,325	25/1	8/2	32/7	565
23 Musketeer	Piston	160	123	111	52	60	13,500		720		1,275	925	1,260	640	2,300	1,300	25/1	8/2	32/7	800
B 19 Sport 150 ('76' & prior fuel=52 gal)	Piston	150	110	107	50	57	11,650		680		1,635	1,030	1,693	824	2,150	1,414	25/9	8/3	32/9	643
A 23-19, Sport III, Musketeer	Piston	150	122	114	48	60	14,900		900		1,255	840	1,220	590	2,200	1,325	25/1	8/2	32/7	800
77 Skipper ('79-'80 height=7/11)	Piston	115	106	97	47	29	12,900		720		1,280	780	1,313	670	1,675	1,103	24/0	6/11	30/0	370
Premier IA	Jet	2,300	.80 Mach	.78 Mach		3,670	41,000	28,000		586		3,792		3,170	12,500	8,200	46/0	15/4	44/6	1,360
C90 GT King Air	Propjet	550	270	208		384	30,000	19,170	1,953	474		2392		2,355	10,100	6,950	35/6	14/3	50/3	1,026
<b>Bellanca Inc.</b>																				
17-31 ATC Turbo, 300-Lyc. (prior '78=8 gal less)	Piston	300	193	187	61	68	24,000		1,170		1,420	980	1,340	835	3,325	2,372	26/4	7/4	34/2	760
17-31A, (prior '78=8 gal less fuel + 6 mph less)	Piston	300	174	165	61	68	18,200		1,170		1,420	980	1,340	835	3,325	2,247	26/4	7/4	34/2	483

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recommended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
17-31TC, Turbo Super Viking (Lycoming eng)	Piston	250	193	187	54	72	24,000		1,800		890	460	1,100	575	3,200	2,010	23/7	7/4	34/2	760
17-30A, (1979 & up; 1993 & up + 5 mph; IO-550 +6 mph)	Piston	300	181	176	61	68	20,000		1,210		1,420		1,340		3,325	2,185	26/4	7/4	34/2	550
17-30A, 300-Cont.('78=8 gal more fuel & +11 mph)	Piston	300	166	163	61	60	17,000		1,085		1,420	980	1,340	835	3,325	2,217	26/4	7/4	34/2	550
17-30-300 Viking (Continental eng)	Piston	300	167	163	54	58	21,000		1,840		890	450	1,050	575	3,200	1,900	23/7	7/5	34/2	550
14-19-3A,260 A,B,C	Piston	260	181	177	54	58	22,500		1,500		990	550	825	400	3,000	1,750	23/6	6/5	34/2	639
14-19-2 Cruisemaster	Piston	230	179	170	42	40	20,000		1,400		1,025	760	1,150	470	2,700	1,640	22/9	6/2	34/2	452
14-19 Cruisemaster	Piston	190	174	157	38	40	21,500		1,250		1,270	850	1,025	450	2,600	1,575	23/0	6/2	34/2	435
14-13 Cruiseair Sr.	Piston	150	147	130	38	40	19,500		1,100		1,350	606	975	437	2,100	1,520	21/2	6/2	34/2	591
<b>Bombardier Aerospace Business Aircraft</b>																				
CL-601-3A Challenger (3R=long-range)	Jet	8,650		442	103	16,665	41,000	27,000	4,443	1,314	5,400		3,300		43,250	20,485	68/5	20/8	64/4	
CL-601 Challenger (GE engs)	Jet	8,650	480	442		16,665	41,000	24,000	4,200	1,048	5,400		3,300		43,250	19,950	68/5	20/8	61/10	3,391
CL-600 Challenger (AVCO engs)	Jet	7,500	480	442		14,890	41,000	24,000	3,400	743	5,700		3,300		41,400	18,660	68/5	20/8	61/10	2,991
CL-604 Challenger	Jet	8,729		459		20,000	41,000								47,700		68/5	20/8	64/4	
Challenger 300	Jet	6,826	470	459		14,100	45,000					4,750		2,610	38,650	23,350	68/63	20/33	63/84	3,100
Global Express XRS	Jet	14,750	.89 Mach	.85 Mach		44,975	51,000	18,000		473		6,190		2,670	98,000	51,200	99/5	25/6	94/0	6,190
Global 5000	Jet	14,750	.89 Mach	.85 Mach		36,000	51,000	20,600		651		5,000		2,670	98,000	50,830	96/10	25/6	94/0	4,800
Challenger 850ER	Jet	8,729	.80 Mach	.77 Mach		18,305	41,000	19,370		680		6,305		2,910	53,000	34,167	87/10	20/5	69/7	3,044
Challenger 605	Jet	8,729	.82 Mach	.80 Mach		20,000	41,000	20,000		680		5,684		2,777	48,300	26,985	68/5	20/8	64/4	4,045
Global 6000	Jet	14,750	.89 Mach	.85 Mach		45,050	51,000					6,476		2,670	99,750	52,230	99/5	25/6	94/0	6,000
60 (standard configuration)	Jet	4,600	458				51,000				5,360		3,750		22,750	13,922	58/7	14/7	43/8	2,740
55C	Jet	3,700	455			6,690	51,000				4,900		3,100		21,000	12,622	55/1	14/8	43/9	
55C/ER	Jet	3,700	455			7,049	51,000				5,150		3,100		21,500	12,686	55/1	14/8	43/9	
55C/LR	Jet	3,700	455			7,707	51,000				5,150		3,100		21,500	12,816	55/1	14/8	43/9	
55 (1984-'85)	Jet	3,700	455	417		6,707	51,000		4,059	1,000	5,600		3,300		21,500	12,135	55/1	14/8	43/9	1,715
55 (thru 1983)	Jet	3,700	457			6,707	51,000		4,380	1,250	4,540		3,109		19,500	12,130	55/1	14/8	43/9	1,715
36 A (prior'82 = gross weight @ 18,000)	Jet	3,500	491	460	99	7,400	45,000	23,500	4,340	1,280	4,972		3,075		18,300	9,838	48/8	12/3	39/6	2,289
36	Jet	3,500	477	441	105	7,431	45,000	24,600	5,100	1,480	4,080		3,105		17,000	8,802	48/7	12/3	39/5	2,289
35A	Jet	3,500	471	460	99	6,198	45,000	25,300	4,760	1,470	4,972		3,075		18,300	9,838	48/8	12/3	39/6	1,818
35	Jet	3,500	477	441	105	6,171	45,000	24,600	5,100	1,480	4,080		3,105		17,000	8,762	48/7	12/3	39/5	1,818
31 Std. (31A Vmo = 476 kts)	Jet	3,500	447			4,110	51,000				2,950		2,800		15,500	9,857	48/8	12/3	43/9	
29 Longhorn	Jet	2,950	478	441	79	5,373	47,900		6,110		2,880		2,220		15,000	8,157	47/7	12/3	43/9	1,546
28 Longhorn	Jet	2,950	475	441	79	4,704	48,800		6,350		2,630		2,220		15,000	8,195	47/7	12/3	43/9	1,450
25G	Jet	2,950		464		6,594	51,000	25,700	5,720	1,970	4,893		2,728		16,300	8,250	47/7	12/3	35/7	1,450
25 D,F w/6 engs=45,000 service ceiling (prior '82 more rate of climb)	Jet	2,950	464	459	97	6,098	51,000	23,500	6,830	1,910	3,937		2,817		15,000	7,950	47/7	12/3	35/7	1,431
25 B (1973 thru 1975)	Jet	2,950	464	441	104	6,098	45,000	24,500	6,050	1,750	5,186		3,090		15,000	7,355	47/6	12/3	35/7	1,450
25 C (1973 thru 1975)	Jet	2,950	464	441	104	7,464	45,000	24,500	6,050	1,750	5,186		3,090		15,000	7,233	47/6	12/3	35/7	1,525
25 B & C (thru '72)	Jet	2,950	477	442	90	6,098	45,000	24,500	6,050	1,740	5,186		2,703		15,000	7,206	47/6	12/6	35/6	1,385
24 F (w/8A engs=51,000 service ceil)	Jet	2,950	475	441	88	5,628	45,000	27,000	7,100	2,505	3,297		2,873		13,500	7,130	43/3	12/3	35/6	1,001
24 E (prior to '77=12,499 gross)	Jet	2,950	477	441	88	4,791	45,000	28,500	7,220	2,225	3,000		2,789		12,900	7,025	43/3	12/3	35/6	730
24 D (1973 thru 1975)	Jet	2,950	464	441	99	5,628	45,000	26,000	6,800	1,750	3,917		2,800		13,500	6,988	43/3	12/3	35/7	1,001
24 D (thru'72)	Jet	2,950	477	442	87	840	45,000	26,000	6,800	2,100	3,917		2,703		13,500	6,803	43/3	12/6	35/6	1,001
24 C	Jet	2,950	461	442	88	715	45,000	28,500	6,900	2,000	3,370		2,850		12,500	6,519	43/3	12/6	35/6	1,385
24 B	Jet	2,950	474	437	88	834	45,000	26,000	6,300	1,700	3,100	2,250	3,307	1,850	13,500	6,927	43/3	12/7	35/7	1,001
24 Twin Jet	Jet	2,850	469	417	90	847	41,000	26,000	6,300	1,700	3,100	2,700	3,350	1,848	13,000	7,090	43/2	12/6	35/7	1,100
23 Twin Jet	Jet	2,850	488	423	89	828	41,000	26,000	6,900	1,800	2,940	1,820	2,800	1,400	12,500	6,700	43/2	12/0	35/7	1,000
40	Jet	3,500	0.81	0.79		5,300 lb	51,000							2,660	20,600		55/5	14/13	47/78	1,803
45	Jet	3,500	0.81	0.79		6,062	51,000							2,660	20,750		57/6	14/13	47/78	2,102
45XR	Jet	3,500	0.81	0.79		6,062	51,000							2,660	21,750	13,743	57/6	14/13	47/78	2,098
<b>Cessna Aircraft Company</b>																				
650 Citation VII	Jet	4,000	.85 Mach	476	97	7,385	51,000	23,000	4,442	1080	4,690		2,910		22,450	13,700	55/5	16/8	53/5	2,300
650 Citation VI	Jet	3,650	473		97	7,385	51,000		1,520	805	5,150		2,900		22,000	12,775	55/5	16/8	53/5	2,345
650 Citation III (SN 100 and up)	Jet	3,650	472	461	97	7,384	51,000	23,500	3,699	805	5,030		2,900		22,000	11,811	55/6	16/9	53/6	2,600
650 Citation III (thru SN 099)	Jet	3,650	472		89	7,384	51,000	23,500	3,909	902	4,710		2,560		21,000	11,720	55/6	17/3	53/6	2,600
560 Citation V	Jet	2,900		425	85	5,820	45,000				3,160		2,920		15,900	8,950	48/11	15/0	52/2	
S550 Citation SII	Jet	2,500		403	82	5,820	43,000	25,000	3,000	860	3,240		3,050		15,000	8,049	47/2	15/0	52/2	2,104
Citation II 550 (SN 627 & up)	Jet	2,500		385		5008		25,200	3,050	930	3,450		2,414		14,100	7,706	47/2	15/0	52/2	
Citation II 550 (thru SN 626)	Jet	2,500		385	82	5,008	43,000	25,200	3,370	906	2,990		2,270		13,300	7,388	47/2	15/0	52/2	1,930
Citation II 551	Jet	2,500		385	82	5,009	43,000	27,200	3,625	1,170	2,650		2,210		12,500	7,181	47/2	15/0	52/2	2,104
Citationjet 525	Jet	1,900	.71 Mach	380	85	3,220	41,000	23,000	3,311	868	3,080		2,750		10,400	6,550	42/6	13/7	46/8	1,485

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recomended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
Citation I 500/501 (unit-0470 thru -0677 & on)	Jet	2,200		357	82	3,807	41,000	21,000	2,719	826	2,930		2,270		11,850	6,631	43/6	14/4	47/1	1,325
Citation I 500	Jet	2,200		351		3,780	41,000	21,000	2,680	800	2,930*		2,270		11,850	6,684	43/6	14/4	47/1	1,325
Citation 500 (SN 303 & up = 11,850 lb gross)	Jet	2,200		348	85	3,780	41,000	18,300	2,900	800	2,660*		2,300		11,500	6,454	43/6	14/4	43/11	1,308
Citation 500 (SN 1-70)	Jet	2,200		348	84	3,618	35,000	21,000	2,900	906	2,550*		2,310		10,850	6,350	43/6	14/4	43/9	1,064
441 Conquest	Propjet	625	295	283	76	475	35,000	21,380	2,435	715	2,465	1,785	1,875	1,095	9,850	5,682	39/0	13/2	49/4	2,193
425 Conquest I	Propjet	450	263		84	366	33,400	17,200	1,861	357	2,490	2,170	2,150	955	8,600	4,948	35/10	12/7	44/1	1,248
425 Corsair	Propjet	450	263	250	79	366	34,700	18,500	2,027	434	2,341	2,047	2,145	952	8,200	4,915	35/10	12/7	44/1	1,461
421C Golden Eagle III ('79 stall=85 mph)	Piston	375	257	241	74	213	30,200	14,900	1,940	350	2,323	1,786	2,293	720	7,450	5,048	36/5	12/11	41/1	1,197
421B Golden Eagle	Piston	375	245	235	74	175	31,000	13,000	1,850	305	2,387	1,860	2,178	720	7,450	4,426	36/1	11/6	41/9	845
421 - A & B	Piston	375	240	227	76	175	26,000	13,340	1,700	300	2,516	2,012	2,110	1,045	6,840	4,252	33/8	11/4	39/9	826
421 pressurized/turbocharged	Piston	375	240	222	76	170	26,000	13,340	1,700	300	2,516	2,012	2,110	1,045	6,800	4,237	33/5	11/4	39/9	826
414A II Chancellor (pressurized-turbo) ('78 span=44/3)	Piston	310	235	224	72	213	30,800	19,850	1,520	290	2,595	2,185	2,393	1,013	6,750	4,543	36/4	11/5	44/1	1,099
414 pressurized-turbocharged	Piston	310	239	224	70	102	30,100	11,350	1,580	240	2,350	1,695	1,865	805	6,350	4,039	33/9	11/8	39/11	1,090
411, A, turbocharged	Piston	340	231	214	72	175	26,000	13,000	1,900	320	2,010	1,560	1,851	1,240	6,500	3,865	33/5	11/4	39/9	908
404 Titan Ambassador II	Piston	375	232	217	70	348	26,000	10,100	1,575	230	2,367	1,788	2,130	1,100	8,400	4,965	39/6	13/3	46/4	553
402C Business Liner II	Piston	325	230	213	68	213	26,900	14,800	1,450	301	2,195	1,763	2,485	1,055	6,850	4,238	36/4	11/5	44/1	875
402B, Business Liner	Piston	300	229	210	70	102	26,180	11,320	1,610	225	2,220	1,695	1,765	777	6,300	4,038	36/1	11/8	39/11	1,180
402,-A turbocharged	Piston	300	227	209	69	102	26,180	11,320	1,610	225	2,220	1,695	1,765	777	6,300	3,719	35/8	11/7	39/9	833
401,-A & B turbocharged	Piston	300	227	209	69	102	26,180	11,700	1,610	255	2,220	1,695	1,765	777	6,300	3,674	33/8	11/7	39/9	1,102
340 A, II pressurized/turbocharged	Piston	310	243	229	71	102	29,800	15,800	1,650	315	2,175	1,615	1,850	770	5,990	4,184	34/4	12/7	38/1	1,106
340 pressurized/turbocharged	Piston	285	226	210	71	102	26,500	12,100	1,500	250	2,430	1,760	1,840	765	5,975	3,730	34/4	12/6	38/1	1,258
335 II nonpressurized/turbocharged	Piston	300	230	215	71	102	26,800	11,500	1,400	200	2,365	1,850	1,850	770	5,990	3,963	34/4	12/7	38/1	928
320D-E-F Skyknight turbo (D=5,200 g/w)	Piston	285	239	226	64	102	29,000	18,800	1,924	475	1,515	1,190	1,734	614	5,300	3,273	29/6	10/4	36/9	735
320 A-B-C Skyknight turbocharged	Piston	260	229	213	63	102	28,100	16,600	1,820	450	1,584	1,050	1,910	640	5,200	3,260	29/6	10/3	36/9	735
320 Skyknight turbocharged	Piston	260	230	204	68	102	28,100	16,600	1,820	400	1,890	870	2,056	640	4,990	3,190	29/5	10/3	36/9	740
T 310 R, II turbocharged	Piston	285	237	223	70	102	27,400	17,200	1,700	390	1,662	1,306	1,790	640	5,500	3,723	31/11	10/8	36/11	517
T 310 Q turbocharged	Piston	285	238	225	67	102	28,200	17,550	1,790	408	1,662	1,306	1,790	640	5,500	3,292	29/6	10/4	36/9	807
T 310 P turbocharged	Piston	285	239	226	66	102	28,600	18,100	1,862	440	1,590	1,250	1,790	640	5,400	3,292	29/3	10/4	36/9	807
310 R, II	Piston	285	207	194	70	102	19,750	7,400	1,662	370	1,700	1,335	1,790	640	5,500	3,603	31/11	10/8	36/11	661
310 Q	Piston	260	205	192	63	102	19,500	6,680	1,495	327	1,795	1,519	1,697	582	5,300	3,214	29/6	10/4	36/9	680
310 P	Piston	260	206	193	62	102	19,900	6,850	1,540	330	1,716	1,451	1,673	558	5,200	3,170	29/2	10/4	36/9	676
310K,L,N (fuel inj.)	Piston	260	206	193	65	102	19,900	6,850	1,540	330	1,716	1,451	1,582	1,002	5,200	3,125	29/5	9/11	36/11	676
310 I, J (fuel inj.)	Piston	260	207	194	65	102	20,300	7,500	1,590	360	1,640	1,385	1,540	960	5,100	3,094	29/6	9/11	36/11	687
310 H (fuel inj.)	Piston	260	209	194	65	102	21,100	7,450	1,690	380	1,545	1,920	1,900	690	5,100	3,063	29/5	9/9	37/5	687
310 F,-G (fuel inj.)	Piston	260	210	191	73	102	21,300	7,450	1,800	375	1,395	1,120	1,720	1,265	4,990	3,049	29/5	9/9	36/9	678
310,-A	Piston	240	191	178	71	102	19,500	7,250	1,700	380	1,375	1,120	1,710	1,285	4,600	2,850	27/1	10/5	36/1	640
T303 Crusader	Piston	250	216	180	62	155	25,000	13,000	1,480	220	1,750	1,275	1,450	820	5,000	3,305	30/5	13/4	38/10	835
T 337 G-P II,H-P, Skymaster pressurized	Piston	225	211	204	62	150	20,000	18,700	1,170	375	1,500	945	1,675	795	4,700	3,184	29/10	9/2	38/2	939
T-337 H-II (prior '79 t/o perf=1,620 & 1,000)	Piston	210	207	200	62	90	20,000	16,500	1,160	335	1,675	1,000	1,650	700	4,630	3,038	29/10	9/2	38/2	1,080
T 337 E & F Skymaster turbocharged	Piston	210	200	194	61	93	29,300	Fwd 14,400	1,105	F295	1,675	1,000	1,650	700	4,630	2,850	29/10	9/4	38/2	920
T 337 D Skymaster turbocharged	Piston	210	201	195	61	93	30,100	Fwd 16,200	1,155	F325	1,595	935	1,650	700	4,500	2,815	29/10	9/4	38/0	920
T 337 C Skymaster turbocharged	Piston	210	201	195	59	93	30,100	Fwd 18,600	1,155	F325	1,595	935	1,520	600	4,500	2,795	29/10	9/4	38/0	920
T 337 B Skymaster turbocharged	Piston	210	202	196	57	93	31,000	Fwd 20,000	1,250	F390	1,490	845	1,500	590	4,300	2,785	29/1	9/4	38/0	920
337 G,H II Skymaster (prior '79 service ceiling=18,000)	Piston	210	172	169	61	90	16,300	Fwd 6,900	940	F300	1,675	1,000	1,650	700	4,630	2,925	29/9	9/4	38/2	1,139
337 F Skymaster	Piston	210	173	165	61	93	18,000	F5,100	1,100	F235	1,675	1,000	1,650	700	4,630	2,695	29/9	9/4	38/2	920
337 E Skymaster	Piston	210	173	166	60	93	19,300	F6,500	1,180	F285	1,565	910	1,650	700	4,440	2,660	29/9	9/4	38/2	922
337 D Skymaster	Piston	210	173	166	60	93	19,500	F6,800	1,200	F300	1,545	895	1,650	700	4,400	2,655	29/9	9/4	38/0	920
337 C Skymaster	Piston	210	173	166	58	93	19,500	F6,800	1,200	F300	1,545	895	1,520	600	4,400	2,650	29/9	9/4	38/0	922
337 B Skymaster	Piston	210	174	167	57	93	20,000	F7,500	1,250	F335	1,490	845	1,500	590	4,300	2,615	29/9	9/4	38/0	922
337,-A, Skymaster	Piston	210	174	167	55	93	20,500	F8,200	1,200	F360	1,435	805	1,465	757	4,200	2,615	29/9	9/4	38/0	922
336 Skymaster fixed-gear	Piston	210	159	150	52	93	19,000	F8,200	1,300	F370	1,145	790	1,395	575	3,900	2,320	29/7	9/4	38/0	880
208B Caravan I Super Cargomaster	Propjet	600		171	61	332	21,900			770	2,840	1,575	1,740	915	8,750	4,550	41/7	14/10	52/1	
208 Caravan I (thru SN 0060=w/o high gross kit)	Propjet	600	183		60	332	27,600		1,215		1,665	970	1,550	645	7,300	3,800	37/7	14/2	51/8	
P210R pressurized	Piston	325	224	212	55	85	25,000		1,150		2,110	1,270	1,600	825	4,100	2,471	28/4	9/8	38/10	715
P210N II pressurized ('81=less performance)	Piston	310	201	191	58	90	23,000		945		2,160	1,300	1,500	765	4,000	2,481	28/2	9/8	36/9	661
T210R Turbo Centurion	Piston	325	224	207	55	87	29,000		1,150		2,110	1,270	1,600	825	4,100	2,320	28/4	9/8	38/10	715
T210N Turbo Centurion	Piston	310	204	192	58	90	27,000		930		2,160	1,300	1,500	765	4,000	2,303	28/2	9/8	36/9	715
T 210 M Turbo (prior '77 length=28/3, hgt=9/8)	Piston	310	204	197	57	90	28,500		1,030		1,900	1,150	1,500	765	3,800	2,306	28/2	9/5	36/9	732
T 210 K,L Turbo (K=9 mph less speed)	Piston	285	205	187	57	90	28,500		930		2,030	1,170	1,500	765	3,800	2,180	28/3	9/8	36/9	732
T 210 G,H & J Turbo Centurion	Piston	285	203	194	55	89	30,200		1,115		1,365	800	1,355	625	3,400	2,050	28/3	9/7	36/9	739

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recomended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
T 210 F Turbo Centurion	Piston	285	200	191	54	65	31,300		1,280		1,265	675	1,340	735	3,300	1,965	28/0	9/9	36/7	539
210R Centurion	Piston	300	175		53	87	16,000		1,060		2,050	1,215	1,585	815	3,850	2,220	28/2	9/8	38/10	600
210 M,NII (prior'78=less svc. ceil. & r/o/c=860)	Piston	300	174	170	57	90	17,300		950		2,030	1,250	1,500	765	3,800	2,219	28/2	9/8	36/9	600
210 G, H & J, K, L Centurion	Piston	285	174	167	55	90	18,300		1,000		1,365	800	1,355	625	3,400	1,960	28/3	9/8	36/9	760
210 F Centurion	Piston	285	172	165	54	65	19,900		1,115		1,265	675	1,340	735	3,300	1,865	28/0	9/9	36/7	640
210 D & E Centurion	Piston	285	173	166	53	65	21,000		1,210		1,110	590	1,275	700	3,100	1,860	28/4	9/9	36/7	640
210 B,C Two Ten	Piston	260	170	160	52	65	20,300		1,270		1,210	625	1,110	725	3,000	1,780	27/3	9/7	36/6	680
210 A	Piston	260	173	165	51	65	20,700		1,300		1,135	620	1,190	750	2,900	1,740	27/3	9/7	36/5	700
T 207 (Stationair 7 & 8) '77=eng 310 hp	Piston	310	170	161	59	61	26,000		885		1,860	1,030	1,500	765	3,800	2,254	32/2	9/7	35/10	583
207 Skywagn & Stnair 7&8 (prior'79 lgt=31/9)	Piston	300	150	143	59	61	13,300		810		1,970	1,100	1,500	765	3,800	2,177	32/2	9/7	35/10	612
TU 206G II Stationair 6 (float)	Piston	310	155	135	52	92	25,600		835		2,790	1,810	1,750	845	3,600	2,404	29/8	14/2	35/10	640
TU206 C,-D,-E,-F (float) (prior '71 span=36/7)	Piston	285	157	143	50	65	24,200		950		2,400	1,400	1,610	710	3,600	2,295	28/6	13/11	35/10	626
U206 G II Stationair 6 (float) '79-'82	Piston	300	137	131	51	92	13,900		925		2,820	1,835	1,675	780	3,500	2,342	29/8	14/2	35/10	680
U206G (float) Stationair 6	Piston	300	136	130	53	61	13,900		855		2,475	1,445	1,570	695	3,500	2,312	29/8	14/1	35/10	580
U206E,F, float ('75-'76 specs) '76=+4 gal fuel	Piston	300	136	131	49	65	13,900		855		2,475	1,445	1,570	695	3,500	2,200	28/6	13/11	35/10	510
206C,D, float Skywagon	Piston	300	136	131		65	13,900		855		2,475	1,445	1,570	695	3,500	2,060	28/6	13/11	36/10	510
TU 206E,F (ski) (prior'76=4 gal more fuel)	Piston	285	145	132	61	65	23,500		920						3,300	2,165	28/8	9/8	35/10	626
U206 F (ski) Stationair (1976 specs)	Piston	300	121	118	52	61	11,500		800						3,300	2,133	28/0	9/8	35/10	510
U206 E,F (ski) Super Skywagon	Piston	300	121	119	52	65	11,500		800						3,300	2,065	28/8	9/8	35/10	510
TU 206G (prior'79=12 gal less fuel+9/7 hgt)	Piston	310	174	152	54	92	27,000		1,010		1,640	835	1,395	735	3,600	2,066	28/3	9/4	35/10	640
TU 206E,F Stationair	Piston	285	174	148	53	65	26,300		1,030		1,810	910	1,395	735	3,600	1,935	28/9	9/7	35/10	580
TU 206 A,B,C,D,(A&B length=27/8)	Piston	285	174	160	53	65	26,300		1,030		1,810	910	1,395	735	3,600	1,795	27/8	9/9	36/7	627
U206 F,G II ('75 up) '75 lgt=28/9 + prior'79 less fuel)	Piston	300	156	147	54	92	14,800		920		1,780	900	1,395	735	3,600	2,002	28/3	9/4	35/10	680
U206B,C,D,E Skywagon (B=lgt 28/0) (E=35/10 span)	Piston	300	151	143	53	65	14,800		920		1,780	900	1,395	735	3,600	1,725	28/8	9/7	36/7	510
U 206 A	Piston	285	151	142	53	65	14,800		920		1,810	910	1,340	735	3,600	1,795	27/9	9/9	36/7	555
206, U 206 Super Skywagon	Piston	285	154	144	52	65	16,700		1,075		1,265	675	1,340	735	3,300	1,760	27/9	9/9	36/7	563
TP 206A,B,C,D,E (E=35/10 span) (A=28/0 lgt)	Piston	285	174	160	53	65	26,300		1,030		1,810	910	1,395	735	3,600	1,915	28/3	9/8	36/7	609
P206A,B,C,D,E (E=35/10 span) (A=28/0 lgt)	Piston	285	151	142	53	65	14,800		920		1,810	910	1,395	735	3,600	1,820	28/3	9/8	36/7	555
P 206 Super Skylane	Piston	285	154	143	52	65	16,700		1,075		1,265	675	1,340	735	3,300	1,790	28/2	9/8	36/6	565
205-A	Piston	260	145	138	50	65	16,100		965		1,465	685	1,510	625	3,300	1,750	27/3	9/7	36/6	515
195 B	Piston	275	152	143	54	80	16,250		1,135		1,605		1,495		3,350	2,050	27/3	7/2	36/2	583
195 A	Piston	245	153	139	56	80	16,000		1,050		1,670		1,495		3,350	2,030	27/3	7/2	36/2	603
195	Piston	300	157	148	55	80	16,000		1,090		1,670		1,495		3,350	2,050	27/3	7/2	36/2	600
190	Piston	240	153	139	56	80	16,000		1,090		1,670		1,495		3,350	2,015	27/3	7/2	36/2	610
T 188C Ag Husky (prior'81=4 mph less)	Piston	310	113	106	58	54	14,000		510		2,060	1,290	1,265	420	4,400	2,322	26/6	8/2	41/8	283
A188B Ag Truck ('79 & up) dispersal sys	Piston	300	106	101	57	54	7,800		465		2,250	1,410	1,265	420	4,200	2,230	25/11	8/2	41/8	290
A188B Ag Wagon ('79 & up) dispersal sys	Piston	300	107	103	55	54	8,700		525		1,965	1,250	1,265	420	4,000	2,179	25/11	8/2	40/9	290
A188 Ag Truck restricted ('72-'73=7/10 hgt)	Piston	300	105	98	50	54	11,100		690		1,090	680	1,265	420	4,200	2,220	26/3	8/0	41/8	290
A188 Ag Wagon restricted (prior'77=7/10 hgt)	Piston	300	105	98	50	37	11,100		690		1,090	680	1,265	420	4,000	2,189	26/3	8/0	40/9	278
188 Ag Pickup fixed-prop ('73-'75) restricted	Piston	230	91	78	50	37	6,500		400		1,920	1,120	1,265	420	3,800	1,900	25/3	7/10	40/9	204
188 Ag Pickup fixed-prop ('72) restricted	Piston	230	94	83	50	37	7,700		460		1,740	1,040	1,265	420	3,800	1,835	25/3	7/9	40/9	204
A188,A,B, Ag Wagon ('66-'71) normal	Piston	300	131	123	50	37	15,700		940		970	610	1,265	420	3,300	1,845	26/3	7/4	40/4	278
188A,B Ag Wagon ('67-'71) fixed-prop normal	Piston	230	103	101	50	37	13,000		710		1,365	845	1,265	420	3,300	1,815	25/3	7/4	40/4	204
185 F Amph (water) prior '79 = 4-8 gal less fuel	Piston	300	136	130	50	88	16,100		950		1,710	1,125	1,480	775	3,100	2,253	27/6	12/8	35/10	500
A185 F (float) (prior '79 = 4-8 gal less fuel)	Piston	300	141	134	52	88	16,400		960		2,125	1,430	1,565	830	3,320	1,998	27/0	12/2	35/10	522
A185 F (ski) (prior '79=less fuel) '77-78 lgt=27/11	Piston	300	136	131	49	88	15,500		860						3,350	1,842	27/10	7/9	35/10	522
A185 F II Skywagon (prior '81=less perform)	Piston	300	155	145	49	88	17,900		1,075		1,430	825	1,400	610	3,350	1,750	25/8	7/9	35/10	645
A 185 E Skywagon	Piston	300	155	147	51	65	17,500		1,040		1,330	745	1,400	480	3,350	1,565	25/6	7/9	36/2	470
185 E Skywagon	Piston	300	153	145	54	65	16,900		950		1,290	725	1,285	625	3,300	1,560	25/6	7/7	36/2	470
185 A,B,C,D Skywagon	Piston	260	153	145	54	65	17,300		1,000		1,510	650	1,265	610	3,200	1,520	25/5	7/6	36/0	561
R182 II RG Turbo Skylane	Piston	235	187	173	50	92	20,000		1,040		1,570	820	1,320	600	3,100	1,846	28/8	8/11	35/10	845
R182-RG II Skylane (optl EGT required on svc. ceil.)	Piston	235	160	156	50	92	18,000		1,140		1,570	820	1,320	600	3,100	1,809	28/8	8/11	35/10	845
T-182R II Turbo Skylane	Piston	235	168	157	49	92	20,000		965		1,475	790	1,350	590	3,100	1,781	28/5	9/3	35/10	743
182R II (1981 & up)	Piston	230	146	142	49	92	14,900		865		1,515	805	1,350	590	3,100	1,775	28/0	9/3	35/10	817
182P,Q (prior '79 = 8-12 gal less fuel) thru'80	Piston	230	148	143	50	92	16,500		1,010		1,350	705	1,350	590	2,950	1,754	28/0	9/3	35/10	817
182 N Skylane	Piston	230	146	139	50	65	17,700		890		1,350	705	1,350	590	2,950	1,640	28/1	8/9	35/10	550
182 J,K,L,M Skylane (M lgt=28/1, hgt=8/9)	Piston	230	148	141	48	65	18,900		980		1,205	625	1,350	590	2,800	1,620	28/5	8/1	36/2	550
182 E,F,G,H	Piston	230	148	141	48	65	18,900		980		1,205	625	1,350	590	2,800	1,610	27/4	9/0	36/2	550
182 A,B,C,D (D=more fuel & bigger)	Piston	230	148	141	54	55	19,800		1,030		1,080	620	1,310	610	2,650	1,560	26/0	8/5	36/0	450
182	Piston	230	143	135	54	55	20,100		1,120		1,020	620	1,290	610	2,550	1,540	26/0	8/5	36/0	443

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recomended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
180K-'78 up (amphib & float=27/0 length & 12/2 height)	Piston	230	137	123	48	88	15,300		970		1,900	1,160	1,720	735	2,950	2,204	27/6	12/8	35/10	804
180J,K amphib prior'76=4 gal more fuel (range w/80 gal fuel)	Piston	230	137	123	48	61	16,000		990		2,070	1,280	1,720	735	2,950	2,110	27/6	12/8	35/10	804
180J,K (float) prior '76 lgt=27/8 (range w/80)	Piston	230	137	123	48	61	16,000		990		2,070	1,280	1,720	735	2,950	1,955	27/0	12/2	35/10	804
180J,K (ski) (prior'79=15,600 serv. ceil, less fuel)	Piston	230	137	123	48	88	14,700		910						2,800	1,790	28/10	7/9	35/10	804
180J,K (J=19,600 service ceiling)	Piston	230	148	141	48	88	17,700		1,100		1,205	625	1,365	480	2,800	1,701	25/8	7/9	35/10	804
180 G,-H	Piston	230	148	141	50	65	19,600		1,090		1,205	625	1,365	480	2,800	1,525	25/6	7/6	36/2	622
180 A,-B,-C,-D,-E,-F	Piston	230	148	139	54	55	21,500		1,130		1,080	615	1,330	460	2,650	1,555	26/0	7/5	36/0	513
180	Piston	225	144	137	51	55	21,200		1,110		1,095	610	1,310	450	2,550	1,540	26/0	7/5	36/0	513
177 RG Cardinal (1972-'78)	Piston	200	157	149	50	61	17,100		925		1,585	890	1,350	730	2,800	1,765	27/3	8/7	35/6	500
177 RG Cardinal	Piston	200	153	144	50	51	16,900		860		1,585	890	1,350	730	2,800	1,630	27/3	8/7	35/6	506
177 B Cardinal (1975-'78 specs)	Piston	180	139	130	46	50	14,600		840		1,400	750	1,220	600	2,500	1,643	27/3	8/7	35/6	490
177 B (thru'74)'70-'71 lgt=27/0 & hgt=9/1	Piston	180	133	123	46	50	14,600		840		1,400	750	1,220	600	2,500	1,485	27/3	8/7	35/6	417
177 A Cardinal	Piston	180	130	120	49	49	15,800		760		1,575	845	1,220	435	2,500	1,440	27/0	9/1	35/7	410
177 Cardinal	Piston	150	125	117	46	49	12,700		670		1,575	845	1,135	400	2,350	1,415	27/0	9/1	35/7	591
175 C	Piston	175	123	118	56	52	14,500		790		1,450	835	1,170	690	2,450	1,325	25/0	8/5	36/0	589
175,-A,-B	Piston	175	128	121	54	52	15,900		850		1,340	735	1,155	590	2,350	1,312	25/0	8/5	36/0	593
172 RG II Cutlass	Piston	180	144	140	50	66	16,800		800		1,775	1,060	1,340	625	2,650	1,627	27/5	8/10	35/10	720
172 Q Cutlass	Piston	180	123	122	48	54	17,000		680		1,690	960	1,335	575	2,550	1,480	26/11	8/10	36/1	475
R172K/Hawk XP ('77 t/o ground run=850)	Piston	195	132	130	47	52	17,000		870		1,360	800	1,345	635	2,550	1,572	27/2	8/10	35/10	570
172 P II Skyhawk	Piston	160	123	120	46	43	13,000		700		1,625	890	1,280	540	2,400	1,454	26/11	8/10	35/10	440
172N/Hawk 100 thru '80('77 t/o gr. run=820)	Piston	160	124	122	44	43	14,200		770		1,390	775	1,250	520	2,300	1,430	26/11	8/10	35/10	440
172 M Skyhawk ('76=4 mph more speed)	Piston	150	122	115	44	42	13,100		645		1,525	865	1,250	520	2,300	1,335	26/11	8/10	35/10	435
172 K & L Skyhawk	Piston	150	122	115	43	42	13,100		645		1,525	865	1,250	520	2,300	1,315	26/11	8/9	35/9	417
R172K/Hawk XP (floats)	Piston	195	117	116	44	52	15,500		870		1,850	1,135	1,390	675	2,550	1,834	26/10	12/5	35/10	539
172N-P/Hawk 100 (float plane 1978 & up)	Piston	160	96	95	44	43	15,000		740		2,160	1,400	1,345	590	2,220	1,632	26/8	11/11	35/10	440
172 M (float plane 1974-76)	Piston	150	98	97	44	42	12,000		715		2,390	1,620	1,345	590	2,220	1,574	27/0	9/11	35/10	435
172 M (float plane 1973)	Piston	150	94	92	45	42	12,000		580		2,390	1,620	1,345	590	2,220	1,450	27/0	9/11	35/9	435
172 K & L float plane	Piston	150	94	92	45	42	12,000		580		2,390	1,620	1,345	590	2,220	1,405	26/7	10/0	35/9	418
172 I Skyhawk	Piston	150	122	115	43	42	13,100		645		1,525	865	1,250	520	2,300	1,300	26/11	8/11	36/2	515
172,-D,-E,-F,-G,-H	Piston	145	121	114	43	42	13,100		645		1,525	865	1,250	520	2,300	1,330	26/6	8/11	36/2	515
172 C	Piston	145	121	114	43	42	14,200		675		1,450	900	1,200	600	2,250	1,330	26/5	8/6	36/0	515
172 B	Piston	145	122	114	51	42	15,100		730		1,370	875	1,115	600	2,200	1,325	26/5	8/6	36/0	515
172,-A	Piston	145	117	108	50	37	13,300		660		1,650	950	1,115	600	2,200	1,260	25/0	8/5	36/0	420
170,-A,-B	Piston	145	122	104	50	42	15,500		690		1,820		1,145		2,200	1,205	25/0	6/5	36/0	410
152,A152 (w/conical wing tips)A=2 mph less	Piston	110	110	107	43	26	14,700		715		1,340	725	1,200	475	1,670	1,141	24/1	8/6	33/2	315
150M, A150M (Aerobat span=32/9)	Piston	100	109	106	42	26	14,000		670		1,385	735	1,075	445	1,600	1,104	23/11	8/6	33/2	303
150 L ('71 height=8/8)	Piston	100	106	102	42	26	12,650		670		1,385	735	1,075	445	1,600	1,060	23/9	8/0	33/2	303
A 150 L Aerobat (1974)	Piston	100	108	103	42	26	14,000		670		1,385	735	1,075	445	1,600	1,040	23/9	8/0	32/9	303
A 150 K,L Aerobat (1971-73)'71 height=8/8	Piston	100	104	100	42	26	12,650		670		1,385	735	1,075	445	1,600	1,020	23/9	8/0	32/9	303
150 H,J,K (K=8/8 height)	Piston	100	106	102	42	26	12,650		670		1,385	735	1,075	445	1,600	1,065	23/9	8/0	32/9	303
150 J float plane	Piston	100	90	85	43	26	10,700		560		2,075	1,310	850	415	1,650	1,120	24/1	9/1	32/9	276
150 D,-E,-F,-G	Piston	100	109	102	43	26	12,650		670		1,375	735	1,075	445	1,600	970	23/9	8/5	32/8	303
150 A,-B,-C	Piston	100	108	105	43	26	15,300		740		1,205	680	1,055	360	1,500	965	21/1	6/1	33/4	320
150	Piston	100	108	104	47	26	15,300		740		1,205	680	1,055	360	1,500	962	21/0	6/1	33/4	318
140 A	Piston	90	103	90	46	21	15,600		640		1,850	650	1,530	460	1,500	850	20/9	6/3	33/3	315
140	Piston	85	102	88	46	21	15,100		620		1,950	750	1,530	460	1,500	850	20/9	6/3	33/3	315
120	Piston	85	104	100	43	25	15,500		640		1,850	650	1,530	460	1,450	818	20/9	6/3	32/8	390
750 Citation X	Jet	6,400	.92 Mach	511		13,000	51,000	26,000	3,720	971	5,710		3,820		35,700	21,400	72/2	18/9	63/9	3,250
182S ('97 & up)	Piston	230	143	140	46	88	18,100		924		1,625	795	1,280	540	3,110	1,882	28/0	9/3	16/0	813
172 Skyhawk ('97 & up)	piston	160	123	122	47	53	13,500		720		1,685	945	1,295	550	2,457	1,600	26/11	8/11	36/1	580
560 Citation V Ultra	Jet	3,045	.76 Mach	430	82	5,771		26,000	4,230	1,185	3,180		2,800		16,300	9,550	48/11	15/0	52/2	1,960
560-XL Citation Excel	Jet	3,786	.76 Mach	429	82	6,590		32,012	3,090	1,008	3,460		3,315		19,200	11,310	51/10	17/2	55/8	2,027
550 Citation Bravo	Jet	2,887	.70 Mach	401	86	4,860		27,750	3,195	1,133	3,600		3,180		14,800	8,925	47/2	15/0	52/2	1,900
Citation Encore	Jet	3,400	.755 Mach	427	83	5,440	45,000		4,500			3,490			16,830	9,977	48/9	15/2	54/1	1,970
680 Citation Sovereign	Jet	5,770	.80 Mach	446		11,216	47,000	27,560				3,640	2,650		30,300	17,750	63/7	20/5	63/4	2,664
Citation XLS	Jet	3,991	.75 Mach	354		6,740	45,000	28,600	2,460	765		3,560		2,739	20,200	12,600	51/10	17/2	56/4	1,724
Citation CJ3 525B	Jet	2,820	.737 Mach	351		4,710	45,000	26,250	2,460	1,090		3,180	2,770		13,870	8,300	50/2	15/2	53/4	1,875
Citation CJ2+ 525A	Jet	2,490	.737 Mach	356	86	3,930	45,000	23,800	4,120	1,004		3,360		2,980	12,500	7,725	47/8	14/0	49/0	1,613
Citation CJ2 525A	Jet	2,400	.72 Mach	352		3,930	45,000	21,500				3,420		2,619	12,375	7,715	47/8	14/0	49/0	1,550
Citation CJ1+ 525	Jet	1,965	.71 Mach	353	83	3,220	41,000	21,200	3,290	906		3,250		2,590	10,700	6,765	42/7	13/9	46/11	1,300

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recommended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
Citation CJ1 525	Jet	1,900	.71 Mach	329		3,220	41,000	21,200				3,280		2,488	10,600	6,770	42/7	13/9	46/11	1,248
Citation Mustang 510	Jet	1,350	340				41,000					3,110		2,390			40/7	13/5	43/2	1,150
208 Caravan-675	Propjet	675	182	154	61	335	25,000		1,234		2,053	1,160	1,655	745	8,000	3,973	37/6	14/8	52/1	866
208B Grand Caravan	Propjet	675	186	154	61	335	23,700		975		2,420		1,880		8,750	4,765	41/7	15/6	52/1	810
172S Skyhawk SP	Piston	180	126	124	48	56	14,000		730		1,630	960	1,335	575	2,550	1,663	27/2	8/11	36/1	638
T182T Turbo Skylane	Piston	235	176	159	49	92	20,000		1,040		1,385	775	1,350	590	3,100	2,075	29/0	9/4	36/0	971
182T Skylane	Piston	230	150	145	49	92	18,100		924		1,514	795	1,350	590	3,100	1,970	29/0	9/4	36/0	930
T206H Turbo Stationair	Piston	310	178	150	54	92	27,000		1,050		1,740	910	1,395	735	3,600	2,351	28/3	9/4	36/0	713
206H Stationair	Piston	300	151	142	54	92	15,700		988		1,860	910	1,395	735	3,600	2,351	28/3	9/4	36/0	713
<b>Cirrus Design Corporation</b>																				
SR20	Piston	200		160 kts	54	56					1,958	1,341	2,044	1,014	3,000	2,050	26/3	9/3	35/7	800
SR22	Piston	310		180 kts	59	81					1,575	1,020	2,325	1,140	3,400	2,250	26	9/2	38/5	1,000+
<b>Columbia Aircraft Manufacturing</b>																				
Columbia 300 LC-40	Piston	310	235	190	57	106	18,000				1,250	700	2,350	1,550	3,400	2,250	25/2	9/0	36	1,300
Columbia 350 LC-42	Piston	310	235	179	57	106	18,000				1,250	700	2,350	1,150	3,400	2.3	25/2	9/0	35/8	1,300
Columbia 400 LC-41	Piston	310	235	181	57	106	25,000				1,250	700	2,350	1,150	3,600	2,500	25/2	9/0	35/8	1,300
<b>Commander Premier Aircraft</b>																				
114TC	Piston	270	197	177	59	90	25,000		1,050		2,223	1,408	1,312	734	3,305	2,151	24/11	8/5	32/9	870
114A, Gran Turismo	Piston	260	166	157	54	68	16,500		1,030		2,150		1,200		3,260	2,070	25/1	8/5	32/9	665
114,(176-24/10 length + less performance)	Piston	260	166	157	55	68	17,400		1,088		1,990		1,200		3,140	1,905	25/1	8/5	32/9	665
112TC,-A,Alpine	Piston	210	170	163	54	48	20,000		914		1,750		1,275		2,950	2,035	25/1	8/5	35/7	620
112B	Piston	200	150	142	51	48	15,050		950		1,829		1,039		2,800	1,773	25/1	8/5	35/7	575
112A	Piston	200	149	140	54	48	13,900		1,020		1,585		1,310		2,650	1,691	24/10	8/5	32/9	569
112	Piston	200	152	143	53	60	17,000		1,000		1,460	880	1,310	680	2,550	1,530	24/11	8/5	32/9	750
115	Piston	265	164	149	54	90	16,800		1,070		1,985	1,145	1,200	720	3,250	2,102	24/11	8/7	32/10	1,005
155TC	Piston	270	197	187	59	90	25,000		1,050		2,223	1,408	1,312	734	3,305	2,152	24/11	8/7	32/10	870
<b>Cubcrafters, Inc.</b>																				
Top Cub	Piston	180	132	110	42	54	18,000		800			580		580	2,300	1,200	23/6	8/5	35/2	555
Sport Cub	Piston	100	122	103	27	25	18,000		790		975	415	1,040	245	1,320	825	23/3	8/4	34/2	434
<b>Dassault Falcon Jet</b>																				
Falcon 900EX	Jet	5,000							4,000		5,035		2,385		48,500	23,875	66/4	24/9	63/15	4,500
Falcon 900 B (3-eng fan jet)	Jet	4,750	513	459	81	19,165	41,000	31,000	4,000	2,000	4,950		3,500		45,500	22,573	66/4	24/9	63/5	4,400
Falcon 900 (3-eng fan jet)	Jet	4,500	513	459	81	19,165	39,000	21,200	3,500	1,785	5,300		3,500		45,500	22,573	66/4	24/9	63/5	4,200
Falcon Fan Jet 50 (3-eng fan jet)	Jet	3,700	518	430	77	15,520	41,000	31,000	3,430	2,200	4,700		2,800		38,800	21,100	60/9	22/11	61/10	3,500
Falcon 200	Jet	5,200	521	435	89	10,684	39,000	17,400	3,065	830	5,260		2,860		32,000	18,800	56/3	17/6	53/6	2,500
Falcon Fan Jet C 20	Jet	4,125	530	457	90	8,420	42,000	20,000	3,500	800	3,800		2,940		26,455	16,600	56/3	17/4	53/6	1,200
Falcon Fan Jet D 20	Jet	4,250	512	457	90	8,980	42,000	22,000	3,500	800	6,400		4,850		27,337	15,400	56/3	17/5	53/6	1,630
Falcon Fan Jet F 20 (thru 1975)	Jet	4,315	530	458	84.5	9,250	42,000	17,000	3,300	900	5,000		3,300		28,660	15,970	56/3	17/5	53/6	1,610
Falcon F 20	Jet	4,500	530	410	88	9,098	37,000	18,200	3,330	715	4,950		2,450		28,660	17,500	56/3	17/6	53/6	1,614
Falcon 100	Jet	3,230	513	459	84	5,912	39,000	17,000	4,600	1,535	4,615		2,750		19,300	11,200	45/6	15/2	42/11	1,828
Falcon Fan Jet 10	Jet	3,230	513	459	88	5,912	45,000	26,000	4,600	1,535	4,615		2,750		18,740	10,800	45/6	15/2	42/11	1,828
Falcon Fan Jet 10 ('76-'77)	Jet	3,230	459	426	92	5,910	45,000	23,000	4,200	1,050	4,300		3,300		18,300	10,800	45/4	14/6	42/11	1,800
Falcon Fan Jet 2000	Jet	5,918		480		12,155	47,000				5,475		2,565		35,200	19,890	66/4	23/2	63/5	3,000
2000EX	Jet	7,000	.86 Mach	.80 Mach		16,600	42,000			643		5,875		2,615	42,400	23,190	66/4	23/2	63/5	3,800
<b>De Havilland (See also Bopmbardier)</b>																				
DHC 6-300 Twin Otter Std. + '77-'78=less perf.	Propjet	620	182	170	58	2,583	26,700	11,600	1,600	340	1,500	860	1,940	950	12,500	6,881	51/9	19/6	65/0	300
DHC 6-300 Twin Otter (thru 1976)	Propjet	620	182	171	64	2,457	26,700	11,600	1,600	340	1,940	860	1,940	950	12,500	7,487	51/9	18/7	65/0	300
DHC 6-200 Twin Otter	Propjet	579	165	150	57	2,457	24,300	8,500	1,300	275	1,900	579	1,995	1,125	11,579	7,250	51/9	18/7	65/0	
<b>Diamond Aircraft</b>																				
Katana DA20-A1	Piston	81	161	117	37	20			680		1,560	1,120	1,490	748	1,609	1,095	23/6	6/11	35/7	526
Katana DA20-C1	Piston	125	163	132	34	25			1,105		1,263	952	1,235	550	1,654	1,166	23/6	7/2	35/8	422
Eclipse DA20-C1	Piston	125		140kts	44kcas	24					1,470	1,106	1,280	581	1,720	1,166	23/6	7/2	35/8	
Star DA40-180	Piston	180		145kts	49kts	41					1,150				2,535		26/3	6/6	39/4	600nm
Twin Star Diamond DA42	Piston	135	194	172	56	52	18,000	10,000	1,280	160	1,730	1,130	1,877	1,069	3,935	2,765	28/1	8/2	44/6	1,129
<b>EADS Socata Aircraft</b>																				
TBM 700	Propjet	700	300	291	61	1,887	30,000		2,380		1,591	1,017	2,034	1,181	6,579	4,050	34/11	14/4	41/7	1,563
TB-21 TC Trinidad	Piston	250	200	187	54	86	25,000		1,125		1,953	1,193	1,750	755	3,083	1,795	25/4	9/4	32/6	
TB-20 Trinidad	Piston	250	167	160	54	86	20,000		1,260		1,953	1,193	1,750	755	3,083	1,744	25/4	9/4	32/6	1,100
TB-10 Tobago	Piston	180	132	117	51	54	13,000		790		1,657	1,066	1,394	623	2,535	1,477	25/0	10/6	32/0	



Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recommended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
TB-9 Tampico Club	Piston	160		106	50	41.7	11,000		738		1,706		1,378		2,337	1,411	25/3	9/11	32/0	
TBM 850	Propjet	850	320	255		1,887	31,000		1,380		2,840		2,430		7,394	4,698	34/11	14/4	41/7	1,520
TBM 700C2	Propjet	700	345	333		1,887	31,000		1,500			2,832		2,427	7,394	4,651	34/11	14/4	41/7	1,360
TB-200XL	Piston	200		115		55	16,000		937		1,561		1,474		2,535	1,642	25/5	9/11	32/10	637
<b>Eagle</b>																				
DW-1 (ag plane)	Piston	300	100	57	48	40					2,257	1,421			5,400	2,650	27/6	10/11	55/0	
<b>Eclipse Aviation</b>																				
Eclipse 500	Jet	900	.64 Mach	426	69	1,686	41,000	25,000	3,314	910	2,297		2,155		5,920	3,550	33/6	11/0	37/11	1,300
<b>Embraer Aircraft - Empresa Brasileira</b>																				
EMB-110P1A Bandeirante (specs=110P1/41)	Propjet	750	221	181	71	440	21,500	9,500	1,650	340	4,000		4,400		13,007	8,007	49/6	16/6	50/3	
Legacy EMB-135BJ	Jet	7,987	.80 Mach			18,170	41,000	23,548		619		5,453		2,306	49,604	29,994	86/5	22/2	68/11	3,361
Phenom 300	Jet	3,200	.78 Mach	450			45,000					3,700								1,800
Phenom 100	Jet	1,615	.70 Mach	380			41,000					3,400								1,320
<b>Eurofox</b>																				
Eurofox	Piston	100	164	120	46	23	14,000		1,000			260			1,235	644	18/7	7/5	29/11	600
<b>Excalibur Aviation</b>																				
Excalibur '800' conv. Beech Twin Bonanza	Piston	400	226	213	71	230	22,200	11,800	1,870	440	1,525	1,220	1,940	1,360	7,600	5,100	31/5	11/3	46/0	
Excalibur conv. Beech Twin Bonanza	Piston	380	239	226	71	230	30,000	17,500	1,900	340	1,225	980	1,840	1,288	7,300	4,500	31/5	11/3	46/0	
Queen Air '800' conv. Beech 65,A65,70,80	Piston	400	213	201	68	230	22,200	11,800	1,535	360	1,706	1,365	2,176	1,525	8,000	5,400	N/C	N/C	N/C	
Queen Air '8800' conv. Beech A80,B80	Piston	400	213	201	70	264	20,000	10,200	1,490	250	2,050	1,365	2,450	1,525	8,800	5,800	N/C	N/C	N/C	
<b>Fairchild M7 Aerospace</b>																				
Metro III,A	Propjet	1,000	280	248	88	648	29,900	14,200	2,635	690	3,495				14,500	8,737	59/4	16/8	57/0	1,827
Metro, II (prior '79 height=16/10)	Propjet	940wet		256	86	648	27,000	14,700	2,400	650	2,050	1,900	1,970	1,460	12,500	8,000	59/4	16/8	46/3	1,250
Merlin IV C (SN AT-423 & up)	Propjet	1,000	278	248	88	648	29,900	14,200	2,635	690	3,340		2,970		14,500	9,200	59/4	16/8	57/0	2,040
Merlin IV C	Propjet	1000 dry	283	261	87	648	30,000	14,550	2,440	627	2,850		2,532		14,000	9,100	59/4	16/8	57/0	2,040
Merlin IV, A	Propjet	840	270		86	544	27,000	14,700	2,400	650	2,050	1,600	1,970	1,460	12,500	8,200	59/4	16/8	46/3	1,815
Fairchild 300	Propjet	900	303	264	92	648	29,400	15,800	2,650	750	3,080		2,805		13,230	8,200	42/2	16/9	47/11	2,178
Merlin III C, III C-41 (13,230 gross)	Propjet	900	300	265	92	648	27,000	14,000	2,650	680	2,920		3,530		13,230	8,150	42/2	16/10	46/3	2,025
Merlin III C-23 (12,500 gross) (SN TT426 & up)	Propjet	900	303	264	89	648	29,400	16,500	2,800	780	2,400		3,360		12,500	8,090	42/2	16/10	46/3	2,025
Merlin III B	Propjet	900	309	295	89	648	31,400	16,500	2,780	723	2,970		3,240		12,500	7,800	42/2	16/10	46/3	2,025
Merlin III A	Propjet	840	283		83	648	28,900	15,000	2,530	620	2,150	1,900	1,570	1,140	12,500	7,600	42/2	16/10	46/3	2,670
Merlin II B	Propjet	665		257	76	386	29,900	12,500	2,780	700	2,970		3,240		10,000	6,150	40/1	14/4	45/10	1,318
Merlin II A	Propjet	550		235	75	386	31,000	12,600	1,950	520	2,300		2,380		9,800	6,075	40/1	14/4	45/10	1,250
<b>Flight Design USA</b>																				
CTSW	Piston	100	120	112	39	34	14,000		960			300		450	1,320	649	20/4	7/11	28	1080
<b>Gobosh</b>																				
800XP	Piston	100	145	119	35	29	13,200		850		1,050	520	1,100	550	1,320	760	20/4	6/11	31/6	730
700S	Piston	100	133	116	36	18.5	13,200		850		1,450	380	1,410	656	1,320	820	20/6	7/4	20/6	400
<b>Gulfstream Aerospace</b>																				
G V	Jet	14,750	516	459		41,000	51,000				5,870		2,950		89,400	46,800	96/5	25/4	93/6	6,500
G IVSP	Jet	13,850	505	459	115	29,500	45,000	27,000	4,122	1,054	5,450		3,190		75,000	42,500	88/4	24/5	77/10	4,220
G IV	Jet	13,850	510	459	108	29,500	45,000	27,000	4,219	1,063	5,265		3,393		73,200	42,500	88/4	24/5	77/10	4,420
GIII (G1159A)	Jet	11,400	503	459	104	28,300	45,000	23,400	4,049	1,403	5,115		3,250		69,700	38,000	83/1	24/4	77/10	3,767
GII-B (G1159-B)	Jet	11,400	503	459	103	28,300	45,000	23,400	4,049	1,403	5,115		3,250		69,700	38,150	79/11	24/6	77/10	3,680
GII (G1159) with tip tanks	Jet	11,400	503	459	103	26,800	45,000	23,000	4,240	1,461	5,750		3,168	3,500	65,500	37,186	79/11	24/6	72/6	2,795
GII (G1159)	Jet	11,400	503	459	108	23,300	45,000	25,400	4,345	1,520	5,625		3,198		64,800	36,544	79/11	24/6	68/11	2,592
GI (G-159) ceiling quoted w/APU	Propjet	1,950	340	299	87	10,463	30,000	16,000	1,900	540		4,850		2,770	36,000	23,008	63/9	23/4	78/4	2,164
G500	Jet	15,385	.885 Mach	.85 Mach		34,939	51,000	27,700		707		5,150		2,770	85,100	47,000	96/5	25/10	93/6	58,000
G550	Jet	15,385	.885 Mach	.85 Mach		40,994	51,000	25,820		594		5,910		2,770	91,000	47,900	96/5	25/10	93/6	6,750
G450	Jet	13,850	.88 Mach	.80 Mach		29,280	45,000			410		5,450		3,260	73,900	42,600	89/4	25/2	77/10	4,350
G400	Jet	13,850	.88 Mach	.80 Mach		29,280	45,000	23,440		701		5,450		3,190	75,000	43,900	88/4	24/5	77/10	3,976
G300	Jet	13,850	.88 Mach	.80 Mach		26,700	45,000	24,300		767		5,100		2,650	71,300	43,000	88/4	24/5	77/10	3,526
G350	Jet	13,850	.88 Mach	.80 Mach		26,000	45,000	26,000		790		5,050		3,260	70,900	42,300	89/4	25/2	77/10	3,800
G200	Jet	6,040	.85 Mach	.80 Mach		15,000	45,000	23,720	395			6,083		3,280	35,450	19,800	62/3	21/5	58/1	3,400
G100	Jet	4,250	.88 Mach	.80 Mach		9,365	45,000	27,000		493		5,395		2,920	24,650	13,950	54/10	18/4	54/7	2,950
G150	Jet	4,420	.85 Mach	.80 Mach		10,300	45,000			606		5,000		2,880	26,100	14,950	56/9	19/1	55/7	2,954
<b>Hawker Beechcraft</b>																				
Hawker 1000	Jet	5,225		452		11,440	43,000	21,000	3,577	797	6,000				31,000		53/9	17/1	51/4	

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recommended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
Hawker 800	Jet	4,300	463	432		10,000	41,000		3,500	780	4,900		3,650		27,400	15,120	51/2	17/7	51/4	
HS125-700,A (Hawk-Sidd mfg) ('77=24,200 gross)	Jet	3,700	443	400	87	9,450	41,000	21,600	3,000	1,350	5,800		3,600		24,800	14,150	50/9	17/7	47/0	
BH-125-600 (Beech mfg)	Jet	3,750	456	435	83	9,450	41,000	25,000	4,500	1,400	4,850	3,710	2,125	1,165	25,000	12,865	50/6	17/3	47/0	
BH-124-400A (Beech mfg)	Jet	3,360	443	385	77	9,100	41,000	25,000	3,100	1,300	5,000	3,440	1,990	1,140	23,300	11,920	47/5	16/6	47/0	
DH-125-3A-RA	Jet	3,360	443	385	79	9,100	41,000	26,000	4,150	1,850	3,800	1,990	2,450	970	22,700	12,000	47/5	16/6	47/0	
Hawker Horizon 4000	Jet	6,900	.84 Mach	422		14,600	42,900	28,000		576		4,509		2,916	37,500	21,775	69/2	19/7	61/9	3,400
Hawker 850 XP Pro Line	Jet	4,660	.80 mach	402		10,000	39,000	18,800		470		5,032		2,650	28,000	15,670	51/2	18/1	54/4	2,522
Hawker 400XP	Jet	2,965	.78 Mach	414		4,912	43,450	20,600		305		3,906		3,514	16,300	10,500	48/5	13/11	43/6	1,565
<b>IAI</b>																				
1125 Westwind/Astra	Jet	3,700		397		9,381	45,000				5,400		2,450		23,500		55/7	18/2	52/8	3,104
1124A Westwind 2	Jet	3,700	476	415	89	9,580	45,000	29,000	3,500	900	5,250	4,200	2,350	1,850	23,500	12,800	52/3	15/9	44/9	2,904
1124 Westwind 1	Jet	3,700	471	426	90	8,710	45,000	29,000	3,200	860	4,950	3,900	2,450	1,838	22,850	12,500	52/3	15/9	44/9	2,440
1123 Commodore Jet	Jet	3,100	471	426	87	8,620	45,000	22,500	4,040	1,100	5,750	4,600	2,900	2,275	20,700	11,500	52/3	15/9	44/8	1,450
1121 B Jet Commander	Jet	2,950	471	426	84	7,350	45,000	25,000	5,000	1,890	5,450	4,360	3,900	2,800	18,500	10,500	50/5	15/9	43/3	1,100
1121 Jet Commander	Jet	2,850	471	426	82	6,250	40,000	25,000	4,400	1,650	5,400	4,320	3,900	1,603	17,500	10,500	50/5	15/9	43/3	950
Astra SP	Jet	3,700		430		9,381	45,000	23,600							23,500		55/7	18/2	52/8	3,104
Astra SPX	Jet	4,250	430			9,365	45,000								24,650		55/7	18/4	54/7	2,700
<b>Jabiru USA Sport Aircraft, LLC</b>																				
J250-SP	Piston	120	125	120	39	36	15,000		700			700		640	1,320	780	21/5	7/10	30/0	840
J230-SP	Piston	120	130	120	39	35	15,000		700			700		640	1,320	800	21/5	7/10	32/5	800
J170-SP	Piston	80	115	100	38	35	15,000					459		492	1,320	680	19/0	7/6	31/8	1,030
<b>Lake Aircraft</b>																				
LA-4 Amphibian	Piston	180	122	114	39	40	13,000		800		1,275	650	900	475	2,400	1,555	24/11	9/4	38/0	296
C-IV Amphibian	Piston	180	123	117	45	30	13,500		800		1,375	650	900	475	2,350	1,520	23/6	8/1	34/0	305
C-1 Amphibian	Piston	150	109	97	50	30	9,500		700		1,550	750	900	475	2,150	1,450	23/6	8/1	34/0	320
LA-4 Seaplane	Piston	180	125	122	39	40	13,500		1,000		1,250	960			2,400	1,345	24/11	8/5	38/0	296
LA-4 Turbo-Lake	Piston	180	149	143	39	40	20,000		800		1,275	650	900	475	2,400	1,575	24/11	9/4	38/0	543
LA-4-200 Buccaneer (land specs) 1973 & prior	Piston	200		130	39	40	14,700		1,200		875	660	900	475	2,600	1,535	24/11	9/4	38/0	455
LA-4-200 Buccaneer (land specs)	Piston	200	135	130	39	40	14,700		1,200		1,050	600	950	475	2,690	1,555	24/11	9/4	38/0	455
LA4/200EP	Piston	200		127	39	48	12,500		980						2,690	1,660	25/0	9/4	38/0	800
LA/250 Renegade	Piston	250		122	53	85	12,500		900						3,140	1,850	28/1	10/0	38/0	1,000
LA-270 Turbo Seafury	Piston	270	203	155	49	48	27,000		900			880		475	3,140	2,075	28/4	10/1	38/4	1,100
<b>Liberty Aircraft</b>																				
XL2	Piston	125	162	125	49	30			682		1,496	822	1,519	841	1,750	1,160	20/4	7/5	28/9	505
<b>Lockheed Martin Aircraft</b>																				
Jetstar II	Jet	3,700	490	438		2,660	43,000		4,200	2,500		6,200	3,020		43,750		60/5	20/5	54/5	2,770
Jetstar -8	Jet	3,300	496	435	106	2,660	43,000		4,050				3,440		41,900	20,999	60/5	20/5	54/5	
Jetstar -6	Jet	3,000	489	427		2,660	43,000					3,750		2,600	40,921		60/5	20/5	54/5	
<b>Luscombe Aircraft (Quartz Mountain Aero)</b>																				
8 F	Piston	90	96	83	37	25	16,000		660		1,850	850	1,540	450	1,400	870	20/0	6/3	35/0	273
8 E	Piston	85	91	83	37	30	15,500		640		1,850	850	1,540	450	1,400	791	19/8	6/1	34/7	346
8 A	Piston	65	91	78	37	14	14,000		550		1,950	1,050	1,540	450	1,260	750	19/8	6/1	34/7	182
<b>Machen</b>																				
Superstar II (600 series Aerostar)	Piston	350	300	252			25,000	23,000	2,010	450	2,040	1,710			Orig		Orig	Orig	Orig	900
Superstar I (601P Aerostar)	Piston	325	260	250	77	165		15,000	1,955	402	1,980	1,700	2,076	1,217	Orig	200	Orig	Orig	Orig	1,137
350 Turbo A-36 Bonanza	Piston	350	230	213		44	25,000		1,517				1,450	840	Orig	65	Orig	Orig	Orig	
350 Turbo V-35B Bonanza	Piston	350	235	217		44	25,000		1,700				1,177	647	Orig	35	Orig	Orig	Orig	
<b>Maule Air, Inc.</b>																				
MX-7-160	Piston	160		135	40	40	13,000		825		1,180	600	500		2,200	1,330	23/5	6/3	32/9	540
MX-7-180A	Piston	180		140	40	40	15,000		920		1,150	550	500		2,400	1,350	23/5	6/3	32.9	500
M-7-235	Piston	235		148	30	40	20,000		1,350		600	125	600		2,500	1,500	22/9	6/4	33/2	478
M-6 (Land plane)	Piston	235	157	129	38	40	20,000		1,900		540	150	540		2,500	1,425	23/6	6/4	33/2	360
M-5-235C	Piston	235		150	33	40	20,000		1,350		600	150	600	300	2,300	1,400	23/6	6/4	30/10	360
M-5-220C Lunar Rocket	Piston	220	157	150	33	42	19,000		1,250		585	150	600	200	2,300	1,300	23/2	6/4	30/10	485
M-5-210TC (turbocharged)	Piston	210		170	33	40	20,000		1,250		600	150	600		2,300	1,400	22/9	6/4	30/10	430
M-5-210C Lunar Rocket	Piston	210	157	137	33	40	18,000		1,250		600	150	600	200	2,300	1,350	22/9	6/4	30/10	345
M-5-180C	Piston	180		136	33	40	15,000		900		800	200	600		2,300	1,300	22/9	6/4	30/10	525
M-4-220C Strata Rocket	Piston	220	157	152	35	42	19,000		1,250		600	400	650	500	2,300	1,280	22/0	6/2	29/8	530
M-4-210 C Rocket	Piston	210	157	143	35	42	18,000		1,250		585	380	600	450	2,100	1,250	22/0	6/2	29/8	500

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recommended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
M-4-180-C Astro Rocket	Piston	180	148	135	35	42	17,000		1,000		700		600		2,300	1,250	22/6	6/2	29/8	525
M-4 & M-4C Jetasen	Piston	145	157	130	35	42	12,000		700		900	700	600	450	2,100	1,100	22/0	6/2	29/8	750
M-7-260	Piston	260		142	34	73	20,000		1,650		600	250	500		2,500	1,610	23/6	8/4	32/11	
<b>Melex USA, Inc.</b>																				
M18 Dromader (ag plane)	Piston	967	151	109	54	106	25,000		1,400			624	1,600	700	9,300	5,500	31/2	12/0	58/0	
<b>Mitsubishi Diamond</b>																				
MU-300 Diamond II	Jet	2,900	456	438		4,260	41,000		3,180	1,220	3,950		2,930		15,780	9,925	48/5	13/10	43/6	1,530
MU-300 Diamond IA	Jet	2,500	430	400	77	4,260	41,000		3,050	761	3,850		2,800		14,630	9,410	48/5	13/10	43/6	1,513
MU-300 Diamond I	Jet	2,500	434	410	77	646	41,000		3,000	810	4,100		2,700		13,890	8,300	48/4	13/9	43/5	1,510
Marquise (MU-2B-60)	Propjet	778	309	296	77	403	29,750	14,800	2,200	410	2,170	1,825	1,880	1,128	11,575	7,650	39/5	13/8	39/2	1,391
Solitaire (MU-2B-40)	Propjet	727	322	313	73	403	33,500	16,900	2,350	475	1,800	1,550	1,600	960	10,470	7,010	33/3	12/11	39/2	1,600
MU-2M,-2P (-2P empty weight=7,025)	Propjet	724	317	304	73	364	32,200	18,000	2,840	760	1,800	1,530	1,600	960	10,470	6,864	33/3	12/11	39/2	1,250
MU-2L,-2N (-2N empty weight=7,760)	Propjet	776	296	283	77	364	29,600	15,450	2,630	675	2,170	1,845	1,880	1,128	11,575	7,570	39/5	13/8	39/2	1,200
MU-2K	Propjet	724	317	270	71	366	33,200	19,800	3,100	920	1,700	1,445	1,490	1,090	9,920	5,920	33/3	12/11	39/2	1,175
MU-2J	Propjet	724	300	265	73	366	30,800	18,700	2,690	845	1,870	1,500	1,670	1,060	10,800	6,800	39/5	13/8	39/2	1,150
MU-2G	Propjet	705	283	261	73	366	27,000	11,600	2,590	725	1,890	1,500	1,670	1,050	10,800	6,700	39/5	13/8	39/2	1,100
MU-2F	Propjet	705	296	270	71	366	30,400	14,800	2,875	920	1,700	1,445	1,320	750	9,920	5,790	33/3	12/11	39/2	1,150
MU-2B,-2D (-2D=9,350 gross weight)	Propjet	605	261		64	285	26,000	12,500	2,000	450	1,600	1,360	1,100	780	8,930	5,730	33/3	13/0	39/2	880
<b>Mooney Aircraft</b>																				
TLS (M20M)	Piston	270	236	223	58	96	25,000		1,230		2,050	1,080	2,600	1,200	3,368	2,353	26/11	8/4	36/1	
Ovation (MS20R)	Piston	280	197	191	60	95	21,000		1,200		1,700	900	1,600	1,000	3,368	2,200	26/9	8/4	36/1	900
PFM (M20L)	Piston	217	161		57	61	19,300		1,030		2,550	1,300	1,910	800	2,900	2,003	26/11	8/4	36/1	
M-22 pressurized	Piston	310	217	200	60	92	24,000		1,120		2,079	1,142	1,549	958	3,680	2,380	26/1	9/1	35/0	813
252TSE (M20K)	Piston	210	219	201	59	75	28,000		1,080		2,200	1,250	2,300	1,140	2,900	1,800	25/5	8/4	36/1	980
205 (M20J)	Piston	200	178	171	54	64	18,600		1,060		1,700	900	1,600	677	2,740	1,710	24/8	8/4	36/1	690
231 (M20K) turbocharged	Piston	210	201	191	57	75	24,000		1,080		2,060	1,220	2,280	1,147	2,900	1,800	25/5	8/4	36/1	980
201 (M20J) (prior'81 wing span=35/0)	Piston	200	175	170	53	64	18,800		1,030		1,550	880	1,550	770	2,740	1,671	24/8	8/4	36/1	690
M-20F Executive 21 (prior'74=17,900 ceiling)	Piston	200	161	156	54	64	18,800		1,055		1,385	879	1,786	785	2,740	1,640	24/0	8/4	35/0	734
M-20-E Chaparral (prior'74=18,800 ceiling)	Piston	200	165	160	50	52	21,200		1,125		1,550	760	1,550	595	2,575	1,600	23/2	8/4	35/0	601
M-20-G Statesman	Piston	180	155	147	50	52	17,000		875		1,250	815	1,670	595	2,525	1,585	24/3	8/4	35/0	627
M-20C Ranger ('77-'78)	Piston	180	147	143	50	52	16,500		800		1,395	815	1,610	595	2,575	1,525	23/2	8/4	35/0	659
M-20-C Ranger thru '76 (prior '74 = 17,500 service ceiling)	Piston	180	153	150	50	52	19,500		860		1,395	815	1,550	595	2,575	1,525	23/2	8/4	35/0	659
M-20-E Super 21 Chaparral	Piston	200	171	163	50	52	18,800		1,110		1,300	760	1,365	595	2,575	1,575	23/2	8/4	35/0	601
M-20-C Mark 21	Piston	180	165	158	50	52	17,200		800		1,250	815	1,550	595	2,575	1,525	23/2	8/4	35/0	659
M-20-B Mark 21	Piston	180	165	158	50	52	18,500		1,150		1,050	775	1,100	600	2,450	1,525	23/2	8/4	35/0	745
M-20-A Mark 20A	Piston	180	165	157	50	35	20,000		1,150		1,050	775	1,100	600	2,450	1,440	23/1	8/3	35/0	513
M-20-Mark 20	Piston	150	149	143	50	35	17,200		900		1,150	870	1,100	600	2,450	1,415	23/1	8/3	35/0	655
M-20-D Master	Piston	180	128	117	50	52	13,600		740		1,125	750	1,100	585	2,500	1,455	23/2	8/4	35/0	715
M-10 Cadet	Piston	90	103	96	40	24	12,500		835		953	334	1,016	431	1,450	950	20/8	7/8	30/0	484
A 2-A Cadet	Piston	90	112	108	39	24	17,300		640		1,250	540	1,350	350	1,450	950	20/0	6/3	30/0	456
M18 Mite	Piston	65	123	109	37	12	19,400		1,000		1,000	750	1,000	600	850	575	17/7	6/2	26/1	
Encore (MS20K)	Piston	220	213	197	60	80	25,000		1,300		2,000	1,300	2,320	1,100	3,100	2,000	25/5	8/4	36/1	1,100
M20S Eagle 2	Piston	244	195	145	59	75	18,500					2,550			3,300	2,194	26/11	8/4	36/1	980
<b>Navion Aircraft International</b>																				
H-Rangemaster (1975-'76)	Piston	285	177	166	48	40	21,500		1,375		980	737	980	763	3,315	2,000	27/5	8/6	34/9	335
G,G-1 Rangemaster (G=3,150 gross weight)	Piston	260	160	156	51	108	20,500		1,150		980	785	980	425	3,315	1,925	27/5	8/5	34/5	1,043
B	Piston	260	165	147	57	40	16,600		1,110		1,100	800	1,100	468	2,850	1,950	27/3	8/5	33/3	340
A	Piston	205	142	135	57	40	15,600		1,050		900	561	1,100	450	2,750	1,782	27/3	8/5	33/3	430
<b>Piaggio America</b>																				
Avanti P180	Propjet	850	400		90	2,630	41,000		3,000	900	2,630		2,650		10,810	7,200	47/3	13/1	46/0	1,746
<b>Pilatus Business Aircraft</b>																				
PC-12	Propjet	1200	270	265	64	402	30,000		1,680		2,300	1,475	1,830	945	9,920	5,732	47/3	14/0	53/3	2,261
<b>Piper Aircraft</b>																				
PA-42-1000 Cheyenne 400LS	Propjet	1000	351	334		3,819	41,000	28,700	3,242	997	1,930		2,280		12,050	7,856	43/5	17/0	47/8	1,879
PA-42-720 Cheyenne III A	Propjet	720	312	288	89	578	35,840	23,200	2,380	625	2,280	1,465	3,043	1,914	11,200	6,837	43/5	14/9	47/8	1,722
PA-42-720 Cheyenne III (prior'82=8 gal less fuel)	Propjet	720	290	275	87	390	32,000	18,200	2,236	531	3,230	2,560	3,017	1,770	11,200	6,389	43/5	14/9	47/8	1,515
PA-31T-620 XL Cheyenne IIXL ('82-'83 specs)	Propjet	620	275	270	77	382	32,400	14,900	1,750	470	2,940	2,042	2,446	1,571	9,474	5,164	36/8	12/9	42/8	1,336
A-31T-620 Cheyenne II	Propjet	620	283	269	75	382	31,600	14,600	2,710	660	1,980	1,410	2,480	1,430	9,000	5,018	34/8	12/9	42/8	1,444
PA-31T IA Cheyenne IA	Propjet	500	261	247	71	366	28,200	13,750	1,750	440	2,444	1,429	2,263	1,589	8,700	5,110	34/8	12/9	42/8	861

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recomended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
PA-31T-500-I Cheyenne I (prior '80 less preform)	Propjet	500	248	236	72	300	28,200	12,500	1,750	413	2,444	1,429	2,263	1,589	8,700	4,907	34/8	12/9	40/8	883
PA-31 P Press Navajo (prior'77=6 gal more fuel)	Piston	425	243	220	73	186	29,000	12,100	1,740	240	2,200	1,440	2,700	1,370	7,800	5,004	34/5	13/3	40/7	690
PA-31P-350 Mojave	Piston	350	242	220	75	238	26,500	14,300	1,220	255	3,035	2,190	2,305	1,395	7,200	5,070	34/6	13/0	44/8	1,190
PA-31-350 Chieftain ('81=optional fuel)	Piston	350	230	211	74	182	24,000	13,700	1,120	230	2,510	1,350	1,880	1,045	7,000	4,221	34/7	13/0	40/8	883
PA-31-325 Navajo C/R ('81=optional fuel)	Piston	325	228	220	70	183	24,000	15,300	1,220	255	2,250	1,000	1,818	906	6,500	4,099	32/7	13/9	40/8	899
PA-31-310 Turbo Navajo B,C (prior '80 less fuel)	Piston	310	227	194	70	187	24,000	15,200	1,220	245	2,160	1,040	1,818	906	6,500	4,003	32/7	12/0	40/8	965
PA-31-310 Turbo Navajo	Piston	310	226	215	62	150	26,300	15,800	1,395	245	1,760	890	1,690	1,115	6,500	3,842	32/5	13/0	40/6	840
PA-31-300 Navajo	Piston	300	195	183	61	150	20,500	5,750	1,440	270	1,950	930	1,690	1,115	6,200	3,605	32/6	13/0	40/6	753
PA-23 F Turbo Aztec (prior'77=7 gal more fuel)	Piston	250		215	55	137	24,000	17,000	1,470	225	1,980	1,190	1,585	951	5,200	3,323	31/2	10/1	37/4	565
PA-23 E Turbo Aztec (1971 length=30/2)	Piston	250	220	197	59	144	30,000	18,700	1,530	265	1,250	820	1,250	850	5,200	3,229	31/2	10/3	37/2	620
PA-23 F Aztec (prior '77=7 gal more fuel)	Piston	250		178	55	137	17,600	4,800	1,400	235	1,980	1,190	1,585	951	5,200	3,184	31/2	10/1	37/4	680
PA-23 D,E Aztec (prior '72 length=30/2)	Piston	250	188	183	59	144	21,100	6,400	1,490	240	1,250	820	1,250	850	5,200	3,042	31/2	10/3	37/2	722
PA-23 C,D Turbo Aztec (C=4 gal more fuel)	Piston	250	223	205	59	140	30,000	18,500	1,490	240	1,250	820	1,250	850	5,200	3,123	30/2	10/3	37/2	645
PA-23 C Aztec	Piston	250	188	179	59	144	19,800	6,400	1,490	240	1,250	820	1,680	860	5,200	2,933	30/2	10/3	37/1	758
PA-23, B Aztec (B=30/2 length)	Piston	250	187	178	54	144	22,500	7,500	1,650	365	1,100	750	1,260	900	4,800	2,900	27/7	10/3	37/1	770
PA-34-220T Seneca III (roc=t/o power)	Piston	220	196	178	64	93	25,000	12,000	1,400	240	1,210	920	1,978	1,400	4,750	2,852	28/6	9/9	38/9	725
PA-34-200T C/R Turbo Seneca II	Piston	200	196	177	62	93	25,000	13,400	1,340	225	1,240	870	2,110	1,380	4,570	2,841	28/7	9/11	38/11	725
PA-34 C/R Seneca (1973-'74)	Piston	200	170	162	60	100	17,900	3,650	1,360	190	1,420	1,000	1,335	705	4,200	2,623	28/6	9/11	38/11	685
PA-34-200 C/R Seneca (1972)	Piston	200	170	162	58	100	20,000	6,600	1,460	230	1,140	750	1,335	705	4,000	2,586	28/6	9/11	38/11	685
PA-44-180T Turbo Seminole	Piston	180	195	183	56	108	20,000	12,500	1,290	180	1,500	900	1,400	590	3,925	2,461	27/7	8/6	38/7	850
PA-44-180 Seminole	Piston	180	202	157	55	108	15,000	3,800	1,340	212	1,520	880	1,238	590	3,800	2,406	27/6	8/5	38/6	681
PA-39 C/R Turbo Twin Comanche	Piston	160	214	192	61	120	25,000	12,600	1,290	225	1,590	990	1,900	725	3,725	2,416	25/2	8/2	36/8	1,188
PA-39 C/R Twin Comanche	Piston	160	178	172	61	90	20,000	7,100	1,460	260	1,530	940	1,870	700	3,600	2,270	25/2	8/2	36/0	785
PA-30 C Turbo Twin Comanche	Piston	160	214	209	60	120	30,000	17,000	1,290	225	1,590	990	1,900	1,250	3,725	2,416	25/1	8/2	36/8	1,100
PA-30 C Twin Comanche	Piston	160	178	172	60	90	20,000	7,100	1,460	260	1,530	940	1,870	1,215	3,600	2,270	25/1	8/2	36/0	785
PA-30 B Turbo Twin Comanche	Piston	160	209	194	60	120	30,000	19,000	1,460	260	1,570	950	1,875	700	3,725	2,408	25/1	7/3	36/8	1,100
PA-30,B Twin Comanche	Piston	160	178	169	60	90	18,600	5,800	1,460	260	1,570	950	1,875	700	3,600	2,210	25/1	7/3	36/0	770
PA-23-235 Apache	Piston	235	176	166	54	144	17,200	6,600	1,450	220	1,280	830	1,360	950	4,800	2,735	27/7	10/3	37/1	710
PA-23-160 G,-H Apache	Piston	160	159	150	53	72	17,000	5,500	1,260	180	1,550	1,190	1,360	750	3,800	2,230	27/4	9/6	37/1	616
PA-23-150 Apache	Piston	150	157	148	51	72	17,000	5,300	1,250	240	1,600	1,190	1,360	670	3,500	2,180	27/4	9/6	37/1	603
PA-46-350P Malibu Mirage	Piston	350	232	201	60	120	25,000		1,218		2,375	1,530	1,964	1,018	4,300	2,790	28/6	11/5	43/0	1,261
PA-46-310P Malibu	Piston	310	203	187	50	120	25,000		1,143		2,025	1,440	1,800	1,070	4,100	2,460	28/5	11/4	43/0	1,261
PA-24-400 Comanche	Piston	400	194	185	59	100	19,500		1,600		1,500	980	1,820	1,180	3,600	2,110	25/8	7/1	36/0	756
PA-24-C 260 Comanche	Piston	260	170	161	53	60	19,500		1,320		1,400	820	1,200	690	3,200	1,773	25/8	7/3	36/0	628
PA-24-260,B-260 (24-260=2,900 gross weight)	Piston	260	169	158	53	60	20,000		1,370		1,040	760	1,015	655	3,100	1,728	25/3	7/3	36/0	638
PA-24-250 Comanche	Piston	250	165	157	53	60	20,000		1,350		1,650	750	1,025	600	2,800	1,690	24/1	7/3	36/0	630
PA-24-180 Comanche	Piston	180	145	139	53	60	18,500		910		2,240	750	1,025	600	2,550	1,530	24/9	7/3	36/0	730
PA-32R-301T Turbo Saratoga SP (3-bl'd prop)	Piston	300	195	177	57	102	20,000		1,120		1,420	960	1,725	732	3,600	2,078	28/2	8/2	36/2	784
PA-32R-301 Saratoga SP (3-blade prop)	Piston	300	163	158	57	102	15,588		1,116		1,573	1,013	1,612	732	3,600	1,999	27/8	8/2	36/2	784
PA-32RT-300T Turbo Lance II	Piston	300	189	175	61	94	20,000		1,050		1,875	1,410	1,760	1,050	3,600	2,071	29/0	9/6	32/10	648
PA-32R,RT II-300 Lance ('76=height 8/2)	Piston	300	165	156	61	94	15,400		1,000		2,360	1,450	1,710	880	3,600	1,968	28/4	9/6	32/10	748
PA-32-301T Turbo Saratoga (2-blade prop)	Piston	300	178	165	58	102	20,000		1,075		1,590	1,110	1,725	732	3,600	2,003	28/2	8/2	36/2	627
PA-32-301 Saratoga (2-blade prop)	Piston	300	152	150	58	102	14,100		990		1,759	1,183	1,612	732	3,600	1,940	27/8	8/2	36/2	745
PA-32-300 '73-74 hgt=7/9 ('79 fuel=94 gal)	Piston	300	156	151	55	50	17,100		1,050		1,350	900	1,000	630	3,400	1,846	27/8	8/2	32/10	744
PA-32-300,B,C,D,E Cherokee Six (thru '72)	Piston	300	151	146	55	50	16,250		1,050		1,500	1,050	1,000	630	3,400	1,789	27/7	7/9	32/8	673
PA-32-260 ('74-'78) 1974 height=7/9	Piston	260	148	137	55	84	12,800		775		1,800	1,200	1,000	640	3,400	1,784	27/7	8/2	32/8	834
PA-32-260,C,D,E & '73 (c/s prop)	Piston	260	144	137	55	50	14,500		850		1,240	740	1,000	630	3,400	1,706	27/7	7/9	32/8	834
PA-28-236 Dakota	Piston	235	148	143	56	72	17,500		1,110		1,216	886	1,725	825	3,000	1,608	24/8	7/2	35/5	650
PA-28-201T Turbo Dakota	Piston	200	162	154	59	72	20,000		902		1,402	963	1,697	861	2,900	1,579	25/0	7/7	35/0	591
PA-28-235 Pathfinder	Piston	235	140	126	53	62	13,550		800		1,260	800	1,740	1,040	3,000	1,592	24/1	7/5	32/0	485
PA-28-235 Charger	Piston	235	140	132	57	84	12,000		800		1,260	800	1,740	1,040	3,000	1,550	24/1	7/8	32/0	690
PA-28-235 C & D, E & F	Piston	235	144	136	52	84	14,500		825		1,360	800	1,300	680	2,900	1,467	23/7	7/3	32/0	710
PA-28-235 B Cherokee	Piston	235	144	136	52	50	14,500		825		1,040	600	1,060	550	2,900	1,435	23/8	7/3	32/0	408
PA-28R-,RT-,201T Turbo Arrow III, IV	Piston	200	177	172	61	72	20,000		940		1,620	1,110	1,555	645	2,900	1,692	27/4	8/4	35/5	695
PA28R-201 Arrow III, 28RT-201 Arrow IV	Piston	200	149	138	55	72	16,200		831		1,600	1,025	1,525	615	2,750	1,637	24/7	7/9	35/4	695
PA-28-200R Arrow II (1973-'76)	Piston	200	152	143	56	50	15,000		900		1,800	1,025	1,380	780	2,650	1,523	24/6	8/0	32/0	600
PA-28-200 R & RB Arrow	Piston	200	153	144	56	50	16,000		910		1,600	770	1,380	780	2,600	1,459	24/2	8/0	30/0	600
PA-28-180 R & RB Arrow	Piston	180	148	141	53	50	15,000		875		1,240	820	1,340	776	2,500	1,380	24/2	8/0	30/0	550
PA-28-181 Archer II ('79-'81=15,000 service ceiling)	Piston	180	129	125	49	48	13,236		667		1,210	870	1,390	925	2,550	1,416	24/0	7/3	35/5	565
PA-28 180 Challenger & Archer	Piston	180	129	123	53	50	14,150		725		1,625	720	1,185	635	2,450	1,395	24/0	7/8	32/0	507

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recommended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
PA-28 D 180,E,F,G (G=13,000 service ceiling)	Piston	180	132	124	50	50	16,400		750		1,620	720	1,150	600	2,400	1,310	23/5	7/3	30/0	510
PA-28 B,C 180 Cherokee (C=15,700 svc. ceiling)	Piston	180	132	124	50	50	16,400		750		1,620	720	1,150	600	2,400	1,230	23/3	7/3	30/0	510
PA-28 C 160 Cherokee	Piston	160	127	119	48	50	15,800		730		1,650	740	890	550	2,200	1,215	23/3	7/3	30/0	703
PA-28 C 150 Cherokee	Piston	150	125	117	47	50	14,900		690		1,700	780	890	535	2,150	1,210	23/3	7/3	30/0	690
PA-28 160,B 160 Cherokee	Piston	160	120	109	48	36	15,000		700		1,700	740	890	550	2,200	1,210	23/3	7/3	30/0	440
PA-28 150,B 150 Cherokee	Piston	150	118	107	47	36	14,300		660		1,750	780	890	535	2,150	1,205	23/3	7/3	30/0	435
PA-28-161 Warrior II ('79-'81=14,000 svc. ceil)	Piston	160	126	118	44	48	11,000		644		1,650	975	1,160	595	2,325	1,344	23/8	7/3	35/0	525
PA-28-151 Warrior (prior '77 stall=58)	Piston	150	117	110	44	48	12,700		649		1,760	1,065	1,115	595	2,325	1,336	23/8	7/3	35/0	626
PA-28 140 Cherokee Cruiser	Piston	150	124	110	48	36	10,950		631		1,700	800	1,080	535	2,150	1,290	23/3	7/3	30/0	455
PA-28 140 B,C,D,E (B=23/4 lgt + 7/4 hgt)	Piston	150	123	117	48	36	14,300		660		1,700	800	1,080	535	2,150	1,237	23/3	7/3	30/0	480
PA-28 140-4 Cherokee (high gross)	Piston	150	121	113	47	36	14,300		660		1,220	800	870	535	2,150	1,180	23/3	7/3	30/0	457
PA-28 140 Cherokee (low gross)	Piston	150	125	117	45	36	15,000		820		1,150	725	850	485	1,950	1,180	23/3	7/3	30/0	457
PA-38 Tomahawk (prior'80 svc ceil=12,000)	Piston	112	109	108	49	30	13,000		718		1,460	820	1,544	707	1,670	1,128	23/1	9/1	34/0	384
PA-36-375 Brave (spray restr. category)	Piston	375	120	104		86			550		1,765	1,220	1,200	630	4,800	2,514	27/6	7/6	38/0	380
PA-36-300 Brave (spray restr. category)	Piston	300	110	103		86			375		2,090	1,350	1,470	715	4,400	2,290	26/10	7/6	38/10	491
PA-36-285 Brave (normal category)	Piston	285	131	128	54	87	13,000		790		1,410	875	1,650	700	3,900	2,140	27/4	7/5	39/0	660
PA-25-260 C,D Pawnee (normal) c/spd prop	Piston	260	111	101	53	38	15,800		775		1,200	660	1,105	850	2,900	1,488	24/7	7/2	36/2	230
PA-25 235 C,D Pawnee (normal category)	Piston	235	108	99	53	36	14,500		700		1,350	785	1,105	850	2,900	1,576	24/8	7/2	36/2	222
PA-25 150 Pawnee	Piston	150	98	83	50	42	11,300		505		1,370	625	930	400	2,300	1,100	24/7	7/2	36/2	400
PA-22 160 Tri-Pacer	Piston	160	123	117	42	36	16,500		800		1,480	1,035	1,280	650	2,000	1,110	20/5	8/3	29/3	435
PA-22 150 Tri-Pacer	Piston	150	122	113	43	36	16,000		750		1,600	1,120	1,280	650	1,950	1,060	20/4	8/3	29/3	430
PA-22 135 Tri-Pacer	Piston	135	119	107	42	36	15,000		620		1,600	1,120	1,280	650	1,850	1,060	20/4	8/3	29/3	470
PA-22 108 Colt	Piston	108	104	94	47	36	12,000		610		1,500	950	1,250	500	1,650	940	20/0	6/3	30/0	415
PA-20 135 Pacer	Piston	135	121	109	42	36	15,000		620		1,600	1,120	1,280	780	1,950	1,020	20/4	6/1	29/3	470
PA-20 125 Pacer	Piston	125	117	103	41	36	13,750		550		1,725	1,210	1,280	780	1,800	1,005	20/4	6/1	29/3	450
PA-18 150 Super Cub	Piston	150	113	100	37	36	19,000		960		500	200	885	350	1,750	983	22/6	6/8	35/4	400
PA-18-150 Super Cub (float) (thru'76)	Piston	150	100	90	37	36	17,500		830		990	700	730	430	1,760	1,190	23/9	10/3	35/3	365
PA-18 135 Super Cub	Piston	135	106	95	37	36	17,250		870		750	525	725	350	1,750	878	22/5	6/7	35/3	470
PA-18 125 Super Cub	Piston	125	109	97	36	36	18,500		940		650	420	725	350	1,500	845	22/5	6/7	35/3	450
PA-18 95 Super Cub	Piston	90	97	87	37	18	15,750		710		1,150	452	800	385	1,500	800	22/5	6/6	35/3	230
PA-16 Clipper	Piston	115	109	97	43	36	13,500		600		925	720	875	600	1,650	850	20/1	6/2	29/2	368
PA-14 Cruiser	Piston	115	107	96	40	30	12,500		600		965	720	850	470	1,850	1,020	23/1	6/4	35/4	364
PA-12 Super Cruiser	Piston	100	100	91	43	30	12,300		575		720	410	470	360	1,750	990	22/9	6/9	35/4	360
PA-11	Piston	90	197	87	35	18	18,000		900		700	350	470	290	1,220	730	22/4	6/8	35/2	230
J-3 Cub	Piston	65	76	65	33	9	11,500		450		730	370	470	290	1,220	680	22/4	6/8	35/2	146
PA34-180, Seneca V	Piston	220	205	174	61	122	25,000	17,400			1,825	1,525	2,700	1,400	4,750	3,375	28/6	9/9	38/9	700
PA34-220T, Seneca IV	Piston	220	196	191	64	123	25,000	12,000	1,400	240	1,210		1,978		4,750	3,314	28/6	9/9	38/9	
PA-32R-301T Saratoga II TC	Piston	300	192	177	60	102	20,000		1119		1,800	1,200	1,520	640	3,600	2,464	27/9	8/6	36/2	822
PA46-500TP Meridian	Propjet	500	260	245	69	1,139	30,000		1,556		2,438	1,650	2,110	1,020	5,092	3,417	29/7	11/4	43/0	1,000
PA32-301XTC	Piston	300	172	161	59	102	20,000				1,888	1,397	1,822	911	3,600	2,286	27/10	9/6	36/2	931
PA32-301FT 6X	Piston	300	155	148	59	102	17,200				2,028	1,284	1,822	911	3,600	2,222	27/10	9/6	36/2	804
PA-32R-301 Saratoga II HP	Piston	300	175	166	61	102	15,588				1,770	1,220	1,520	640	3,600	2,411	27/11	8/6	36/2	859
<b>RAM Aircraft LP</b>																				
RAM 421CW (W = winglets)	Piston	375	230	223						315					7,560	54	Orig	Orig	44/0	
RAM 414AW-V (V = liquid-cooled)	Piston	350	240	230						325					7,105	237	Orig	Orig	44/0	
RAM 414AV-VII	Piston	335	238	228						312					7,105		Orig	Orig	44/0	
RAM 414A-VII (no winglets)	Piston	335	232	225						312					7,105		Orig	Orig	Orig	
RAM 414AW-IV (W = winglets)	Piston	325	223	208						340					7,105	37	Orig	Orig	44/0	
RAM 414A-IV, III or Super Ram	Piston	325	215	200						340					7,105	NC	Orig	Orig	Orig	
RAM 414-IV, III or Super Ram	Piston	325	215	200						275					6,510	NC	Orig	Orig	Orig	
RAM 414-VI	Piston	335	218	205						310					6,765		Orig	Orig	Orig	
RAM 414-II (39" MP)	Piston	310	316	297											6,510	NC	Orig	Orig	Orig	
RAM 340/340A-VI	Piston	335	228	210						355					6,390		Orig	Orig	Orig	
RAM 340/340A-IV,III or Super Ram	Piston	325	225	207						340					6,290	NC	Orig	Orig	Orig	
RAM 340/340A-II (39" MP)	Piston	310	220	203						320					6,140	NC	Orig	Orig	Orig	
RAM CT310P,Q,R /320-IV	Piston	325	244	215						640					5,670		Orig	Orig	Orig	
RAM CT310P,Q,R /320-I	Piston	310	217	205						490					5,670		Orig	Orig	Orig	
RAM T310-IV (-P & -Q) / 320-IV	Piston	325	244	215						640					5,670	NC	Orig	Orig	Orig	
RAM T310-I (-P & -Q)	Piston	300	316	299											5,700	NC	Orig	Orig	Orig	

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recommended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
RAM T210 (G-J)	Piston	310	5	7											NC	NC	Orig	Orig	Orig	
RAM T206-I (A-F)	Piston	310	5	7											NC	NC	Orig	Orig	Orig	
RAM 172 (1963-'76)	Piston	160	3	4											NC	NC	Orig	Orig	Orig	
RAM PA 28-140/151	Piston	160	3	4											NC	NC	Orig	Orig	Orig	
<b>Remos Aircraft, Inc.</b>																				
G3	Piston	100	120	113	39	22	15,000		1,300		600	330		590	1,320	625	21/5	5/6	32/4	550
<b>Riley Super Skyrocket</b>																				
Jet Prop 421 C	Propjet	850	310				30,000	25,000	4,000	1,000							Orig	Orig	Orig	
Jet Prop 421 (Cessna 421 conversion)	Propjet	600	260	222		1,940	30,000	18,000	2,500	737		1,000	2,250	250	7,450		Orig	Orig	Orig	
414 Rocket (Cessna 414 conversion)	Piston	400	261	243		240	30,000	25,000	2,250	400					6,825		Orig	Orig	Orig	
340 Rocket (Cessna 340 conversion)	Piston	350	252	240		203	30,000	20,700	2,150	500			1,840		6,290		Orig	Orig	Orig	
Super 340 (Cessna 340 conversion)	Piston	310	252	235	70	100	32,000	16,000	1,800	350	1,950	1,500	1,840	1,760	5,975	+22lb	Orig	Orig	Orig	
TurboStream (Cessna 310 & 320 conv) 350hp	Piston	350	283	261	73	100	35,000	25,000	2,900	600	1,340	1,000	1,790	640	5,400	+150 lb	Orig	Orig	Orig	
TurboStream (Cessna 310 & 320 conv) 310hp	Piston	310	274	252	73	100	35,000	25,000	2,100	500	1,440	1,100	1,790	640	5,400	+150 lb	Orig	Orig	Orig	
Turbo Rocket (Cessna 310 conversion)	Piston	290	270	263	62	170	35,000	28,000	2,200	500	985		1,750		4,830	3,300	Orig	Orig	Orig	
Rocket (Cessna 310 conversion)	Piston	290	230	219	62	170	22,500	11,000	2,000	500	985		1,750		4,830	3,100	Orig	Orig	Orig	
<b>Rocket Engineering / JetPROP LLC</b>																				
305 Rocket	TSIO 520	305	230	215	60	75	24,000		1800		1200	800	1500	900	3200	2070	25/5	8/4	36/1	900
300 Missile	IO550	300	185	180	60	64	18,800		1700		1200	800	1500	900	3200	2010	25/5	8/4	36/1	767
JetProp DLX	PT6A-35	560	265+	262	60	151	27,000		3000		1200	800	1000	800	4318	2900	30/1	11/3	43/0	1000
JetProp DL	PT6A-21	550	254+	250	60	151	27,000		2500		1200	800	1000	800	4318	2900	30/1	11/3	43/0	1000
TurbineAir	PT6A-21	500	250+	245	56	120	25,000		2500		1150	750	1000	600	4021	2800	30/6	8/5	37/10	900
<b>Rockwell Meyers 200</b>																				
200 D Meyers (Prop Jets, Inc.)	Piston	285	187	183	47	80	18,500		1,450		1,150	900	1,150	850	3,000	1,940	24/4	4-Jul	30/6	746
200 B Meyers (Prop Jets, Inc.)	Piston	260	188	170	54	40	19,700		1,245		1,260	1,010	1,150	850	3,000	1,975	24/4	6-Aug	30/5	370
200 Meyers (Prop Jets, Inc.)	Piston	260	188	170	50	70	18,500		1,150		1,375	1,100	1,150	850	3,000	1,870	24/5	5-Aug	30/5	688
100-180 Lark (S.L. Industries)	Piston	180	120	115	55	44	11,000		648		1,575	875	1,280	675	2,450	1,532	24/9	1-Oct	35/0	470
100 Darter (S.L. Industries)	Piston	150	116	111	51	44	13,000		785		1,550	870	1,215	650	2,250	1,280	22/6	4-Sep	35/0	610
100 (Formerly Volair) (S.L. Industries)	Piston	135	123	111	42	44	13,000		850		950	750	750	650	2,250	1,280	22/6	4-Sep	35/0	642
A9 Quail & Sparrow (See Aircraft Parts & Dev.)																				
B1,B1A AG Commander (S.L. Industries)	Piston	450	103	91	59	40	14,000		650		800	600	670	447	3,000	1,600	24/0	8/0	35/0	273
<b>Sabreliner Corporation</b>																				
Sabre 75A	Jet	4,500	490	436	89	7,380	45,000	24,000	4,500	1,050	4,380		2,625		23,000	13,200	47/2	17/3	44/5	1,483
Sabre 75	Jet	3,300	490	430	89	7,380	45,000	25,000	4,000	1,000	5,500		2,760		21,000	12,200	47/2	17/3	44/5	2,520
Sabre 65	Jet	3,700	464	424	82	8,844	45,000	23,000	3,540	893	5,895		2,720		24,000	13,754	46/11	16/0	50/5	2,480
Sabre 60	Jet	3,300	490	430	86	7,122	45,000	26,000	4,700	1,100	5,300		2,365		20,172	11,250	46/11	16/0	44/8	1,640
Sabre 40A	Jet	3,300	490	430	83	7,122	45,000	20,500	4,700	1,200	4,900		2,350		19,612	10,500	43/9	16/0	44/4	1,640
NA265 (40 Sabreliner) 8 engines	Jet	3,300	490	430	83	7,122	45,000	20,500	5,050	1,300	4,450		2,250		18,650	10,500	43/9	16/0	44/4	1,640
<b>Sierra Industries</b>																				
Beech V35,A,B					51						1,377	785	914	478		20				
Cessna 421C					71						1,830	1,280	1,700	1,020		50				
Cessna 421B					76						1,754	1,204	1,752	1,102		50				
Cessna 421,-A					76						1,815	1,265	1,720	1,070		50				
Cessna 414A					65						1,775	1,225	1,400	800		50				
Cessna 414					69						1,630	1,130	1,450	850		50				
Cessna 402C					68						1,800	1,250	1,477	877		50				
Cessna 402,-B; 401,-A					71						1,550	1,000	1,450	800		50				
Cessna 340, -A					61						1,610	1,210	1,360	735		44				
Cessna 310 series					59						1,470	1,175	1,165	670		44				
Cessna 337 (turbo, pressurized)					40						756	475	731	450		22				
Cessna P210					51						1,025	715	783	400		22				
Cessna 210					42						1,070	760	783	400		22				
Cessna 207					42						1,090	870	800	560		20				
Cessna 206					41						890	450	740	390		15				
Cessna 188					41						1,700	840	300	420		30				
Cessna 185					40						763	430	755	265		13				
Cessna 182					38						815	470	777	405		13				
Cessna 180					36						710	370	688	245		13				
Cessna 172					32						900	540	995	270		13				

Model	Engine Type	hp or lbs Thrust Each Engine	Max Speed Knots	Recommended Cruise Knots	Stall Knots Dirty	Fuel Gal/lbs	All Engine Service Ceiling	Engine Out Service Ceiling	All Engine Rate of Climb	Engine Out Rate of Climb	Takeoff Over 50 Ft	Takeoff Ground Run	Landing Over 50 Ft	Landing Ground Roll	Gross Weight lbs	Empty Weight lbs	Length ft/in	Height ft/in	Wing Span ft/in	Range N.M.
Cessna 150					29						815		632			19				
Piper PA-23-250 Aztec					52						985	610	1,270	500		20				
Piper PA-34 Seneca I,II					58						1,090	560	1,880	500		22				
Piper PA-30,-39					52						1,120	590	1,165	500		20				
Piper PA-24-180,-250,-260					45						1,130	655	880	500		22				
Piper PA-32					52						1,050	580	850	500		22				
<b>Sportair USA LLC</b>																				
Sting Sport S3	Piston	100 hp	120	116	34	21.5			1,000		745	295	1,020	345	1,320	780	20/4	6/4	29/11	495
<b>Stinson</b>																				
108-3	Piston	165	124	105	57	50	850	1,400	980		1,500		940		2,400	1,300	25/2	7/5	34/0	594
108-1	Piston	150	122	103	54	50	16,800		875		1,350	945	1,400	940	2,100	1,175	25/2	7/5	34/0	600
<b>Swift</b>																				
GC-1B	Piston	125	130	122	43	30	16,000		1,000		1,185	830	880	650	1,710	1,125	20/9	6/1	29/3	432
<b>Symphony Aircraft Industries</b>																				
SA-160	Piston	160	162	128	48	30	16,400		850		1,214	919	1,837	755	2,150	1,450	22/8	9/25	35	
<b>Taylorcraft</b>																				
F-21B	Piston	118	109	100	42	40	18,000		750		1,140	720		500	1,750	1,040	22/3	6/6	36/0	296
F-21,F-21A (-21A=40 gal fuel + empty wgt=1,000)	Piston	115	109	103	37	24	18,000		875		350	275	350		1,500	990	22/3	6/6	36/0	296
F-19, Sportsman 100	Piston	100	110	100	37	24	18,000		775		375	300	375		1,500	900	22/1	6/6	36/0	290
<b>Tecnam Aircraft</b>																				
P2006T	piston	100	148	135	49	51	15,000	7,500	1,140	230	1,213	898	1,279	656	2,599	1,723	28/6	9/4	37/5	620
<b>Tradewind Turbines</b>																				
A-36 Bonanza Prop Jet	Propjet	450	220	220	57	114	25,000		2,500		900	600	525	325	3,849	2,400	29/2	8/7	33/5	985
<b>Twin Commander A/C</b>																				
1000 Jet Prop	Propjet	820	309	303	77	474	35,500	21,310	2,802	945	2,131	1,407	2,186	1,395	11,200	7,192	42/11	14/11	52/1	2,080
980 Jet Prop	Propjet	733	310	303	75	474	37,100	24,850	2,777	982	1,830	1,299	1,958	1,277	10,325	6,727	42/11	14/11	52/1	2,040
900 Jet Prop	Propjet	748	290	286	77	425	32,245	18,140	2,779	960	1,937	1,411	2,202	1,387	10,700	6,992	42/11	14/11	52/1	1,722
690B,I,II Prop Jet(I empty weight=6,195)	Propjet	717.5	286	281	77	384	32,800	19,600	2,821	878	2,259	1,458	2,100		10,325	6,733	44/4	14/11	46/8	1,419
690A, Prop Jet (690 length=43/0 & height=14/11)	Propjet	717.5	285	279	77	384	32,900	19,700	2,849	893	2,216	1,666	2,084		10,250	6,225	44/4	14/10	46/7	1,471
840 Jet Prop	Propjet	717.5	291	286	75	425	34,050	21,050	2,824	1,003	1,854	1,285	1,971	1,240	10,325	6,629	42/11	14/11	52/1	1,780
720 Alti-Cruiser	Piston	340	235	204	62	223	25,360	11,000	1,580	310	1,570	1,256	1,625	1,140	7,500	5,230	35/1	14/5	49/0	1,217
700 (Fuji)	Piston	340	221	212	69	210	27,400	10,600	1,578	180	2,264	1,604	2,154		6,947	4,704	38/2	13/4	42/5	
685 pressurized	Piston	435	242	222	75	256	27,500	12,400	1,490	247	2,711	1,949	2,312		9,000	6,021	43/0	14/11	46/7	1,170
681 Hawk, 681B Turbo Commander	Propjet	575	252	236	89	286	25,600	10,500	2,007	484	2,016	1,706	2,504	1,200	9,400	5,515	43/0	14/6	44/1	1,296
680 W Turbo II Prop Jet	Propjet	575	252	243	89	286	26,500	11,000	2,025	510	1,975	1,660	2,460	1,200	9,400	6,423	43/0	14/6	44/0	957
680 T,V Prop Jet	Propjet	575	252	248	71	287	30,000	11,000	2,000	650	1,975	1,700	2,460	1,200	9,400	5,100	41/3	14/6	49/6	956
680 FLP Pressurized Grand	Piston	380	230	209	71	223	28,500	11,500	1,285	240	1,740	1,560	1,360	1,200	8,500	5,600	41/3	14/9	49/6	1,139
680 FL Courser	Piston	380	239	204	74	223	27,500	11,500	1,282	252	1,780	1,250	1,365	1,000	8,500	5,449	41/6	14/6	49/3	1,139
680 FL Grand	Piston	380	235	212	71	223	26,500	11,500	1,200	240	1,740	1,560	1,360	1,200	8,500	5,600	41/3	14/5	49/5	1,139
680 F	Piston	380	244	221	67	223	27,400	12,700	1,440	293	1,320	1,050	1,630	1,150	8,000	4,780	35/1	14/5	49/5	1,139
680 E	Piston	340	235	204	67	223	26,000	11,500	1,440	300	1,565	1,175	1,450	1,015	7,500	5,230	35/1	14/5	49/0	1,217
680 Super	Piston	340	226	200	67	223	25,570	11,000	1,625	310	1,565	1,180	1,630	1,020	7,000	4,443	35/1	14/5	44/1	1,217
560 F	Piston	350	216	200	63	223	21,900	9,800	1,587	490	1,270	1,070	1,410	1,210	7,500	4,680	35/1	14/5	49/5	1,522
560 E	Piston	295	193	184	58	223	21,500	9,500	1,450	300	1,450	1,160	1,500	1,050	6,500	4,300	35/1	14/5	49/0	1,413
560 A-HC	Piston	295	193	184	58	156	22,000	9,750	1,510	380	1,250	1,050	1,370	960	6,000	4,250	35/1	14/5	49/0	826
560 A	Piston	275	183	174	58	156	21,500	9,500	1,400	360	1,210	950	1,370	900	6,000	4,198	35/1	14/5	44/1	913
560	Piston	270	179	171	52	150	21,500	9,250	1,400	400	1,100	950	1,050	900	6,000	3,900	35/5	14/5	44/1	887
500 S Shrike Commander & (Esquire thru'76)	Piston	290	187	177	59	156	19,400	6,500	1,340	266	1,915	1,100	2,235	975	6,750	4,635	36/10	14/6	49/1	693
500 U	Piston	290	204	190	59	156	21,000	8,000	1,450	340	1,375	1,100	1,235	865	6,750	4,348	35/1	14/6	49/1	1,060
500 B	Piston	290	198	190	59	156	24,000	8,500	1,700	340	1,375	1,100	1,235	865	6,750	4,350	35/1	14/9	49/5	957
500 A	Piston	260	198	190	54	156	22,500	7,850	1,400	320	1,210	970	1,150	865	6,250	4,255	35/1	14/5	49/5	957
500	Piston	250	190	178	55	156	22,500	7,150	1,400	290	1,250	1,000	1,350	950	6,000	3,850	35/1	14/5	49/0	957
520	Piston	260	183	171	52	150	24,000	8,500	1,700	400	1,100	950	1,050	900	5,500	3,800	35/5	14/5	44/1	1,000
<b>Varga</b>																				
2180	Piston	180	130	116	45	33	22,000		1,310	N/A					1,817	1,175	21/2	7/0	30/0	365
2150A Kachina	Piston	150	117	104	45	33	22,000		910	N/A					1,817	1,125	21/2	7/0	30/0	380