Single seat, single engine
THESE are among the top competi-
tion-aerobatic aeroplanes. Mudry's
Cap 21 monoplane is a refinement of
the Cap 20, developed from the two-
seat Cap 10. It includes an additional
3-3 Imp gal/151it gravity fuel tank for inverted flying. The ubiquitous Pitts biplane continues as the world's most popular acrobatic mount.
Each Pitts model (see also single-engine-up-to-200 h.p. table) is avail-able in three standards of kit. These range from basic do-it-yourself ver-sion (S-1T: $16,700, S-2A/S: $20,880) to wings-supplied-ready - for - covering ($22,700-$26,400). Equipped versions cost 5-6 per cent above basic price. The very expensive Zlin Z.50—per-haps the most technically advanced aerobatic aircraft—is excluded. It is understood to be unavailable outside Czechoslovakia.

Pitts S-/T (top of page) and Robin Aiglon

SINGLE-SEAT, SINGLE ENGINE

Typ e

Mudry Cap 21
Pitts
S-1T
S-2S

Power

200 h.p. Lycoming AIO-360-B1B

200 h.p. Lycoming AEIO-360-A1E
260 h.p. Lycoming AEIO-540-D4A5

Span/len
(ft in)

26 6/21 2

17 4/15 6
20 0/17 4

gth Weight s (lb)
Gross/baggage

1,400

1,150
1,500

Fuel (Im p
Std/opt

19 8

17
29

gal) Cruise Range
75% (kt) (n.m.)

146

152 260
152 390

Price

Fr 350,000

$49,500
$58,800

Two/four seat, single engine up to 20 0 h.p.
TWO-SEAT trainers and the lighter
four-seat touring aircraft occupy the
largest section of this directory. The
two-steat trainer market embraces
the Rallye Galopin (an "occasional"
four-seater), Cessna 152, Piper Toma-hawk, and Robin Dauphin, with the Nash Petrel and Slingsby T.67A (a development of the Fournier RF6B and still at last year's £16,750) as two relative newcomers. Production of the Beech Skipper has been sus-pended temporarily; the Taylorcraft

Sportsman continues the tube-and-fabric age as a descendant of its pre-war Auster forerunner. The Varga Kachina has tandem seats, alterna-tive 150 h.p. and 180 h.p. engines, and choice of tricycle/tailwheel gear. The basic airframe of the Rallye Galopin is shared with the Galerien and the more powerful 235 h.p. Gabier. The new "new generation" Rallyes are Tampico and Tobago, which have set new standards of styling. The Arctic Tern is a high-

wing, tailwheel aircraft for which floats are optional. The Beech Sierra is a retractable development of the Sundowner.
The Cutlass is Cessna's retractable development of the ubiquitous 172 (most-produced light aircraft in the world), the higher-powered Hawk XP having been discontinued. John Edgley's Optica is the "bug-eyed" observation aircraft with panoramic visibility; 200-210 h.p. is likely to be available in production aircraft. A civil version of the Bravo military trainer is available. While the Fuji and Gulfstream American light air-craft are out of production, some examples are still available.

Lake's Buccaneer is the only am-phibious aircraft in the directory; the Maule Lunar Rocket combines Stol capabilities with tailwheel rug-gedness. Mooney's 201 is fast and fuel-efficient, while Mudry's Cap 10B and the Pitts S.2A are leading aero-batic trainers. The Piper Warrior contends with the Cessna 172 as a four-seater for the. first-time private owner; Archer and retractable Arrow are natural Piper progressions.

Apart from the Aiglon, Robin's pro-duction range concentrates on the long-established DR.400 wooden types which still embody the very efficient
Jodel-type cranked wing and have
excellent payload-range performance.
(Quoted Aiglon range is at 65 per
cent power without reserves.) New
addition in this list is Thorp's T.211.

550 FLIGHT International, 6 March 1982