PRIVATE-AIRCRAFT BUYERS' GUIDE

because these are unrepresentative of
typical costs once equipment has been
added and after account has been taken of
the cost of an imported machine. The problems of trading in a international
market with very volatile exchange-rate fluctuations may explain this reluctance. All prices quoted have been supplied to Flight this year by the manufacturers. We have deleted prices for which no update has been received.

Changes in price may also reflect rising equipment costs. One manufacturer points to the increased price of Lycoming 0-235 engines, affected in turn no doubt by much lower sales numbers for Textron. The aircraft company says that engine prices are "going out of sight".
Perhaps many involved in the private-aircraft market will be encouraged by the view of a company whose name and location have endured through decades of industry fickleness. Lock Haven-based Taylorcraft tells Flight that it is strug-gling to keep a toe-hold in aircraft manu-facture "at a time when the outlook is not very bright". It adds, "We hope to persevere and achieve our objectives".

Light twins

While this Buyer's Guide retains its current format, there remains a place for the diminishing list of twin-engined aircraft below 7,0001b and, as the number has fallen, so the prices have risen. The Beech Baron, which continues in prod-uction when many would-be imitators have fallen by the wayside, is all but $400,000. This is more than $150,000 above the 1988 price for the Piper Seneca III, which last year was only 20 per cent less expensive. The three listed marques each offer a 200 m.p.h. cruise and will carry six people. Partenavia declines to give a price for the P.68C, which offers higher range and competitive speed from less power than the Seneca. Piper points out that the Seneca price includes IFR equipment (which few pilots would want to be without), while Beech emphasises that at a modest low-power cruise the Baron's range approaches 1,600 n.m., significantly more than is offered by its class competitors. Of course, many customers looking for $400,000 (or even just $250,000) worth of flying machine may want to use it for business, an argu-ment which would see future Buyer's Guides excluding this class. Its place could be taken by a listing of turboprop singles should a number become available.

Tabular data

A number of types in the same family or series have common engines, dimen-sions, or performance characteristics. This is made clear in the tables, in which the relevant figure is not duplicated. Accordingly, where there is no apparent entry, the last figure to appear higher in that column applies.
We have retained our 7,0001b maximum-weight limit. This allows the inclusion of all types likely to be piloted by individual owners (although it does not take account of many heavier types which some private pilots are lucky enough to fly). The lightest of the twins normally associated with corporate or small commuter operations would qualify, but are excluded.

Dimensions have been rounded up, as have other units. Bases for our statistics are returns made by manu-facturers to our standard question-naire, or their specification sheets. Where possible maximum take-off weights are quoted. Cruise TAS is

quoted at 75 per cent power —the high-est practical for most aircraft —at around 7,000ft for normally aspirated engines, and 20,000ft for turbocharged units.

Range quoted is normally at the specified speed, and allows for take-off, climb, and descent, plus 45min reserve at reduced power. Some manufacturers quote dry-tank ranges and readers should check this against the relevant brochures.

Where possible we quote manu-facturers' ex-factory prices in the country of origin, as given by those companies or their representatives. Since basic standards, import certifi-cation, and delivery charges differ considerably, these prices are not directly comparable. Local prices can be obtained from manufacturers whose addresses appear at the end of this survey. Avionics fits can increase prices considerably.

Recent international currency exchange rates: £1 = $1-85 = FFrl0-59 = DM3-12 = Yen234-50 = $1 = FFr5-71 = DM1 -68 = Yenl26-5.

Piper Seneca III

Light twins

Type

Beech Baron 58

Partenavia P.68C

P.68C-TC

Piper PA-34 Seneca III

Power

300 h.p

200 h.p

210 h.p.

220 h.p.

Continental IO-550-C

Continental IO-360-A1B6

Lycoming TIO-360-C1A6D

Continental (L)TSIO-360-KB

Seats

4/6

6/7

6

Span/length
(ft in)

37 10/29 10

39 4/31 4

38 11/28 7

Weights (lb)
Gross/baggage

5,500/1,020

4,387/400

4,750/200

Fuel (Imp gal)
Std/opt

113/138/161

118/162

82/107

Cruise
75% (kt)

185

166

172

179

Range
(n.m.)

1,340

1,050

775

463/858

Price

$399,900

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$249,120

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