PIPER COLT in the Air

BY MARK LAMBERT

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THOUGH the Piper Colt was first announced as recently as last November the first demonstrator is already in this country and is due at Southend in the near future. A number of Colt prototypes are being flown in America and it is expected that about a dozen will be delivered by the end of the year. The six built so far have undergone extensive trials and have already sold for about £2,795 fly-away Kidlington, which is several hundred pounds cheaper than its nearest rival.

The Colt is based on the tri-pusher configuration and has a six-cylinder Lycoming engine of 108 h.p. It is capable of an initial climb at light load of well over 1,000 ft/min, a sustained rate of climb of 700 ft/min, a ground run of 70 m.p.h., and a maximum speed of 146 m.p.h. at 2,500 r.p.m. The Colt has a gross weight of 940 lb, an empty weight of 500 lb, and a maximum take-off weight of 1,400 lb. The aircraft is of very high quality and the standard version costs only £2,995 in Britain, also including a number of accessories such as an auxiliary fuel tank, a second baggage door, and an arm-rest on the left wall.

The Colt is a two-seater with a high-wing layout and a T-tail configuration. The aircraft is equipped with a six-cylinder Lycoming engine of 108 h.p. It is capable of an initial climb at light load of well over 1,000 ft/min, a sustained rate of climb of 700 ft/min, a ground run of 70 m.p.h., and a maximum speed of 146 m.p.h. at 2,500 r.p.m. The Colt has a gross weight of 940 lb, an empty weight of 500 lb, and a maximum take-off weight of 1,400 lb. The aircraft is of very high quality and the standard version costs only £2,995 in Britain, also including a number of accessories such as an auxiliary fuel tank, a second baggage door, and an arm-rest on the left wall.

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