



International Aircraft Directory

The World's Most Popular Aircraft

Third Edition



By the Editors of **PLANE&PILOT** Magazine

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Published 2005 by Aviation Supplies & Academics, Inc.

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Printed in the United States of America

09 08 07 06 05 9 8 7 6 5 4 3 2 1

Library of Congress Number 95-8613

ASA-ACD
ISBN 1-56027-590-1
978-1-56027-590-9

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AEROCAR

1949



STANDARD DATA: Seats 2. Gross wt. 2,050. Empty wt. 1,400. Fuel capacity 24. Engine 135-hp Lycoming. **PERFORMANCE:** Top mph 110. Cruise mph 100. Range 300. Ceiling 12,000. Initial climb rate 500. Takeoff run 655. Landing roll 300.

This convertible airplane/automobile was not the only attempt in the late 1940s to create a roadable aircraft, but it is probably the most familiar. It was first flown in 1949 and was originally powered by a 135-hp Lycoming that could produce 140 hp for takeoff. A Hartzell ground-adjustable prop was standard equipment. Later models utilized the 143-hp Lycoming. The first six Aerocars produced were used for demonstration purposes. The aircraft is made up of an automobile section and a flight section that includes a pair of rigidly braced wings and a tail assembly. The engine, located behind the seats, provides frontwheel drive for the automobile and powers the pusher propeller aft of the tail unit. When the flight section is detached, it can be towed by means of wheels inset in the wings. The Model I was replaced by a Model III that incorporated an improved fiberglass body and retractable wheels. The Model II was a non-roadable version that made use of the same wing and tail assembly as the Model I.

AERO COMMANDER "LARK"

1968-71



STANDARD DATA: Seats 4. Gross wt. 2,475. Empty wt. 1,532. Fuel capacity 44. Engine 180-hp Lycoming. **PERFORMANCE:** Top mph 138. Cruise mph 132. Stall mph 59. Initial climb rate 718. Range 525. Ceiling 11,000. Takeoff distance (50') 1,250. Landing distance (50') 1,280.

STANDARD DATA: Seats 4. Gross wt. 2,250. Empty wt. 1,280. Fuel capacity 44. Engine 150-hp Lycoming. **PERFORMANCE:** Top mph 142. Cruise mph 128. Stall mph 48. Range 560. Ceiling 13,000. Initial climb rate 850. Takeoff run 750. Landing roll 390.

Aero Commander, a division of North American Rockwell, introduced the Lark in April 1968. It was intended to meet the needs of both the business and the pleasure pilot for a reasonable price. Equipped with a Lycoming 180-hp engine and a fixed-pitch prop, this airplane provides rather unspectacular cruise performance and short field capability for its class. The history of the basic airframe began in 1961 when Volaircraft Incorporated received type approval for the Volaire Model 10, a three-prototype version. The production version, the Model 1050, received type certification in 1965 with four seats and 150-hp. This design was acquired by Aero Commander 100. With the merger of Aero Commander and North American Rockwell the name changed again, this time to "Darter." The Lark represents the final evolution of the line featuring a swept tail fin and rudder, a more powerful engine, detail refinements to reduce drag, and deluxe furnishing of the cabin. With the introduction of the Aero Commander 112 (subsequently Rockwell Commander 112), the Lark and Darter both went out of production in the early part of 1971.

AERO COMMANDER 200

1958-67



STANDARD DATA: Seats 4. Gross wt. 3,000. Empty wt. 1,940. Fuel capacity 80. Engine 285-hp Lycoming. **PERFORMANCE:** Top mph 235. Cruise mph 215. Stall mph 54. Range 1,060. Ceiling 18,500. Initial climb rate 1,450. Takeoff run (50') 1,200. Landing distance (50') 1,150.

STANDARD DATA: Seats 4. Gross wt. 3,000. Empty wt. 1,870. Fuel capacity 80. Engine 260-hp Continental. **PERFORMANCE:** Top mph 208. Cruise mph 204. Stall mph 55. Range 1,300. Initial climb rate 1,350. Ceiling 21,000.

The Aero Commander 200 began as a product of the Meyers Aircraft Co. In its hands, the airplane evolved from the two-place Meyers 145 to the Meyers 200 that was initially produced with a 240-hp engine. Small numbers of this model were produced until the design was acquired by Aero Commander in 1965. On the part of Aero Commander, it was an apparent move to acquire a foothold in the single-engine retractable field with a design that had already established a reputation for high performance for its size and power. During its nine years of production, the Aero Commander 200 was upgraded in horsepower from 260 hp to 285 hp. With the larger engine, the airplane had a top speed of 235 mph and a cruise speed of 215 mph. Fuel consumption was only 12 gph. Takeoff and landing distances were also minimal, and the gear was sturdy enough to extend up to speeds of 210 mph. Though the airplane was high-spirited and somewhat temperamental, it achieved a strong following for its speed and outstanding flight characteristics. An interesting modification of this design, called the Interceptor 400, was tested by the Interceptor Corp. Equipped with an AiResearch turboprop powerplant flat-rated at 400 shp, cruising speeds in excess of 280 mph were reported.

AERONCA C-2

1929



STANDARD DATA: Seats 1. Gross wt. 700. Empty wt. 426. Engine 26-hp Aeronca two-cylinder. **PERFORMANCE:** Top mph 75. Cruise mph 60. Range 200. Initial climb rate 450.

Cincinnati's Aeronautical Corp. of America debuted the Aeronca C-2 at the Los Angeles Air Races of 1929. It was the first truly light plane to be manufactured in quantity. Despite the obvious limitations of its 26-hp engine, specifically designed for use in the company's light aircraft, performance was said to be good. Construction of the C-2 was conventional, utilizing a high-braced wing with two spruce spars and a welded steel-tube fuselage covered with fabric. Production totaled 112, including the C-2 Deluxe version, which featured a 36-hp Aeronca powerplant. The increased horsepower added about 20 mph to the C-2's top speed and cruise speed but limited its range to 175 miles.

AERONCA C-3

1934



STANDARD DATA: Seats 2. Gross wt. 1,005. Empty wt. 569. Engine 40-hp Aeronca two-cylinder. **PERFORMANCE:** Top mph 95. Cruise mph 87. Range 200. Ceiling 12,000. Initial climb rate 450.

The Aeronca C-3 was an offshoot of the C-2 Deluxe. Introduced in 1934, it was similar to the C-2 in structure but was expanded to accommodate side-by-side seating for two. The C-3 was produced in two versions. The Master was changed to an enclosed cabin design. The Collegian retained the open cockpit styling and is easily confused with its C-2 predecessor. By this time, the production of both the engine and airframe of the Aeronca took place in Britain where several are still active. In this country, roughly 17 are still flying with the original Aeronca engine. Others in use have Lycomings and Continentals installed.

AERONCA L

1935



STANDARD DATA: Seats 2. Gross wt. 1,680. Empty wt. 1,036. Engine 70-hp Le Blond radial. **PERFORMANCE:** Top mph 115. Cruise mph 100. Initial climb rate 500.

The Aeronca L cabin monoplane was the Aeronautical Corporation of America's first attempt at constructing a low-wing side-by-side cabin airplane. It was produced in four versions: the LA with a 70-hp Le Blond, the LB using an 85-hp LeBlond, the LC using a 90-hp Warner Scarab Junior, and the LD powered by a 90-hp Lambert. The airframe of the Model I is of con-

ventional mixed construction. The wings were built around a structure of spruce spars and ribs. The fuselage was a framework of welded steel tubing. Both the fuselage and the wings were covered with fabric.

AERONCA 65TC & L-3

1939



STANDARD DATA: Seats 2. Gross wt. 1,260. Empty wt. 793. Fuel capacity 12. Engine 65-hp Continental. **PERFORMANCE:** Top mph 95. Cruise mph 87. Landing mph 42. Range 225. Initial climb rate 450. Ceiling 10,000.

STANDARD DATA: (Model K) Seats 2. Gross wt. 1,040. Empty wt. 590. Fuel capacity 10. Engine 36-hp Aeronca E-113C. **PERFORMANCE:** Top mph 80. Cruise mph 70. Stall mph 35. Initial climb rate 400. Ceiling 12,500. Range 175.

The Aeronca C-3 evolved into the Aeronca K Scout in 1937. In turn, the K evolved into the SOC Chief in 1938. The latter was propelled by 50-hp Franklin or Lycoming engine options. In 1939, the 65-series appeared and featured the 65hp Continental option. The 65-series is currently the most abundant version. The 65TC Defender, a tandem two-seat trainer, was widely used throughout the war, particularly in the Civilian Pilot Training Program. The Model L-3, the military version of the same airplane, featured a wider fuselage and larger window area to facilitate its role as an observation plane. Although provided with dual controls, the L-3 was designed to be flown from the front seat. The observer's seat might face forward or aft. Many of the planes reached civilian hands after World War II.

AERONCA 7AC CHAMPION

1945-48

STANDARD DATA: (7AC) Seats 2. Gross wt. 1,220. Empty wt. 740. Fuel capacity 13. Engine 65-hp Continental. **PERFORMANCE:** Top mph 95. Cruise mph 85. Stall mph 38. Initial climb rate 370. Range 270. Ceiling 12,500. Takeoff distance (50') 632. Landing distance (50') 885.

STANDARD DATA: (7AC) Seats 2. Gross wt. 1,300. Empty wt. 810. Fuel capacity 18.5. Engine 85-hp



Continental. **PERFORMANCE:** Top mph 102. Cruise mph 92. Stall mph 44. Initial climb rate 750. Range 315.

STANDARD DATA: (7EC) Seats 2. Gross wt. 1,450. Empty wt. 820. Fuel capacity 18.5-24. Engine 90-hp Continental. **PERFORMANCE:** Top mph 135. Cruise mph 100. Stall mph 40. Initial climb rate 315.

Though similar to the prewar L-3, the Champion is in reality a tandem version of the Chief series. The original Champ, which first flew in 1944, was powered by a 65-hp Continental engine and was designated the 7AC. The design proved to be popular, and Aeronca increased the plane's power rating to 85 hp before the Champion Aircraft Corp. acquired the tooling and rights to the design in 1951. Over 10,000 Model 7s were turned out by Aeronca between 1946 and 1951. In 1955, the Champion firm reinstated production of the 90-hp version, the Model 7EC Traveller. Production continued with minor refinements until 1964 when production tapered off in favor of the 7ECA, a further improved version of the original airframe.

AERONCA 11AC/11CC

1938-46



STANDARD DATA: (Chief) Seats 2. Gross wt. 1,155. Empty wt. 675. Fuel capacity 12. Engine 65-hp Lycoming. **PERFORMANCE:** Top mph 105. Cruise

mph 95. Stall mph 37. Initial climb rate 600. Ceiling 14,000. Range 240.

STANDARD DATA: (Super Chief) Seats 2. Gross wt. 1,350. Empty wt. 820. Fuel capacity 23. Engine 85-hp Continental. **PERFORMANCE:** Top mph 110. Cruise mph 97. Stall mph 43. Initial climb rate 650. Ceiling 14,500. Range 370. Takeoff (50') 620. Landing (50') 860.

After World War II, the Chief was introduced as the Model II AC. It was a variation of the Model 7 Champion and differed primarily by having increased fuselage width to permit side-by-side seating and a lowered cowling line to permit better visibility. The wings and engine are identical to and interchangeable with those of the Champion. The IIAC was powered by a 65-hp Continental. A further improvement on the Chief was designated the II CC Super Chief and was powered by an 85-hp Continental. It featured new balanced elevator surfaces to meet new trim requirements called for in the Civil Air Regulations. Its cruise speed was 95 mph, and its climb rate was 600 fpm. The Chief is the version that is still present in the greatest numbers.

AERONCA 15AC "SEDAN"

1948-50



STANDARD DATA: Seats 4. Gross wt. 2,050. Empty wt. 1,150. Fuel capacity 40. Engine 145-hp Continental. **PERFORMANCE:** Top mph 120. Cruise mph 105. Stall mph 53. Initial climb rate 650. Range 430. Ceiling 12,400.

The last civilian airplane to be produced by the Aeronca Manufacturing Corp., the 15AC Sedan, was also Aeronca's first four-seater airplane. A prototype appeared in 1947, and production began in 1948. The Sedan soon became a familiar sight at civilian fields. A large number of Sedans were built, and over 200 of them are still active today. It featured an all-metal construction with a metal-skinned single-spar wing and fabric-covered, welded, steel-tube fuselage. Optional Franklin 165-hp engines were fitted into a few 15AC Sedans. Another option put the Aeronca on floats, and that version was called the S15AC.

ALL AMERICAN "ENSIGN"

1945



STANDARD DATA: Seats 2. Gross wt. 1,150. Empty wt. 900. Engine 85-hp Continental. **PERFORMANCE:** Top mph 125. Cruise mph 112. Initial climb rate 700. Ceiling 14,000. Range 400.

All American Aircraft, Inc., originally specialized in subcontract work but eventually designed and built the two-place Ensign. The plane subsequently took to the air for the first time in 1945. The original plans called for engines ranging from 85 to 125 hp. Seating was side-by-side fashion under an unusually large, blown plexiglass canopy on the prototype. Full dual controls were optional. The Ensign was of all-metal construction with a semi-monocoque fuselage with low wings and fixed landing gear.

AMERICAN CHAMPION "CITABRIA"/ "SUPER DECATHALON"/"SCOUT"

1988-Present



Citabria



Citabria Explorer