



Pistons

While there are literally hundreds of twin piston engine aircraft types in operation there are few that really work as business aircraft that are still in production today. Adam Aircraft's A500, newly certified in 2006 is a six-place, pressurized, center-line thrust, carbon composite aircraft bringing the newest technology to this segment of the market. At the same time Beechcraft is continually improving on its best-selling Baron, 45 years after the aircraft was first launched.

- The Piper Seneca is a mainstay in early "air taxi" businesses and can be seen at business airfields all around the world.
ARTIST: Ira Epton
© Flight International – for more information on cutaways see www.flightglobal.com/cutaways



SPECIFICATION

Length	36' 7"	11.19m
Wingspan	44'	13.41m
Height	9' 6"	2.89m
Cabin Length*	13' 7"	4.14m
Cabin Width	4' 6"	1.37m
Cabin Height	4' 4"	1.31m
Max Range (3)	1,130nm	2,130km
Max Seating	1 + 5	
Typical Seating	1 + 5	
Powerplant	2x Continental TSIO-550	350BHP/261kW each
Avionics	3 panel Avidyne EFIS with Garmin GNS430	
Max Cruise Speed	230KTAS	426km/h
Max Ceiling	25,000ft	7,620m
Rate of Climb	1,368fpm	417mpm
Take off Distance	2,471ft	753m
Landing Distance	2,471ft	753m
MTOW	7,000lb	3,175kg
Max Landing Weight	N/A	
Useful load	1,890lb	857kg
Payload with full fuel	600lb	272kg
Price	\$1.2m	€0.94m

* includes cockpit

Pistons



ADAM Aircraft delivered the first customer A500 in November 2005 and through 2006 has been delivering one aircraft a quarter –with plans to step up to six per month.

The all-composite, centreline-thrust piston twin is the first all-new corporate piston aircraft since the Piper Mojave ceased production in the 1980s.

In 2006 the company introduced some design changes from the original provisional certification of May 2005 including Night, IFR, Pressurization, and other cabin features

The A500 was originally scheduled for certification in mid-2003, but despite the delay Adam says it holds 80 firm orders for the aircraft.

The aircraft's inline engine configuration breaks with tradition and sets the A500 apart from the vast majority of other piston engine types.

SPOTTER'S GUIDE

There can be no mistaking the outline of the Adam A500 with its straight low wings with a slight dihedral on the outboard panels. The push-pull engines and the distinctive twin boom tail with swept fins connected by a high-set tailplane.



HERITAGE

The aircraft is the first corporate piston twin to be certified in 20 years. The design by Bert Rutan (V-Jet, Defiant and round-the-world Voyager) follows a tradition set by the experimental, WWII German Dornier 335 fighter, and the semi-successful family of Cessna model 336/337 Skymasters but is the first aircraft from the Adam stable which itself was only formed in 1998.

BEECHCRAFT BARON



SPOTTER'S GUIDE

The twin-engines with three-blade propellers sit on the low, straight tapered wing. There are four windows on each side and a swept tailfin with low-set tailplane and retractable tricycle landing gear.

SPECIFICATION

Length	29' 10"	9.09m
Wingspan	37' 10"	11.53m
Height	9' 9"	2.97m
Cabin Length	12' 7"	3.84m
Cabin Width	3' 6"	1.07m
Cabin Height	4' 2"	1.27m
Max Range		
Max Seating	1 + 5	
Typical Seating	1 + 4	
Powerplant	2x Teledyne Continental IO-550-C	300HP/223kW each
Avionics	Garmin G1000	
Max Cruise Speed	202ktas	374km/h
Max Ceiling	20,688ft	6,305m
Rate of Climb	1,700fpm	518mpm
Take off Distance	2,300ft	701m
Landing Distance	1,300ft	396m
MTOW	5,500lbs	2,495kg
Max Landing Weight	5,400lbs	2,449kg
Useful load	1,578lbs	716kg
Payload with full fuel	414lbs	188kg
Price	\$1.22m	€0.95m

Pistons



BEECHCRAFT'S twin-engined Baron has been described as "the ultimate piston-powered aircraft" with its 200ktas (370kmh) cruise speed and range exceeding 1500nm.

The Baron – built by Raytheon Aircraft Company in Wichita, Kansas – now features the Garmin G1000 avionics suite very firmly putting the businessman owner-pilot on the first rung of business aircraft ownership or operation.

The six-seater aircraft has a passenger cabin with four facing club seats and a double door which gives easy access to the

cabin. With a choice of leather seats, mahogany tables and fashionable fabrics it becomes clear how the Baron has outlasted the competitor twins over the past 45 years.

HERITAGE

More than 6,000 Beechcraft Barons and 18,000 of the single engine sibling Bonanzas have been built and delivered since the line began production in 1947. The current G58 Baron can trace its roots back to the B95 Travel Air (Beech's first light twin, which first flew in August 1956). The Baron made its first flight on February 29 1960 and began deliveries the following year.

PIPER SENECA V



SPECIFICATION

Length	28' 7"	8.7m
Wingspan	39' 11"	11.9m
Height	9' 11"	3.0m
Cabin Length*	10' 4"	3.15m
Cabin Width	4' 1"	1.23m
Cabin Height	3' 6"	1.06m
Max Range	828nm	1,533km
Max Seating	2 + 4	
Typical Seating	2 + 4	
Powerplant	2x TeledyneContinental L/TSIO-360-RB 220HP/164kW	
Max Cruise Speed	182kts	337km/h
Max Ceiling	25,000ft	7,620m
Rate of Climb		
Take off Distance	1,707ft	520m
Landing Distance	2,180ft	664m
MTOW	4,750lbs	2,155kg
Max Landing Weight	4,513lbs	2,047kg
Useful load	1,367lbs	620kg
Payload with full fuel	627lbs	285kg
Price	\$0.735m	€0.573m

Pistons



CHARTER operators the world over, operating in small fields with basic air taxi or small transport operations, have relied for many years on the Seneca.

This is the most successful six place light twin since its introduction as a twin engine development of the Cherokee Six.

The aircraft has six places and typically flies single pilot with up to four passengers in the twin facing club seats.

The current PA-34-220T Seneca V was introduced in January 1997.

It features intercooled turbocharged L/TSIO-360-RB engines which power the aircraft to 25,000 ft and a range in excess of 800nm.

HERITAGE

The Seneca is a derivative of the Cherokee Six first flown in October 1969 with fuel injected 200hp (150kW) IO-360s.

Production deliveries of the initial PA-34-200 Seneca began in late 1971. The aircraft has been built under license around the world.

The current Seneca V has an upgraded interior and the turbocharged Teledyne Continental engines.

SPOTTER'S GUIDE

Easily recognised by its solid low straight wings with leading edge rubber icing boots. It has a swept tailfin and low set tailplane with four windows on the side.