



*Turbine Air*

The **TurbineAir** conversion is by far the most economical, cost efficient, high performance entry-level turbine aircraft available in today's market. With its proven and dependable Pratt & Whitney engine, nothing even comes close – not even light twins.

With the TurbineAir conversion, take-off and landing distances are cut in half – and the climb rate is tripled. The total operating costs are less due to its low maintenance, reliability and the 3600 hour TBO of the PT6A-21.

Imagine yourself cruising at FL 250 at 250 kts on only 29 gph. A new comparable piston twin will barely reach FL 200 at 195 kts with a fuel burn of 35 gph and a price tag nearly double the TurbineAir.

Turbine power. Turbine performance. PT6 turbine reliability. *All this can be yours for less than the cost of a new piston-powered aircraft.*

**TurbineAir**

6427 East Rutter Road  
 Felts Field Airport  
 Spokane, WA 99212  
 Phone: (509) 535-4401  
 Fax: (509) 534-2025  
 email: turbinair@icehouse.net



**Engine:** Pratt & Whitney Canada

PT6A-21 (new)...(790hp)...flat rated...500 hp  
 TBO .....3600 hrs

**Dimensions/Data:** (6 seats)

Total Fuel Capacity .....120 gal  
 Length .....29' 3"  
 Height .....8' 5"  
 Wing Span .....37' 10"

**Weights:**

Maximum Take-off Weight .....4021 lbs.  
 Standard Empty Weight .....2800 lbs.  
 Maximum Useful Load .....1221 lbs.

**Performance:**

Ceiling (certified) .....25,000 ft.  
 Takeoff Runway .....700 ft.  
 Landing Runway .....700 ft.  
 Maximum Climb Rate .....3000 ft./min.  
 Normal Climb Rate .....2200 ft./min.  
 Time to Climb 25,000 ft. ....15 min.  
 High Speed Cruise (25,000') .....250 kts  
     Fuel Flow .....(29 gph)  
 Long Range Cruise (25,000') .....225 kts  
     Fuel Flow .....(23 gph)  
 Max VFR Range .....870 nms  
 High Speed Cruise (18,000') .....225 kts  
     Fuel Flow .....(29 gph)

*(All numbers are based upon initial flight test data and are subject to change)*