



STEEL BUILDING SYSTEMS

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AIRCRAFT SIZE CHART

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MANUFACTURER	LENGTH	HEIGHT	WING SPAN
AERO COMMANDER 1121 HET "See ISRAEL JET"			
AERO COMMANDER "See GULFSTREAM COMMANDER"			
AERONCA			
15 AC Sedan	25' 3"	7' 0"	37' 6"
11 CC Super Chief	20' 5"	7' 0"	36' 1"
7 CCM Champ	21' 5"	8' 7"	35' 0"
7 DC Champ	21' 6"	7' 0"	35' 0"
7 AC Champ	21' 6"	7' 0"	35' 0"
11 AC Chief	20' 10"	7' 0"	36' 0"
AEROSTAR "See PIPER-AEROSTAR 600"			
AIRCOUPE - ALON			
A-2	20' 2"	5' 1"	30' 0"
F-1	20' 1"	6' 3"	30' 0"
415-G	20' 1"	6' 3"	30' 0"
AMERICAN AVIATION "See GULFSTREAM"			
A YRES THRUSH S2R (Formerly Rockwell)			
S-2D AG Commander	29' 4"	8' 9"	44' 4"
S-2R-600/PZL	29' 4"	9' 2"	44' 4"
S-2R-600/Thrush ('69 Lgt. 28'4")	29' 4"	9' 2"	44' 4"
S-2R-800/Thrush (Prior '76 Lgt. 28'11 ")	29' 2"	9' 2"	44' 4"
S-2R-T34-Turbo	33' 0"	9' 2"	44' 5"
S-2R-1820/510	31' 6"	9' 7"	44' 5"
BEAGLE			
B-206-S Turbo Chg. Twin	33' 8"	11' 4"	45' 9"
BEACH HAWKER "See BRITISH AEROSPACE"			
BEECH			
400	48' 10"	13' 10"	43' 6"
400A	48' 5"	13' 11"	43' 6"
Diamond IA	48' 10"	13' 10"	43' 6"
Starship I	46' 1"	13' 0"	54' 5"
1900 King Air Exec. Liner	57' 10"	14' 11"	54' 6"
B300/350 Super King Air	46' 8"	14' 4"	57' 11"
300 Super King Air	43' 8"	15' 0"	54' 5"
B200C	43' 8"	14' 0"	54' 5"
B200 Super King Air	43' 9"	15' 0"	54' 6"
200 Super King Air	43' 9"	15' 0"	54' 6"
B 100 King Air	39' 11"	15' 5"	45' 11"
A 100 King Air	39' 11"	15' 5"	45' 11"
100 King Air	39' 9"	15' 4"	45' 10"
B 99 Airliner	44' 7"	14' 3"	45' 11"

MANUFACTURER	LENGTH	HEIGHT	WING SPAN
BEECH (continued)			
99A Airliner	44' 7"	14' 3"	45' 11"
99. Airliner & Exec.	44' 7"	14' 3"	45' 11"
F 90 King Air	39' 10"	15' 1"	45' 11"
E 90 King Air	35' 6"	14' 3"	50' 3"
C 90 King Air	35' 6"	14' 3"	50' 3"
B 90 King Air	36' 6"	14' 8"	50' 3"
A 90 King Air	35' 6"	14' 8"	45' 1"
90 King Air	35' 6"	14' 8"	45' 1"
88 Queen Air Pressurized	35' 6"	14' 3"	50' 3"
B 80 Queen Air 1973 thru 1978	35' 6"	14' 8"	50' 3"
B 80 Queen Air + specs thru 1972	35' 6"	14' 3"	50' 3"
A 80 Queen Air	35' 6"	14' 3"	50' 3"
80 Queen Air	35' 2"	14' 6"	50' 3"
70 Queen Air	35' 6"	14' 3"	50' 4"
A 65 Queen Air	35' 6"	14' 3"	45' 10"
65 Queen Air	33' 3"	14' 1"	45' 10"
B 60 Duke Pressurized	33' 10"	12' 4"	39' 4"
A 60 Duke Pressurized	33' 10"	12' 4"	39' 3"
60 Duke Pressurized	33' 10"	12' 4"	39' 3"
H 18 Super Twin Beech	35' 2"	9' 4"	49' 8"
G 18 Super Twin Beech	35' 1"	9' 6"	49' 6"
E 18 Super Twin Beech	33' 1"	9' 2"	47' 7"
D18 S Twin Beech	33' 1"	9' 2"	47' 7"
H.J 50 Twin Bonanza Supercharged	31' 5"	11' 5"	45' 9"
E. F. G 50 Twin Bonanza Supercharged	31' 5"	11' 5"	45' 9"
D50. A B. C. E Twin Bonanza	31' 5"	11' 5"	45' 9"
C 50 Twin Bonanza	31' 5"	11' 5"	45' 2"
B 50 Twin Bonanza	31' 5"	11' 5"	45' 2"
50 Twin Bonanza	31' 5"	11' 5"	45' 2"
58 P Baron - Pressurized	29' 11"	9' 2"	37' 10"
58 P Baron - Press (77 Hgt. 9' 6")	29' 10"	9' 2"	37' 10"
58 P Baron Turbo Chg. + Specs thru 1978	29' 10"	9' 6"	37' 10"
58 TC Baron (325) Turbo Chg-non Press	29' 11"	9' 2"	37' 10"
58 TC Baron - Non Press/Turbo chg. '78 Lgt. 9' 2"	29' 10"	9' 6"	37' 10"
58 Baron	29' 10"	9' 6"	37' 10"
A56TC Turbo Baron	29' 0"	9' 3"	37' 10"
56 TC Turbo Baron	28' 3"	9' 7"	37' 10"
E 55 Baron	29' 0"	9' 2"	37' 10"
C55. D55 Baron	28' 3"	9' 7"	37' 10"

MANUFACTURER	LENGTH	HEIGHT	WING SPAN
BEECH (continued)			
B 55 Baron 1973 & Up	28' 0"	9' 7"	37' 10"
B 55	27' 0"	9' 7"	37' 10"
A 55 Baron	26' 5"	9' 6"	37' 8"
55 Baron	25' 7"	9' 6"	37' 8"
E 95 Travel Air Fuel Inj	25' 1"	9' 6"	37' 1"
B 95A. 0 95A Travel Air Fuel Inj.	25' 3"	9' 6"	37' 1"
95. B95 Travel Air	25' 3"	9' 5"	37' 9"
76 Duchess	29' 0"	9' 6"	38' 0"
A 36 TC Bonanza (Turbo)	27' 6"	8' 5"	33' 6"
A 36 Bonanza ('70 & '71 Lgt. 26' 8")	27' 6"	8' 5"	33' 6"
36 Bonanza	26' 4"	8' 5"	33' 6"
V 35 A & B-TC Bonanza	26' 4"	6' 6"	33' 5"
V 35 B Bonanza	26' 5"	7' 7"	33' 6"
V 35 A Bonanza	26' 4"	6' 6"	33' 5"
V 35 TC Turbo Bonanza	26' 4"	6' 6"	33' 5"
V 35 Bonanza	26' 4"	6' 6"	33' 5"
S 35 Bonanza	26' 4"	6' 6"	33' 5"
N. P 35 Bonanza	25' 2"	6' 5"	33' 5"
K. M 35 Bonanza	25' 1"	6' 5"	33' 5"
J 35 Bonanza	25' 1"	6' 6"	32' 9"
H 35 Bonanza	25' 1"	6' 6"	32' 9"
E, F, G 35 Bonanza	25' 1"	6' 6"	32' 9"
C. D 35 Bonanza	25' 1"	6' 6"	32' 9"
A. B 35 Bonanza	25' 1"	6' 6"	32' 9"
35 Bonanza	25' 1"	6' 6"	32' 9"
G 33 Bonanza	25' 5"	8' 3"	32' 9"
F & E 33-C Bonanza Conv. Tall	25' 6"	8' 3"	32' 9"
F 33 A	26' 8"	8' 3"	33' 6"
E 33 A Bonanza Conv. Tall	25' 6"	8' 3"	32' 10"
F & E Bonanza Conv. Tall	25' 6"	8' 3"	32' 10"
C 33 A Debonair	25' 6"	8' 3"	32' 10"
C 33 Debonair	25' 6"	8' 3"	32' 10"
A. B 33 Debonair	25' 6"	8' 3"	32' 10"
33 Debonair	25' 5"	8' 3"	32' 8"
C-24R Sierra 200	25' 9"	8' 1"	32' 9"
B-24R Sierra 200	25' 8"	8' 3"	32' 9"
A-24R Sierra (Retractable Gear)	25' 8"	8' 3"	32' 9"
Super III Musketeer (A-23-24)	25' 1"	8' 2"	32' 7"
C 23 Sundowner	25' 9"	8' 3"	32' 9"
Custom III Musketeer	25' 1"	8' 2"	32' 7"
A 23. A23A Musketeer	25' 1"	8' 2"	32' 7"
23 Musketeer	25' 1"	8' 2"	32' 7"
B 19 Sport 150	25' 9"	8' 3"	32' 9"
A 23-19. Sport III. Musketeer	25' 1"	8' 2"	32' 7"
77 Skipper ('79-'80 Height 7' 11")	24' 0"	6' 11"	30' 0"
BELLANCA			
Aries T-250	26' 2"	8' 7"	31' 4"
17 -31 ATC Turbo. 300-Lyc.	26' 4"	7' 4"	34' 2"
17-31 A	26' 4"	7' 4"	34' 2"
17-31TC. Turbo Super Viking Lyc. Eng.	23' 7"	7' 4"	34' 2"
17-30A. (1979 Specs)	26' 4"	7' 4"	34' 2"
17 -30A. 300 Cont.	26' 4"	7' 4"	34' 2"
17-30-300 Viking-Cont Eng	23' 7"	7' 5"	34' 2"
14-19-3A. 260 A, B, C	23' 6"	6' 5"	34' 2"

MANUFACTURER	LENGTH	HEIGHT	WING SPAN
BELLANCA (continued)			
14-19-2 Cruisemaster	22' 9"	6' 2"	34' 2"
14-19 Cruisemaster	23' 0"	6' 2"	34' 2"
14-13 Cruiseair Sr.	21' 2"	6' 2"	34' 2"
7 ECA Citabria	22' 8"	7' 8"	33' 5"
7GCAA Citabria	22' 8"	7' 8"	33' 5"
7GCBC Citabria	22' 8"	7' 8"	34' 5"
7GCBC w/Floats (EDO2000) thru 78	22' 8"		34' 6"
7KCAB Citabria	22' 8"	7' 8"	33' 5"
8GCBC Scout (Land)	22' 10"	8' 8"	36' 2"
8KCAB-180 Decathlon	22' 11"	7' 8"	32' 0"
8KCAB-150 Decathlon	22' 11"	7' 8"	32' 0"
7 ACA Champion	21' 11"	7' 0"	35' 1"
BRITISH AEROSPACE "was" HAWKER SIDDELEY			
HS125-700. A (Hawker-Sidd manu.)	50' 9"	17' 7"	47' 0"
BH-125-600 (Beech manuf.)	50' 6"	17' 3"	47' 0"
BH-125-400A (Beech manuf.)	47' 5"	16' 6"	47' 0"
DH-125-3A-RA	47' 5"	16' 6"	47' 0"
CANADAIR CHALLENGER			
CL600+601 Challenger	68' 5"	20' 8"	61' 10"
CESSNA			
Citation Jet	42' 8"	13' 9"	45' 3"
Citation IV	58' 9"	17' 4"	59' 0"
Citation III 650	55' 6"	17' 3"	53' 6"
560	48' 10"	15' 0"	52' 3"
Citation II 550 (Unit - 0075-0255 & Up)	47' 2"	14' 10"	51' 8"
Citation II 551 (Unit - 0075-0255 & Up)	47' 2"	14' 10"	51' 8"
Citation II 550	47' 2"	14' 11"	51' 8"
Citation I 550/501 (Unit - 0470-0590 & Up)	43' 6"	14' 4"	47' 1"
Citation I 550	43' 6"	14' 4"	47' 1"
Citation 550	43' 6"	14' 4"	43' 11"
Citation 550 (s. n. no. 1-70)	43' 6"	14' 4"	43' 9"
441 Conquest	39' 0"	13' 2"	49' 4"
425 Corsair	35' 10"	12' 7"	44' 1"
421 C Golden Eagle III	36' 5"	11' 5"	41' 1"
421 B Golden Eagle	36' 1"	11' 6"	41' 9"
421 - A & B	33' 8"	11' 4"	39' 9"
421 Pressurized - Turbocharged	33' 5"	11' 4"	39' 9"
414A II Chancellor-Press-Turbochg (78 Span 44' 3")	36' 4"	11' 5"	44' 1"
414 Pressurized - Turbocharged	33' 9"	11' 8"	39' 11"
411. A. Turbocharged	33' 5"	11' 4"	39' 9"
406 Caravan II	39' 0"	13' 3"	49' 8"
404 Titan Ambassador II	39' 6"	13' 3"	46' 4"
402C Bus Liner II	36' 4"	11' 5"	44' 1"
402B Bus Liner	36' 1"	11' 8"	39' 11"
402-A Turbocharged	35' 8"	11' 7"	39' 9"
401-A & B Turbocharged	33' 8"	11' 7"	39' 9"
340 A. II Pressurized-Turbocharged	34' 4"	12' 7"	38' 1"
340 Pressurized-Turbocharged	34' 4"	12' 6"	38' 1"
335 II - Non Pressurized-Turbocharged	34' 4"	12' 7"	38' 1"
320 D-E-F. Skyknight Turbocharged	29' 6"	10' 4"	36' 9"
320 A-B-C Skyknight Turbocharged	29' 6"	10' 3"	36' 9"
320 Skyknight Turbocharged	29' 5"	10' 3"	36' 9"
T 310 R. II Turbocharged	31' 11"	10' 8"	36' 11"
T 310 Q. Turbocharged	29' 6"	10' 4"	36' 9"

MANUFACTURER	LENGTH	HEIGHT	WING SPAN
CESSNA (continued)			
T 310 P Turbocharged	29' 3"	10' 4"	36' 9"
310 R. II	31' 11"	10' 8"	36' 11"
310 Q	29' 6"	10' 4"	36' 9"
310 P	29' 2"	10' 4"	36' 9"
310 K. L N Fuel Inj	29' 5"	9' 11"	36' 11"
310 I. J Fuel inj.	29' 6"	9' 11"	36' 11"
310 H Fuel inj.	29' 5"	9' 9"	37' 5"
310 F. G Fuel Inj.	29' 5"	9' 9"	36' 9"
310 C. D Fuel Inj.	29' 5"	9' 9"	36' 0"
310 B	26' 0"	10' 6"	35' 9"
310 A	27' 1"	10' 5"	36' 1"
T303 Crusader	30' 5"	13' 4"	38' 10"
T 337 G-P II, H-P, Skymaster Press	29' 10"	9' 2"	38' 2"
T 337 H-II Turbo	29' 10"	9' 2"	38' 2"
T 337 E & F Skymaster Turbocharged	29' 10"	9' 4"	38' 2"
T 337 D Skymaster Turbocharged	29' 10"	9' 4"	38' 0"
T 337 C Skymaster Turbocharged	29' 10"	9' 4"	38' 0"
T 337 B Skymaster Turbocharged	29' 1"	9' 4"	38' 0"
337 G, H II Skymaster	29' 9"	9' 2"	38' 2"
337 F Skymaster	29' 9"	9' 4"	38' 2"
337 E Skymaster	29' 9"	9' 4"	38' 2"
337 D Skymaster	29' 9"	9' 4"	38' 0"
337 C Skymaster	29' 9"	9' 4"	38' 0"
337 B Skymaster	29' 9"	9' 4"	38' 0"
337 A Skymaster	29' 9"	9' 4"	38' 0"
336 Skymaster-Fixed Gear	29' 7"	9' 4"	38' 0"
P210N II-Pressurized	28' 2"	9' 8"	36' 9"
T210N, Turbo Centurion	28' 2"	9' 8"	36' 9"
T 210 L, M Turbo (Prior '77 Lgt. 8' 3" & Hgt. 9' 8")	28' 2"	9' 5"	36' 9"
T 210 K Turbo Centurion	28' 3"	9' 8"	36' 9"
T 210 G, H & J Turbo Centurion	28' 3"	9' 7"	36' 9"
T 210 F Turbo Centurion	28' 0"	9' 9"	36' 7"
210 K, L, M, N	28' 2"	9' 8"	36' 9"
210 G, H & J Centurion	28' 3"	9' 8"	36' 9"
210 F Centurion	28' 0"	9' 9"	36' 7"
210 D & E Centurion	28' 4"	9' 9"	36' 7"
210 B, C Two Ten	27' 3"	9' 7"	36' 6"
210 A Two Ten	27' 3"	9' 7"	36' 5"
208 B Caravan I	41' 9"	14' 2"	52' 2"
208 Caravan I Amphibian	38' 11"	18' 3"	52' 2"
208 Caravan I	37' 7"	14' 10"	52' 2"
T 207, A, Turbo (Stationair 7 & 8)	32' 2"	9' 7"	35' 10"
207, A, Skywgn, & Statnr, 7 & 8 (Prior 79 Lgt. 31' 9.)	32' 2"	9' 7"	35' 10"
TU 206G II Stationair 6 (Float)	29' 8"	14' 2"	35' 10"
TU 206 C, D, E, F, (Float) (Prior 71 Span 36' 7")	28' 6"	13' 11"	35' 10"
U206 G II Stationair 6-Float (1979-81)	29' 8"	14' 2"	35' 10"
U206 G (Float) Stationair 6	29' 8"	14' 1"	35' 10"
U206 E, F, (Float) (1975-76 Specs)	28' 6"	13' 11"	35' 10"
206C, D, (Float) Skywagon	28' 6"	13' 11"	36' 7"
TU 206 E, F (Ski)	28' 8"	9' 8"	35' 10"
U206 F (Ski) Stationair (1976 Specs)	28' 0"	9' 8"	35' 10"
U206 E, F (Ski) Super Skywagon	28' 8"	9' 8"	35' 10"
TU 206 G Turbo (Prior 79 Hgt. 9' 7")	28' 3"	9' 4"	35' 10"
TU 206 E, F Stationair, Turbo	28' 9"	9' 7"	35' 10"

MANUFACTURER	LENGTH	HEIGHT	WING SPAN
CESSNA (continued)			
TU 206 A, B, C, D, (A & B Length 27' 8")	27' 8"	9' 9"	36' 7"
U206 F, G ('75 Up) ('75 Lgt 28' 9")	28' 3"	9' 4"	35' 10"
TU 206 B, C, D, E Skywagon (B Lgt 28' 0.) (E Span 35'10.)	28' 8"	9' 7"	36' 7"
U206 A	27' 9"	9' 9"	36' 7"
206, U 206 Super Skywagon	27' 9"	9' 9"	36' 7"
TP 206 A, B, C, D, E (E Span 35'10")(ALgt 28' 10")28-3'	28' 3"	9' 8"	36' 7"
P206 A, B, C, D, E (E Span 35' 10") (A Lgl. 28' 0")	28' 3"	9' 8"	36' 7"
P206 Super Sky lane	28' 2"	9' 8"	36' 6"
205-A	27' 3"	9' 7"	36' 6"
195 B	27' 3"	7' 2"	36' 2"
195 A	27' 3"	7' 2"	36' 2"
195	27' 3"	7' 2"	36' 2"
190	27' 3"	7' 2"	36' 2"
T 188C AG Husky	26' 6"	8' 2"	41' 8"
A188B AG Truck (1979 & '81) Dispersal Sys.	25' 11"	8' 2"	41' 8"
A188B AG Wagon (1979 & '81) Dispersal Sys,	25' 11"	8' 2"	40' 9"
A188 AG Truck Restricted ('72-73 Hgt, 7' 10")	26' 3"	8' 0"	41' 8"
A188 AG Wagon Restricted (Prior '77 Hgt. 7' 10")	26' 3"	8' 0"	40' 9"
188 AG Pickup Fixed Prop (1973-75) Restricted	25' 3"	7' 10"	40' 9"
188 AG Pickup Fixed Prop (1972) Restricted	25' 3"	7' 9"	40' 9"
A. 188, A, B, AG Wagon (1966-71) Norm Category	26' 3"	7' 4"	40' 4"
188A. B AG Wagon (1967-71) Fixed Prop-Norm	25' 3"	7' 4"	40' 4"
A185 F Amph (Water)	27' 6"	12' 8"	35' 10"
A185 F (Float)	27' 0"	12' 2"	35' 10"
A185 F (Ski)('77-78 Lgt. 27' 11")	27' 10"	7' 9"	35' 10"
A 185 F Skywagon	25' 8"	7' 9"	35' 10"
A 185 E Skywagon	25' 6"	7' 9"	35' 2"
185 E Skywagon	25' 6"	7' 7"	36' 2"
185 A, B, C, D Skywagon	25' 5"	7' 6"	36' 0"
R182 II RG Turbo Skylane	28' 8"	8' 11"	36' 10"
R182 RG Skylane (Optl, EGT Req. on svc. cell.)	28' 8"	8' 11"	35' 10"
T-182Q II Turbo Skylane	28' 5"	9' 3"	35' 10"
182Q II (1981 & Up)	28' 0"	9' 3"	35' 10"
182 P, Q Thru 1980	28' 0"	9' 3"	35' 10"
182 N Skylane	28' 1"	8' 9"	35' 10"
182 J, K, L, M (Skylane) (M Lgt. 28' 1" & Hgt. 8' 9")	28' 5"	8' 1"	36' 2"
182 E, F, G, H	27' 4"	9' 0"	36' 2"
182 A, B, C, D	26' 0"	8' 5"	36' 0"
182	26' 0"	8' 5"	36' 0"
180K-'78 Up Amphib & Float (27' 0" Lgt. & 12' 2" Hgt.)	27' 6"	12' 8"	35' 10"
180 J, K Amphib (water)	27' 6"	12' 8"	35' 10"
180 J, K (Float) (Prior '76 Lgt. 27' 8")	27' 0"	12' 2"	35' 10"
180J, K (Ski)	27' 10"	7' 9"	35' 10"
180 J, K	25' 8"	7' 9"	35' 10"
180 G, H	25' 6"	7' 6"	36' 2"
180 A, B, C, D, E, F	26' 0"	7' 5"	36' 0"
180	26' 0"	7' 5"	36' 0"
177 R.G. Cardinal (1972-78)	27' 3"	8' 7"	35' 6"
177 R.G. Cardinal	27' 3"	8' 7"	35' 6"
177 B Cardinal (1975-78 Specs)	27' 3"	8' 7"	35' 6"
177 B Cardinal (thru '74) ('70-71 Lgt. 27' 0" Hgt. 9' 1")	27' 3"	8' 7"	35' 6"
177 A Cardinal	27' 0"	9' 1"	35' 7"
177 Cardinal	27' 0"	9' 1"	35' 7"

MANUFACTURER	LENGTH	HEIGHT	WING SPAN
CESSNA (continued)			
175 C	25' 0"	8' 5"	36' 0"
175, A, B	25' 0"	8' 5"	36' 0"
172 RG II Cutlass	27' 5"	8' 10"	35' 10"
R172 K/Hawk XP	27' 2"	8' 10"	35' 10"
172 P II Skyhawk	26' 11"	8' 10"	35' 10"
172 N/Hawk 100 thru '80	26' 11"	8' 10"	35' 10"
172 M Skyhawk	26' 11"	8' 10"	35' 10"
172 K & L Skyhawk	26' 11"	8' 9"	35' 9"
R172 K/Hawk XP (Floats)	26' 10"	12' 5"	35' 10"
172N-P/Hawk 100 (Float Plane 1978 & Up)	26' 8"	11' 11"	35' 10"
172 M Float Plane (1974-76)	27' 0"	9' 11"	35' 10"
172 M Float Plane (1973)	27' 0"	9' 11"	35' 9"
172 K & L Float Plane	26' 7"	10' 0"	35' 9"
172 I Skyhawk	26' 11"	8' 11"	36' 2"
172, D, E, F, G, H	26' 6"	8' 11"	36' 2"
172 C	26' 5"	8' 6"	36' 0"
172 B	26' 5"	8' 6"	36' 0"
172, A	25' 0"	8' 5"	36' 0"
170, A, B	25' 0"	6' 5"	36' 0"
152, A152 (All w/conical wing tips)	24' 1"	8' 6"	33' 2"
150 M, A150M Aerobat Span 32' 9"	23' 11"	8' 6"	33' 2"
150 L ('71 Hgt. 8' 8")	23' 9"	8' 0"	33' 2"
A150 L Aerobat (1974)	23' 9"	8' 0"	32' 9"
A 150 K, L Aerobat (1971-73) ('71 Hgt. 8' 8")	23' 9"	8' 0"	32' 9"
150 H, J, K (K Hgt. 8' 8")	23' 9"	8' 0"	32' 9"
150 J Float Plane	24' 1"	9' 1"	32' 9"
150 D, E, F, G	23' 9"	8' 5"	32' 8"
150 A, B, C	21' 1"	6' 1"	33' 4"
150	21' 0"	6' 1"	33' 4"
140 A	20' 9"	6' 3"	33' 3"
140	20' 9"	6' 3"	32' 8"
120	20' 9"	6' 3"	32' 8"
CHAMPION (To 1969) "See BELLANCA"			
7 KCAB Citabria	22' 8"	6' 8"	33' 5"
7 GCBC Citabria	22' 7"	6' 7"	34' 3"
7GCBC With Edo Floats	22' 7"	6' 8"	35' 5"
7 GCBC	22' 8"	6' 8"	33' 5"
7 ECA Citabria	22' 3"	6' 7"	33' 5"
7 GCB Skytrac	22' 9"	6' 1"	34' 5"
7 EC Traveler	21' 6"	7' 0"	35' 1"
402 Twin Lancer	22' 3"	10' 0"	34' 5"
DE HAVILLAND			
DHC 6-300 Twin Otter Std.	51' 9"	19' 6"	65' 0"
DHC 6-300 Twin Otter (Thru 1976)	51' 9"	18' 7"	65' 0"
DHC 6-200 Twin Otter	51' 9"	18' 7"	65' 0"
EMBRAER			
EMB- 110P1 Bandeirante	49' 6"	16' 2"	50' 3"
EXCALIBUR (Formerly SWEARINGEN)			
Excalibur '800' Conv. Beech Twin Bonanza	31' 5"	11' 3"	46' 0"
Excalibur Conv. Beech Twin Bonanza	31' 5"	11' 3"	46' 0"
Queen Air '800' Conv. Beech 65, A65, 70, 80	N/C	N/C	N/C
Queen Air '8800' Conv. Beech A80, B80	N/C	N/C	N/C
FALCON			
2000	63' 1"	22' 11"	63' 5"

MANUFACTURER	LENGTH	HEIGHT	WING SPAN
FALCON (continued)			
900	66' 4"	24' 9"	63' 5"
Falcon Fan Jet "50" (3 Eng-Fan Jet)	60' 9"	22' 11"	61' 10"
Falcon Fan Jet C "20"	56' 3"	17' 8"	53' 6"
Falcon Fan Jet D "20"	56' 3"	17' 8"	53' 6"
Falcon Fan Jet F "20" (Thru 1975)	56' 3"	17' 5"	53' 5"
Falcon Fan F "20"	56' 3"	17' 5"	53' 5"
Falcon Fan Jet "10"	45' 3"	15' 2"	42' 10"
Falcon Fan Jet "10" (76-77)	45' 6"	14' 6"	42' 9"
GATES LEAR JET			
55	55' 1"	14' 8"	43' 9"
36A	48' 8"	12' 3"	39' 6"
36	48' 7"	12' 3"	39' 5"
35 A	48' 8"	12' 3"	39' 6"
35	48' 7"	12' 3"	39' 5"
31	48' 8"	12' 3"	43' 9"
29 Longhorn	47' 7"	12' 3"	43' 9"
28 Longhorn	47' 7"	12' 3"	43' 9"
25G	47' 7"	12' 3"	35' 7"
25 D, F	47' 7"	12' 3"	35' 7"
25 B (1973 Thru 1975)	47' 6"	12' 3"	35' 7"
25 C (1973 Thru 1975)	47' 6"	12' 3"	35' 7"
25 B & C (Thru 72)	47' 6"	12' 6"	35' 6"
24 F	43' 3"	12' 3"	35' 6"
24 E	43' 3"	12' 3"	35' 6"
24 D (1973 Thru 1975)	43' 3"	12' 3"	35' 7"
24 D (Thru 72)	43' 3"	12' 6"	35' 6"
24 C	43' 3"	12' 6"	35' 6"
24 B	43' 3"	12' 7"	35' 7"
24 Twin Jet	43' 2"	12' 6"	35' 7"
23 Twin Jet	43' 2"	12' 0"	35' 7"
GULFSTREAM AMERICAN (Formerly GRUMMAN)			
GULFSTREAM COMMANDER (Formerly ROCKWELL COMMANDER)			
G IV	88' 4"	24' 10"	77' 10"
G III	83' 1"	24' 4"	77' 10"
G II	79' 11"	24' 6"	68' 10"
G I	63' 9"	23' 4"	78' 4"
1000 Jet Prop	42' 11"	14' 11"	52' 1"
980 Jet Prop	42' 11"	14' 11"	52' 1"
690B, I, II Prop Jet	44' 4"	14' 11"	46' 8"
690A, Prop Jet (690 Lgt 43' 0" & Hgt 14' 11")	44' 4"	14' 10"	46' 7"
840 Jet Prop	42' 11"	14' 11"	52' 1"
720 Alti-Cruiser	35' 1"	14' 5"	49' 0"
685 Pressurized	43' 0"	14' 11"	46' 7"
681 Hawk, 681 Turbo Commander	43' 0"	14' 6"	44' 1"
680 W Turbo II Prop Jet	43' 0"	14' 6"	44' 0"
680 T Prop Jet	41' 3"	14' 6"	49' 6"
680 FLP Pressurized Grand	41' 3"	14' 9"	49' 6"
680 FL Courser	41' 6"	14' 6"	49' 3"
680 FL Grand	41' 3"	14' 5"	49' 5"
680 F	35' 1"	14' 5"	49' 5"
680 E	35' 1"	14' 5"	49' 0"
680 Super	35' 1"	14' 5"	44' 1"
560 F	35' 1"	14' 5"	49' 5"
560 E	35' 1"	14' 5"	49' 0"

MANUFACTURER	LENGTH	HEIGHT	WING SPAN
GULFSTREAM COMMANDER (Formerly ROCKWELL COMMANDER)			
560 A-HC	35' 1"	14' 5"	49' 0"
560 A	35' 1"	14' 5"	44' 1"
560	35' 5"	14' 5"	44' 1"
500 S Shrike Commander & (Esquire Thru '76)	36' 10"	14' 6"	49' 1"
500 U	35' 1"	14' 6"	49' 11"
500 B	35' 1"	14' 9"	49' 5"
500 A	35' 1"	14' 5"	49' 5"
500	35' 1"	14' 5"	49' 0"
520	35' 5"	14' 5"	44' 1"
GA-7 Cougar (Twin)	29' 7"	10' 4"	36' 9"
114A, Gran Turismo	25' 1"	8' 5"	32' 9"
114 (76 Lgt. 24'10")	25' 1"	8' 5"	32' 9"
112 TC-A, Alpine	25' 1"	8' 5"	35' 7"
112B	25' 1"	8' 5"	35' 7"
112A	24' 10"	8' 5"	32' 9"
112	24' 11"	8' 5"	32' 9"
AA5B Tiger (Prior '79 Hgt. 8' 0")	22' 0"	7' 7"	31' 6"
AA5A Cheetah (Prior '79 Hgt. 8' 0")	22' 0"	7' 6"	31' 6"
AA5 Traveler	22' 0"	8' 0"	31' 5"
AA1C Lynx	19' 2"	7' 6"	24' 5"
AA1C/T-cat	19' 2"	7' 6"	24' 5"
TR-2AA1B	19' 2"	7' 6"	24' 5"
AA-1 Yankee	19' 3"	6' 8"	24' 5"
AA-1B Trainer	19' 2"	7' 6"	24' 5"
AA-1A Trainer	19' 3"	6' 8"	24' 5"
GULFSTREAM AG-CATS (Formerly GRUMMAN)			
G164C-600 AG-Cat (Design Category) Sprayer	30' 0"	11' 5"	42' 3"
G164B-600 AG-Cat (Design Category) Sprayer	25' 7"	11' 0"	42' 3"
G164A-600 AG-Cat (Design Category)	24' 4"	11' 10"	35' 11"
G164B-525 (Design-Sprayer) (Prior '78 Lgt. 25' 11")	26' 1"		42' 3"
G164B-450 AG-Cat (Design Category) Sprayer	25' 7"	11' 0"	42' 3"
G164A-450 AG-Cat (Design Category)	24' 4"	11' 0"	35' 11"
G164A-300 AG-Cat	24' 4"	10' 9"	35' 8"
G164A-275 AG-Cat	24' 4"	10' 9"	35' 8"
G164A-245 AG-Cat	24' 4"	10' 9"	35' 8"
G164A-220 AG-Cat	24' 4"	10' 9"	35' 8"
ISRAEL COMMODORE JET			
Westwind II	52' 3"	15' 9"	44' 10"
1124 - Westwind I	52' 3"	15' 9"	44' 8"
CJ 1123	52' 3"	15' 9"	44' 8"
CJ 1121 B Commodore Jet Commander	50' 5"	15' 9"	43' 3"
1121 Jet Commander	50' 5"	15' 9"	43' 3"
LAKE			
LA-4 Amphibian	24' 11"	9' 4"	38' 0"
C-IV Amphibian	23' 6"	8' 1"	34' 0"
C-I Amphibian	23' 6"	8' 1"	34' 0"
LA-4 Seaplane	24' 11"	8' 5"	38' 0"
LA-4 Turbo-Lake	24' 11"	9' 4"	38' 0"
LA-4-200 Buccaneer (Land Specs) 1973 & Prior	24' 11"	9' 4"	38' 0"
LA-4-200 Buccaneer (Land Specs)	24' 11"	9' 4"	38' 0"
LEAR JET "See GATES LEAR JET"			
LUSCOMBE			
8 F	20' 0"	6' 3"	35' 0"
8 E	19' 8"	6' 1"	34' 7"

MANUFACTURER	LENGTH	HEIGHT	WING SPAN
LUSCOMBE (continued)			
8 A	19' 8"	6' 1"	34' 7"
MAULE			
M-5-235C	23' 6"	6' 4"	30' 10"
M-5-220C Lunar Rocket	23' 2"	6' 4"	30' 10"
M-5-210 Lunar Rocket	22' 9"	6' 4"	30' 10"
M-4-220C Strata Rocket	22' 0"	6' 2"	29' 8"
M-4-210C Rocket	22' 0"	6' 2"	29' 8"
M-4-180C Astro Rocket	22' 6"	6' 2"	29' 8"
M-4 & M-4C Jetasen	22' 0"	6' 2"	29' 8"
MEYERS "See ROCKWELL"			
MITSUBISHI			
MU-300 Diamond I	48' 4"	13' 9"	43' 5"
Marquise (MU-2B-60)	39' 5"	13' 8"	39' 2"
Solitaire (MU-2B-40)	33' 3"	12' 11"	39' 2"
MU-2M, -2P	33' 3"	12' 11"	39' 2"
MU-2L, -2N	39' 5"	13' 8"	39' 2"
MITSUBISHI (continued)			
MU-2K	33' 3"	12' 11"	39' 2"
MU-2J	39' 5"	13' 8"	39' 2"
MU-2G	39' 5"	13' 8"	39' 2"
MU-2F	33' 3"	12' 11"	39' 2"
MU-2B, -2D	33' 3"	13' 0"	39' 2"
MOONEY			
M-22 Pressurized	26' 1"	9' 1"	35' 0"
231 (M20K) Turbo CHG	25' 5"	8' 4"	36' 1"
M20J "201" (Prior '81 Wing Span 35' 0")	24' 6"	8' 4"	36' 1"
M-20F Executive 21	24' 0"	8' 4"	35' 0"
M-20-E Chaparral	23' 2"	8' 4"	35' 0"
M-20-G Statesman	24' 3"	8' 4"	35' 0"
M-20C Ranger ('77-'78)	23' 2"	8' 4"	35' 0"
M-20-C Ranger (Thru '76)	23' 2"	8' 4"	35' 0"
M-20-E Super 21	23' 2"	8' 4"	35' 0"
M-20-C Mark 21	23' 2"	8' 4"	35' 0"
M-20-B Mark 21	23' 2"	8' 4"	35' 0"
M-20-A Mark 20A	23' 1"	8' 3"	35' 0"
M-20-Mark 20	23' 1"	8' 3"	35' 0"
M-20-D Master	23' 2"	8' 4"	35' 0"
M-10 Cadet	20' 8"	7' 8"	30' 0"
A 2-A Cadet	20' 0"	6' 3"	30' 0"
M18 Mite	17' 7"	6' 2"	26' 1"
NAVON			
H-Ranger Master (1975-76)	27' 5"	8' 6"	34' 9"
G, G-1 Rangemaster	27' 5"	8' 5"	34' 5"
B	27' 3"	8' 5"	33' 3"
A	27' 3"	8' 5"	33' 3"
NORTH AMERICAN ROCKWELL "See ROCKWELL INTL"			
PILATUS			
PC XII	46' 9"	13' 10"	52' 9"
PC 9	33' 4"	10' 8"	33' 5"
PC 7 Turbo Trainer	32' 1"	10' 6"	34' 1"
PC 61 B2-H4	35' 9"	10' 6"	52' 1"
PIPER			
PA-42-1000 Cheyenne IV	43' 5"	16' 5"	47' 8"
PA-42-720 Cheyenne III (1981 Specs)	43' 5"	14' 9"	47' 8"

MANUFACTURER	LENGTH	HEIGHT	WING SPAN
PIPER (continued)			
PA-31 T-620 XL Cheyenne II XL	36' 10"	12' 10"	42' 8"
PA-31 T-620 Cheyenne II	34' 8"	12' 9"	42' 8"
PA-31T-500-1 Cheyenne I	34' 8"	12' 9"	40' 8"
PA-31 P Press Navajo	34' 5"	13' 3"	40' 7"
PA-31-350 Chieftan	34' 7"	13' 0"	40' 8"
PA-31-325 Navajo C/R	32' 7"	13' 9"	40' 8"
PA-31-310 Turbo Navajo B, C	32' 7"	13' 0"	40' 8"
PA-31-310 Turbo Navajo	32' 6"	13' 0"	40' 6"
PA-31-300 Navajo	32' 6"	13' 0"	40' 6"
PA-602P Aerostar	34' 9"	12' 1"	36' 8"
PA-601 P Pressurized Aerostar	34' 10"	12' 1"	36' 8"
PA-601 B Turbo Chg. Aerostar	34' 10"	12' 1"	36' 8"
PA-601, 601A, Turbo Chg. Aerostar	34' 10"	12' 1"	34' 2"
PA-600, 600A Aerostar	34' 10"	12' 1"	34' 2"
PA-23 F Turbo Aztec	31' 2"	10' 1"	37' 4"
PA-23 E Turbo Aztec (1971 Lgt. 30' 2")	31' 2"	10' 3"	37' 2"
PA-23 F Aztec	31' 2"	10' 1"	37' 4"
PA-23 D, E Aztec (Prior '72 Lgt. 30' 2")	31' 2"	10' 3"	37' 2"
PA-23 C, D Turbo Aztec	30' 2"	10' 3"	37' 2"
PA-23 C Aztec	30' 2"	10' 3"	37' 2"
PA-23 B Aztec (B Lgt. 30' 2")	27' 7"	10' 3"	37' 1"
PA-34-220T Seneca III	28' 7"	9' 11"	38' 11"
PA-34-220T C/R Turbo Seneca III	28' 7"	9' 11"	38' 11"
PA-34 C/R Seneca (1973-74)	28' 6"	9' 11"	38' 11"
PA-34-200 C/R Seneca (1972)	28' 6"	9' 11"	38' 11"
PA-44-180 T Turbo Seminole	27' 7"	8' 6"	38' 7"
PA-44-180 Seminole	27' 7"	8' 6"	38' 7"
PA-39 C/R Turbo Twin Comanche	25' 2"	8' 2"	36' 8"
PA-39 C/R Twin Comanche	25' 2"	8' 2"	36' 0"
PA-30 C Turbo Twin Comanche	25' 1"	8' 2"	36' 8"
PA-30 C Twin Comanche	25' 1"	8' 2"	36' 0"
PA-30 B Turbo Twin Comanche	25' 1"	7' 3"	36' 8"
PA-30 B Twin Comanche	25' 1"	7' 3"	36' 0"
PA-23-235 Apache	27' 7"	10' 3"	37' 1"
PA-23-160 G, H Apache	27' 4"	9' 6"	37' 1"
PA-23-150 Apache	27' 4"	9' 6"	37' 1"
PA-46-350P Malibu Mirage	28' 4"	11' 4"	43' 0"
PA-46-310P Malibu	28' 10"	11' 4"	43' 0"
PA-24-400 Comanche	25' 8"	7' 1"	36' 0"
PA-24-C 260 Comanche	25' 8"	7' 3"	36' 0"
PA-24-260, B-260	25' 3"	7' 3"	36' 0"
PA-24-250, Comanche	24' 1"	7' 3"	36' 0"
PA-24-180, Comanche	24' 9'	7' 3"	36' 0"
PA-32R-301 T Turbo Saratoga SP (3 bid)	28' 4"	8' 6"	36' 2"
PA-32R-301 Saratoga SP (3 bid)	27' 8"	8' 6"	36' 2"
PA-32RT-300T Turbo Lance II	29' 0"	9' 6"	32' 10"
PA-32R, RT II-300 Lance ("76 Hgt. 8' 2")	28' 4"	9' 6"	32' 10"
PA-32-301 T Turbo Saratoga	28' 2"	8' 2"	36' 2"
PA-32-301 Saratoga	27' 8"	8' 2"	36' 2"
PA-32-300 ("73-'74 Hgt. 7' 9")	27' 8"	8' 2"	32' 10"
PA-32-300, B, C, D, Cherokee Six (Thru '72)	27' 7"	7' 9"	32' 8"
PA-32-260 (1974-78) (1974 Hgt. 7' 9")	27' 7"	8' 2"	32' 8"
PA-32-260, C, D, E & 1973 (CIS Prop)	27' 7"	7' 9"	32' 8"
PA-28-236 Dakota ('80-'81 Dimensions Changed)	24' 8"	7' 2"	35' 5"

MANUFACTURER	LENGTH	HEIGHT	WING SPAN
PIPER (continued)			
PA-28-201 T Turbo Dakota	25' 0"	7' 7"	35' 0"
PA-28-235 Pathfinder	24' 1"	7' 5"	32' 0"
PA-28-235 "Charger"	24' 1"	7' 8"	32' 0"
PA-28-235 C & D, E & F	23' 7"	7' 3"	32' 0"
PA-28-235 B Cherokee	23' 8"	7' 3"	32' 0"
PA-28R. -RT, -201 T Trubo Arrow III, IV	27' 4"	8' 4"	35' 5"
PA-28R-201 Arrow III, 28RT-201 Arrow IV	27' 0"	8' 4"	35' 5"
PA-28-200 R Arrow II (1973'-76)	24' 6"	8' 0"	32' 0"
PA-28-200R & RB Arrow	24' 2"	8' 0"	30' 0"
PA-28-180R & RB Arrow	24' 2"	8' 0"	30' 0"
PA-28-161 Archer H	23' 10"	7' 5"	35' 0"
PA-28-180 Challenger & Archer	24' 0"	7' 8"	32' 0"
PA-28 D 180, E, F, G	23' 5"	7' 3"	30' 0"
PA-28 B, C 180 Cherokee	23' 3"	7' 3"	30' 0"
PA-28 C 160 Cherokee	23' 3"	7' 3"	30' 0"
PA-28 C 150 Cherokee	23' 3"	7' 3"	30' 0"
PA-28 C 160, B 160 Cherokee	23' 3'	7' 3"	30' 0"
PA-28 C 150, B 150 Cherokee	23' 3"	7' 3"	30' 0"
PA-28-161 Warrior II	23' 10"	7' 4"	35' 0"
PA-28-151"Warrior"	23' 8"	7' 3"	35' 0"
PA-28 140 Cherokee Cruiser	23' 3"	7' 3"	30' 0"
PA-28 140, B, C, D, E (B - Lot 23' 4" & Hgt. 7'4")	23' 3"	7' 3"	30' 0"
PA-28 140 Cherokee-High Gross	23' 3"	7' 3"	30' 0"
PA-28 140 Cherokee Low Gross	23' 3"	7' 3"	30' 0"
PA-38 Tomahawk	23' 1"	9' 1"	34' 0"
PA-36-375 Brave (Spray Restr. Category)	27' 6"	7' 6"	38' 0"
PA-36-300 Brave (Spray Restr. Category)	26' 10"	7' 6"	38' 0"
PA-36-285 Brave (Normal Catagory)	27' 4"	7' 5"	39' 0"
PA-25-260 C, D Pawnee (Normal Category)	24' 7"	7' 2"	36' 2"
PA-25-235 C, D Pawnee (Normal Category)	24' 8"	7' 2"	36' 2"
PA-25 150 Pawnee	24' 7"	7' 2"	36' 2"
PA-22 160 Tri-Pacer	20' 5"	8' 3"	29' 3"
PA-22 150 Tri-Pacer	20' 4"	8' 3"	29' 3"
PA-22 135 Tri-Pacer	20' 4"	8' 3"	29' 3"
PA-22 108-Colt	20' 0"	6' 3"	30' 0"
PA-20 135 Pacer	20' 4"	6' 1"	29' 3"
PA-20 125 Pacer	20' 4"	6' 1"	29' 3"
PA-18 150 Super Cub	22' 6"	6' 8"	35' 4"
PA-18 150 Super Cub (Float)(Thru76)	23' 9"	10' 3"	35' 3"
PA-18 135 Super Cub	22' 5"	6' 7"	35' 3"
PA-18 125 Super Cub	22' 5"	6' 7"	35' 3"
PA-18 95 Super Cub	22' 5"	6' 6"	35' 3"
PA-16 Clipper	20' 1"	6' 2"	29' 2"
PA-14 Cruiser	23' 1"	6' 4"	35' 4"
PA-12 Super Cruiser	22' 9"	6' 9"	35' 4"
PA-11	22' 4"	6' 8"	35' 2"
J-3 Cub	22' 4"	6' 8"	35' 2"
RALLYE (AEROSPATIALE) STOL			
235 GT	23' 9"	9' 2"	31' 11"
100 GT	23' 9"	9' 2"	31' 11"
150 ST	23' 9"	9' 2"	31' 11"
100 ST/100T	23' 1"	9' 2"	31' 11"
ROCKWELL INT'L.			
700	38' 2"	13' 4"	42' 5"

MANUFACTURER	LENGTH	HEIGHT	WING SPAN
ROCKWELL INT'L. (continued)			
200D	24' 4"	7' 4"	30' 6"
200B	24' 4"	8' 6"	30' 5"
200	24' 5"	8' 5"	30' 5"
100-180 Lark	24' 9"	10' 1"	35' 0"
100 Darter	22' 6"	9' 4"	35' 0"
100 (Formerly Voair)	22' 6"	9' 4"	35' 0"
A-9A Sparrow	23' 6"	7' 7"	34' 9"
A-9B Quall	23' 6"	7' 7"	34' 9"
A9/B1A AG Commander	24' 0"	8' 0"	35' 0"
SABRELINER CORP.			
Sabre 75A	47' 2"	17' 3"	44' 5"
Sabre 75	47' 2"	17' 3"	44' 5"
Sabre 65	46' 11"	16' 0"	50' 5"
Sabre 60	46' 11"	16' 0"	44' 8"
Sabre 40A	43' 9"	16' 0"	44' 4"
NA265 "40" Sabreliner-8 eng's	43' 9"	16' 0"	44' 4"
STINSON			
108-3	25' 2"	7' 5"	34' 0"
108-1	25' 2"	7' 5"	34' 0"

MANUFACTURER	LENGTH	HEIGHT	WING SPAN
SWEARINGEN MERLIN & METRO			
Metro, II (Prior '79 Hgt. 16' 10")	59' 4"	16' 8"	46' 3"
Merlin IV, C	59' 4"	16' 8"	57' 0"
Merlin IV, A	59' 4"	16' 8"	46' 3"
SWEARINGEN MERLIN & METRO (continued)			
Merlin III, C	42' 2"	16' 10"	46' 3"
Merlin III, B	42' 2"	16' 10"	46' 3"
Merlin III, A (Prior to A Hgt. 16' 7")	42' 2"	16' 10"	46' 3"
Merlin II, B	40' 1"	14' 4"	45' 10"
Merlin II, A	40' 1"	14' 4"	45' 10"
SWEARINGEN "Conversion" "See EXCALIBUR"			
SWIFT			
GC-1B	20' 9"	6' 1"	29' 3"
TAYLORCRAFT			
F-21	22' 3"	6' 6"	38' 0"
F-19, Sportsman 100	22' 1"	6' 6"	36' 0"
VARGA			
2180	21' 2"	7' 0"	30' 0"
2150 A "Kachina"	21' 2"	7' 0"	30' 0"
WING DERRINGER			
D-1	23' 0"	8' 0"	29' 1"