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Statement from David Scott (astronaut) to Fatolah K. Yazdi (founder of «World Aviation»)



WORLD AVIATION

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In short, World Aviation will quickly become an essential feature of the way you do business.

Finally, World Aviation is the result of years of intensive preparations and we would like to thank all those aircraft manufacturers, airlines, civil aviation authorities, governments, staff organizations, and individuals who have provided their enthusiastic assistance in helping us make World Aviation a reality.

FATOLAH - K - YAZDI

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Ladies and Gentlemen,

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the world's first truly
international
aviation publication,
World Aviation.

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The short deadline we had to impose for this first issue has meant that a number of your advertisements arrived too late for inclusion. All advertisers concerned have been advised of this.

May we remind you that the next issue of World Aviation will have 100 pages packed with worldwide aviation information supplied by the advertisers.

Furthermore, to help readers find what they are looking for, classified ads will be listed by aircraft type and by country.

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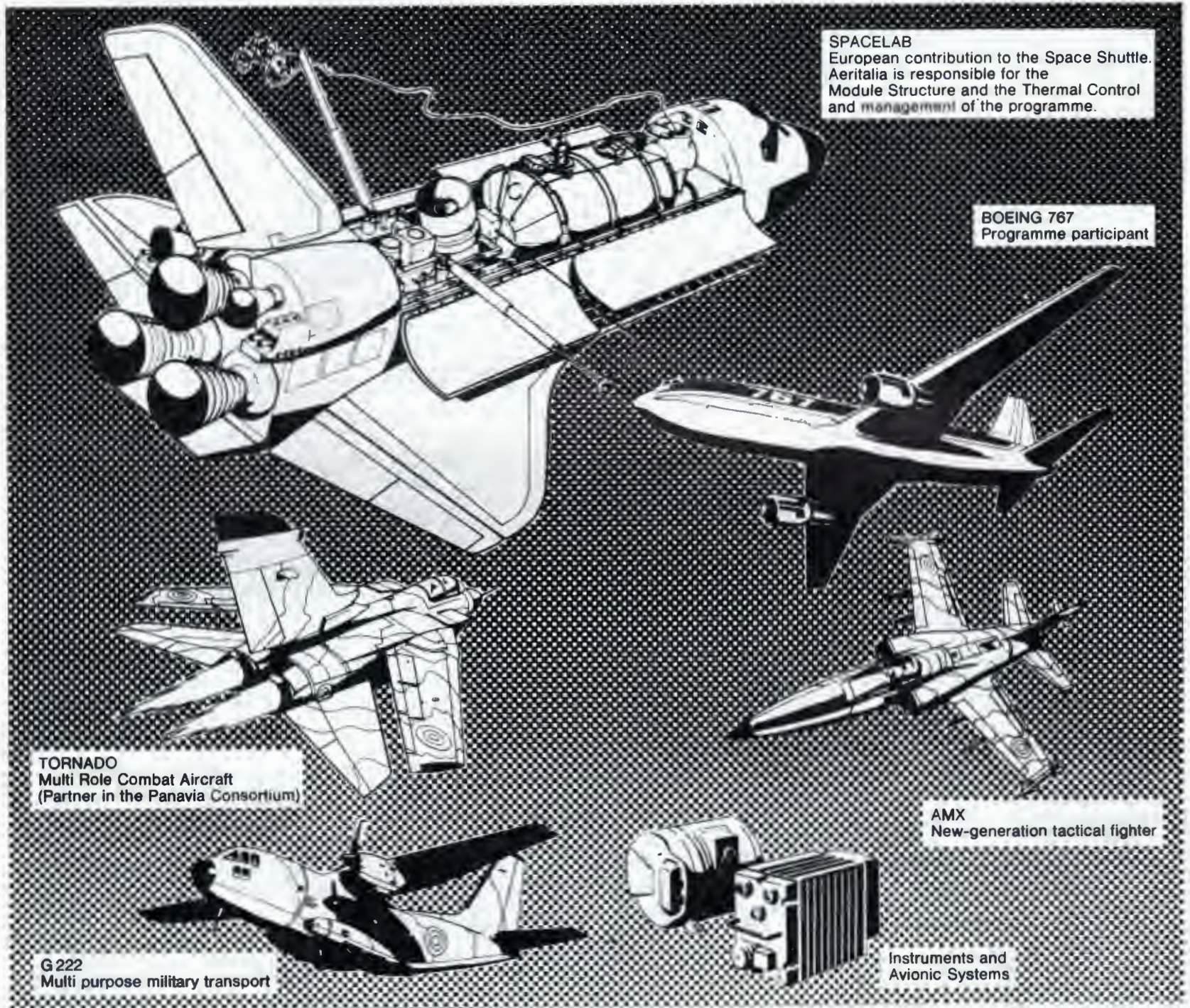
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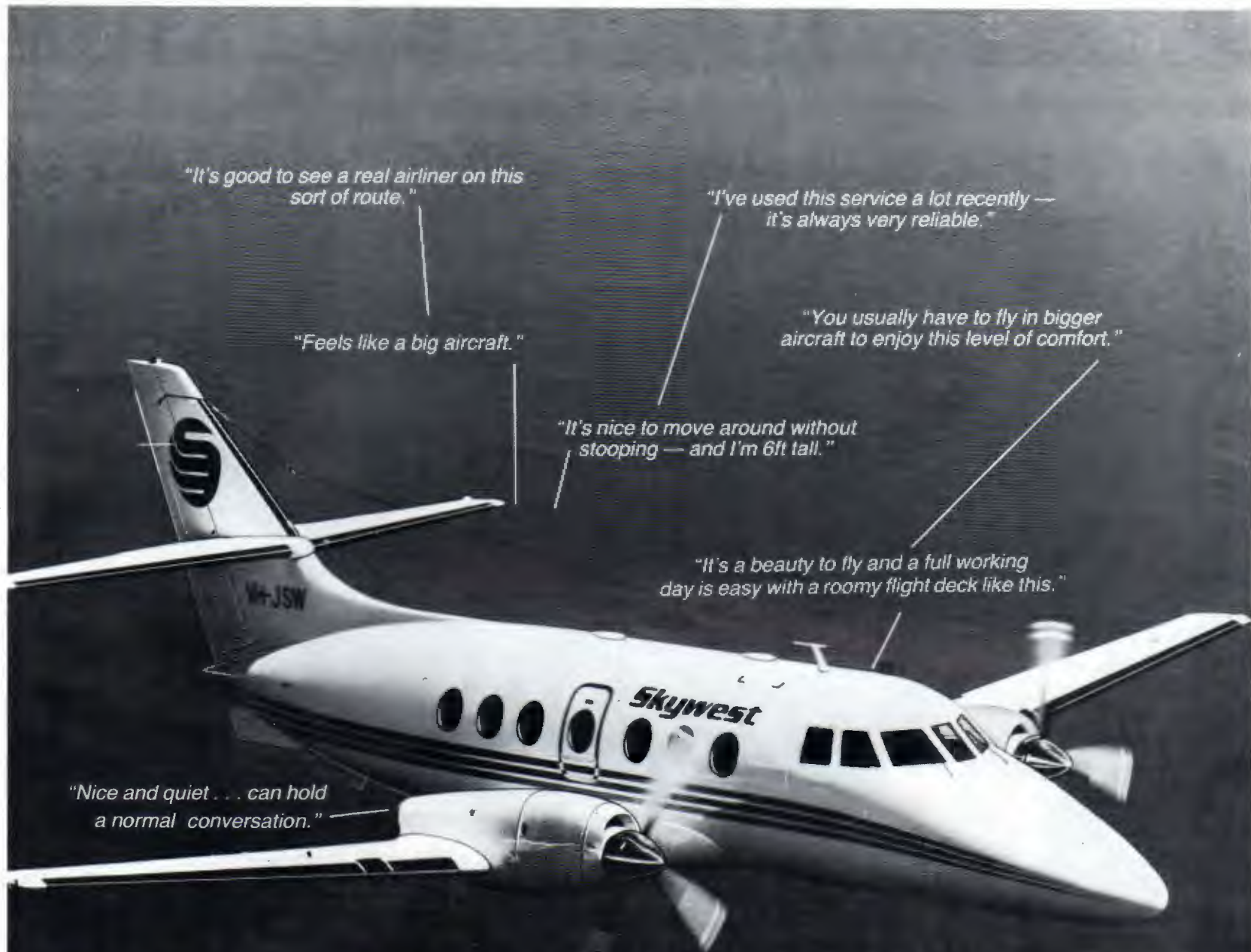
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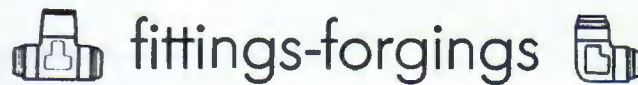
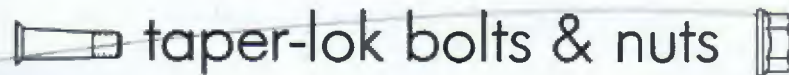
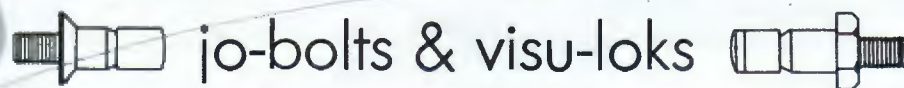
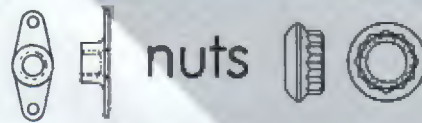
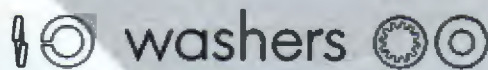
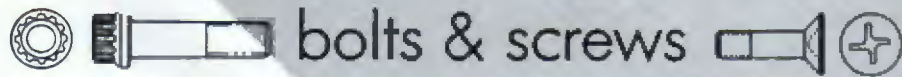


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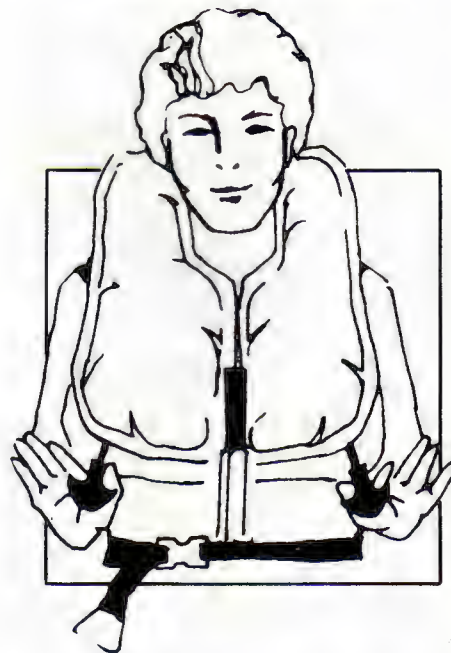


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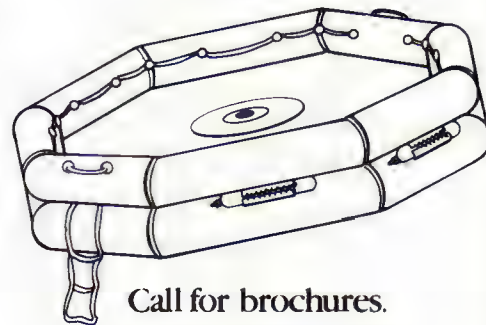


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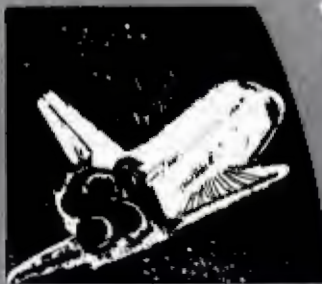
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Overall length	22.696 m	74 ft 6 in
Wing span	24.572 m	80 ft 7 in
Overall height	7.586 m	24 ft 11 in
Wheel track	4.100 m	13 ft 5 in
Wheelbase	8.782 m	28 ft 10 in
Passenger door (aft on left side)	0.750 × 1.750 m	29.5 × 68.9 in
Standard cargo door (fwd on left side)	1.275 × 1.530 m	50.2 × 60.2 in
Height to door sills	1.265 m	4 ft 2 in

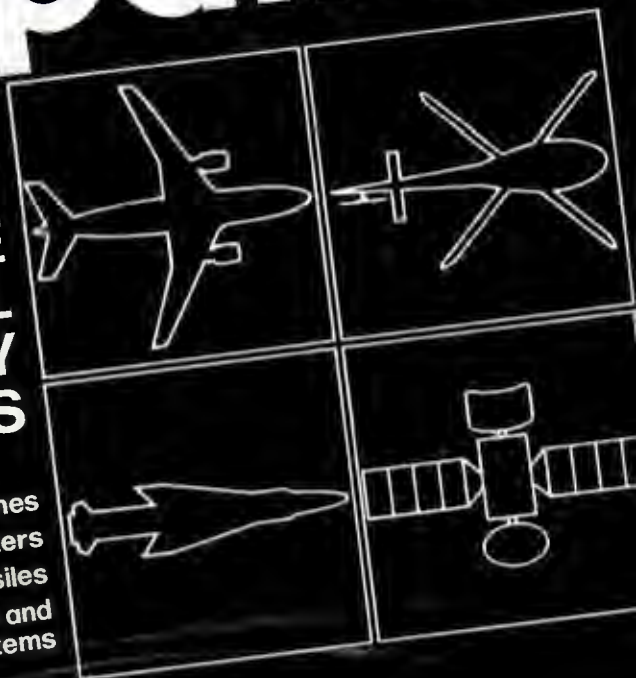
Interior dimensions

Main compartment length (cabin + baggage compartment)	13.870 m	45 ft 6 in
Maximum cabin width	2.570 m	8 ft 5 in
Maximum cabin height	1.910 m	6 ft 3 in
Main compartment volume	44.80 m ³	1,852 cu ft
Forward baggage/cargo compartment volume	5.80 m ³	205 cu ft
Rear baggage/cargo compartment volume	2.70 m ³	95 cu ft
Overhead baggage bins volume	1.60 m ³	57 cu ft

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Wings : Cantilever high-wing monoplane with airfoil section specially developed by AEROSPATIALE. All-metal two-spar construction in conventional light alloys. Fail-safe structure. Double-slotted wing flaps with fixed slat, comprising inboard and outboard sections each operated by separate hydraulic actuator. Electrical actuators operate trim tabs in elevators, aileron and rudder.

Fuselage : Multi-stringer monocoque light-alloy structure built up from main and secondary frames covered with skin panels. Cabin floor supported on 4 longitudinal beams which carry the seat rails.

Empennage : Cantilever structure built as separate unit and secured to rear fuselage frames. High-set fixed horizontal stabilizer. Interlinked elevators each having a trim tab operated by electrical actuator.

Landing gear : Retractable, tricycle-type gear is hydraulically operated with nose gear retracting forward and main gear units retracting inwards, partly into fuselage underside and partly into main gear fairings. Main wheels have anti-skid units. Main gear tire pressure 100 psi (7 bars) but low pressure tires (65 psi) with modified gear fairings offered as option.

Powerplants : Two Pratt & Whitney Aircraft of Canada Ltd PW 120 advanced-technology turboprop engines of 2277 shp nominal power, each driving a Hamilton Standard 14 SF four-blade constant-speed propeller of 13 ft (3.96 m) diameter. The PW 120 engine is flat-rated at 1800 shp for normal take-off, this power being maintained to ISA + 13 °C at sea level. All fuel is carried in two integral tanks located between wing spars in the center and outer wings.

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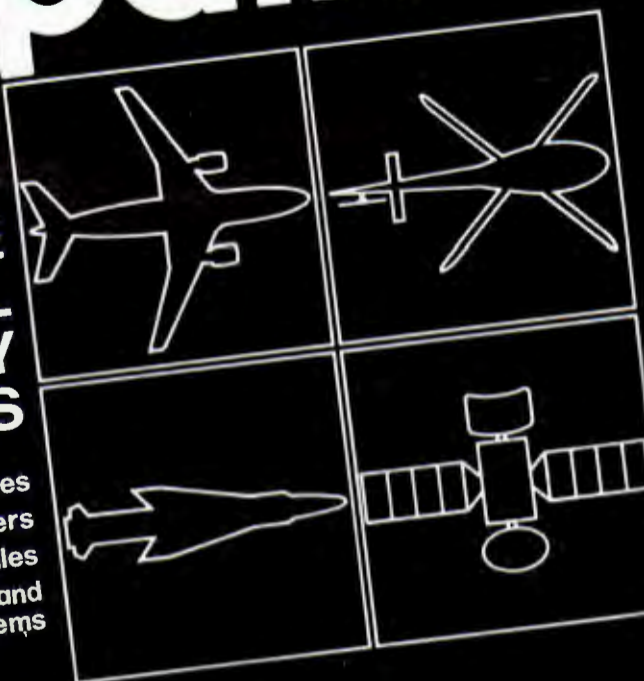
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Beech							PA-28-180 Archer	1977	1050	VFR	Switzerland	sFr. 72.000	984P.048
2 Skipper	1981	400	VFR	Switzerland	sFr. 35.000	984B.001	PA-28-181 Archer	1982	60	VFR	Denmark	USD 65.000	984P.049
G-35 V	1956	2700	IFR	Switzerland	sFr. 49.000	984B.002	PA-28-236 Dakota	1979	80	VFR	Switzerland	sFr. 115.000	984P.050
Debonair A-33	1961	1550	IFR	Switzerland	sFr. 65.000	984B.003	PA-28RT-201 Arrow	1979	1050	IFR	Switzerland	sFr. 100.000	984P.051
Bonanza F-33A	1981	50	IFR	Germany	USD 160.000	984B.004	PA-28RT-201 Arrow	1979	700	IFR	Denmark	USD 48.000	984P.052
Bonanza A-36 TC	1981	100	IFR	USA	USD 152.000	984B.005	PA-28-201RT Arrow	1979	500	IFR	Switzerland	sFr. 135.000	984P.053
Bonanza F33A	1981	50	IFR	USA	USD 141.750	984B.006	PA-28-201RT Arrow IV	1981	34	IFR	Germany	DM 233.959	984P.054
Bonanza A-36	1978	500	IFR	Dänemark	USD 80.000	984B.007	PA-32-300R Lance	1977	1150	IFR	England	USD 45.000	984P.055
Cessna							PA-32-301RT	1978	350	IFR	Switzerland	sFr. 145.000	984P.056
F-172	1972	1000	VFR	Germany	DM 35.000	984C.008	Saratoga SP	1981	40	IFR	Germany	DM 377.000	984P.057
F-172	1975	OSO	VFR	Germany	DM 45.000	984C.009	PA-32-301R	1982	new	IFR	England	USD 129.000	984P.058
172 N	1979	74	IFR	England	£ 20.000	984C.010	Robin						
172	1981	218	VFR	Switzerland	on request	984C.011	HR-100-160	1977	700	VFR	Denmark	USD 12.500	984R.059
172 II	1982	150	IFR	England	USD 46.500	984C.012	Rockwell						
172 II	1982	new	VFR	France	F 300.000	984C.013	Commander 114	1977	500	IFR	England	£ 32.000	984RO.060
172 II	1982	new	VFR	Switzerland	spec. price	984C.014	Commander 114	1976	700	IFR	USA	USD 40.000	984RO.061
177 RG Cutlass	1981	120	IFR	France	F 400.000	984C.015	Aerospatiale Socata						
177 RG Cardinal	1971	850	IFR	England	£ 15.000	984C.016	235 GT Rallye	1976	1460	IFR	Denmark	DKR 148.000	984AS.062
182 L	1967	826	VFR	Switzerland	sFr. 55.000	984C.017	TB9 Tampico	1982	80	VFR	Switzerland	sFr. 89.000	984AS.063
182 P	1977	2715	IFR	England	£ 16.500	984C.018	TB10 Tobago	1980	120	VFR	Switzerland	sFr. 89.000	984AS.064
182 P	1978	1000	IFR	France	on request	984C.019	TB10 Tobago	1981	200	IFR	England	£ 27.500	984AS.065
182 II	1981	170	IFR	USA	USD 51.450	984C.020	TB20 Trinidad	1983	new	IFR	Switzerland	on request	984AS.066
182 RG	1979	290	VFR	Germany	on request	984C.021	Wassmer						
Turbo 182 RG	1981	500	IFR	England	USD 86.500	984C.022	WA-15A	1974	540	VFR	Switzerland	sFr. 40.000	984WA.067
207 T	1969	2240	VFR	Germany	DM 145.000	984C.023	TWINS						
182 RG II T	1979	55	IFR	England	43.000	984C.024	Beech						
210 Turbo	1981	100	IFR	Germany	on request	984C.025	B-55 Baron	1974	700	IFR	Denmark	USD 70.000	984B2068
P210	1980	800	IFR	Germany	DM 320.000	984C.026	B-55 Baron	1979	813	IFR	England	£ 47.500	984B2069
P210-II	1981	400	IFR	England	USD 132.650	984C.027	B-55 Baron	1981	300	IFR	England	USD 180.000	984B2070
Grumman							B-58 Baron	1982	100	IFR	England	USD 301.500	984B2071
AA5	1973	1690	IFR	Denmark	USD 11.800	984G.028	B-60 Duke	1969	870	IFR	Germany	DM 152.000	984B2072
AA5	1974	488	VFR	Germany	DM 43.000	984G.029	Cessna						
AA5B	1979	650	IFR	England	USD 28.500	984G.030	303	1982	Ferry	IFR	England	159.000	984C2073
AA5A	1977	700	VFR	USA	USD 21.500	984G.031	303-T	1982	new	IFR	Sweden	on request	984C2074
Maule							310-T Q	1973	2540	IFR	Switzerland	sFr. 120.000	984C2075
M5-235C	1979	400	IFR	Switzerland	on request	984MA.032	T 310R	1975	1050	IFR	Germany	DM 235.000	984C2076
Money							310R	1975	560	IFR	England	£ 45.000	984C2077
Mark 21	1963	4000	VFR	England	10.500	984MO.033	310R	1976	415	IFR	Switzerland	on request	984C2078
Piper							402-B	1972	5995	IFR	Sweden	on request	984C2079
PA-38-112 Tomahawk	1979	1200	VFR	Switzerland	sFr. 39.000	984P.034	421-B Golden Eagle	1978	1200	IFR	Denmark	USD 120.000	984C2080
PA-38-112 Tomahawk	1979	930	VFR	Germany	DM 39.500	984P.035	421-C Golden Eagle	1980	1000	IFR	England	USD 299.000	984C2081
PA-38-112 Tomahawk	1980	6	VFR	Germany	DM 62.500	984P.036	421-C Golden Eagle	1980	650	IFR	England	USD 315.000	984C2082
PA-38-112 Tomahawk	1981	10	VFR	Germany	DM 76.977	984P.037	Grumman						
PA-28-40	1967	1350	VFR	England	£ 7.950	984P.038	GA-7 Cougar	1978	1115	IFR	USA	USD 55.000	984G2083
PA-28-140 Cruiser	1977	1304	VFR	Germany	DM 41.000	984P.039	Partenavia						
PA-28-161 Warrior	1979	1500	VFR	Switzerland	sFr. 48.000	984P.040	P-68	1979	900	IFR	Denmark	USD 85.000	984PN084
PA-28-161 Warrior	1979	350	IFR	Germany	DM 100.000	984P.041	Piper						
PA-28-161 Warrior	1980	180	VFR	Germany	DM 95.000	984P.042	PA-44-180 Seminole	1979	781	IFR	Germany	DM 195.000	984P2085
PA-28-161 Warrior	1981	365	VFR	Germany	DM 95.000	984P.043	PA-44-180T Seminole	1981	100	IFR	Denmark	spec. price	984P2086
PA-28-161 Warrior	1981	400	IFR	Germany	DM 95.000	984P.044	PA-44-180T Seminole	1981	75	IFR	Germany	DM 362.000	984P2087
PA-28-161 Warrior	1981	90	VFR	England	USD 39.500	984P.045	PA-34-200T Seneca	1975	900	IFR	Denmark	USD 68.000	984P2088
PA-28-180 Challenger	1973	600	VFR	Switzerland	spec. price	984P.046	PA-34-200T Seneca	1975	750	IFR	Germany	DM 135.000	984P2089
							PA-34-200T Seneca	1975	545	IFR	England	£ 37.500	984P2090

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PA-34-200T Seneca	1975	700	IFR	Germany	DM 178.000	984P2091	Cheyenne II	1980	600	IFR	Switzerland	USD 510.000	984P3114
PA-34-220T Seneca III	1981	500	IFR	England	USD 157.000	984P2092	Rockwell Commander 690A	1974	700/1700	IFR	USA	USD 305.000	984P3115
PA-23 Aztec D	1969	1912	IFR	England	£ 21.500	984P2093	Commander 690	1975	new	IFR	Denmark	USD 375.000	984P3116
PA-23 Aztec E	1973	1500	IFR	Denmark	on request	984P2094	JETS						
PA-23 Aztec E	1974	1075	IFR	Germany	DM 195.000	984P2095	Cessna Citation II	1978	2100	IFR	Denmark	USD 1.150.000	984C4117
PA-23 Aztec	1975	1472	IFR	Sweden	on request	984P2096	Citation III	1984	new	IFR	Germany	on request	984C4118
PA-31 Navajo	1974	1355	IFR	England	£ 65.000	984P2097	Gates						
PA-31 Navajo C/R	1975	1323	IFR	Germany	DM 355.000	984P2098	Learjet 35A	1981	new	IFR	Germany	on request	984L4119
PA-31 Navajo C/R	1981	770	IFR	England	USD 255.000	984P2099	Learjet 55A	1982	new	IFR	Germany	on request	984L4120
PA-31 Chieftain	1973	1200	IFR	Denmark	USD 98.000	984P2100	HELICOPTERS						
PA-31 Chieftain	1979	500	IFR	England	£ 108.000	984P2101	Bell 47 Soloy	1976	120		Switzerland	sFr. 375.000	984H1121
PA-31 Chieftain	1982	new	IFR	England	USD 450.000	984P2102	47 Soloy	1976	130		Switzerland	sFr. 370.000	984H1122
602P Aerostar	1981	375	IFR	England	USD 295.000	984P2103	206L-1 Long Ranger	1978	1700		Germany	on request	984H1123
602P Aerostar	1982	new	IFR	England	USD 370.000	984P2104	206L-1 Long Ranger	1980	532		Switzerland	USD 500.000	984H1124
Rockwell 685 Commander	1973	1125	IFR	England	£ 95.000	984R2105	222	1980	220		Germany	on request	984H1125
TURBOPROPS							222	1981	new		Germany	on request	984H1126
Beech C-90 King Air	1979	1350	IFR	USA	USD 545.000	984B3106	MBB						
Beech C-90 King Air	1981	700	IFR	Denmark	USD 650.000	984B3107	BO 105C	1976	1900	IFR	Switzerland	on request	984H2127
Beech B-200 King Air	1982	450	IFR	Denmark	on request	984B3108	Fokker F27	1975	0000	IFR	Holland	USD 2.000.000	984F05128
Beech B-200 King Air	1981	550	IFR	Denmark	on request	984B3109	Boeing 707	1964	exct	IFR	Belgium	on request	984B05129
Cessna Conquest	1978	1095	IFR	USA	USD 675.000	984C3110	Boeing 727	1971	ext		France	on request	984B05130
Mitsubishi MU-2B-60 Marquise	1980	1500	IFR	Switzerland	USD 795.000	984M3111							
Mitsubishi MU-2B-60 Marquise	1981	300	IFR	Switzerland	on request	984M3112							
Piper Cheyenne II	1976	1200	IFR	Germany	DM 1.190.000	984P3113							

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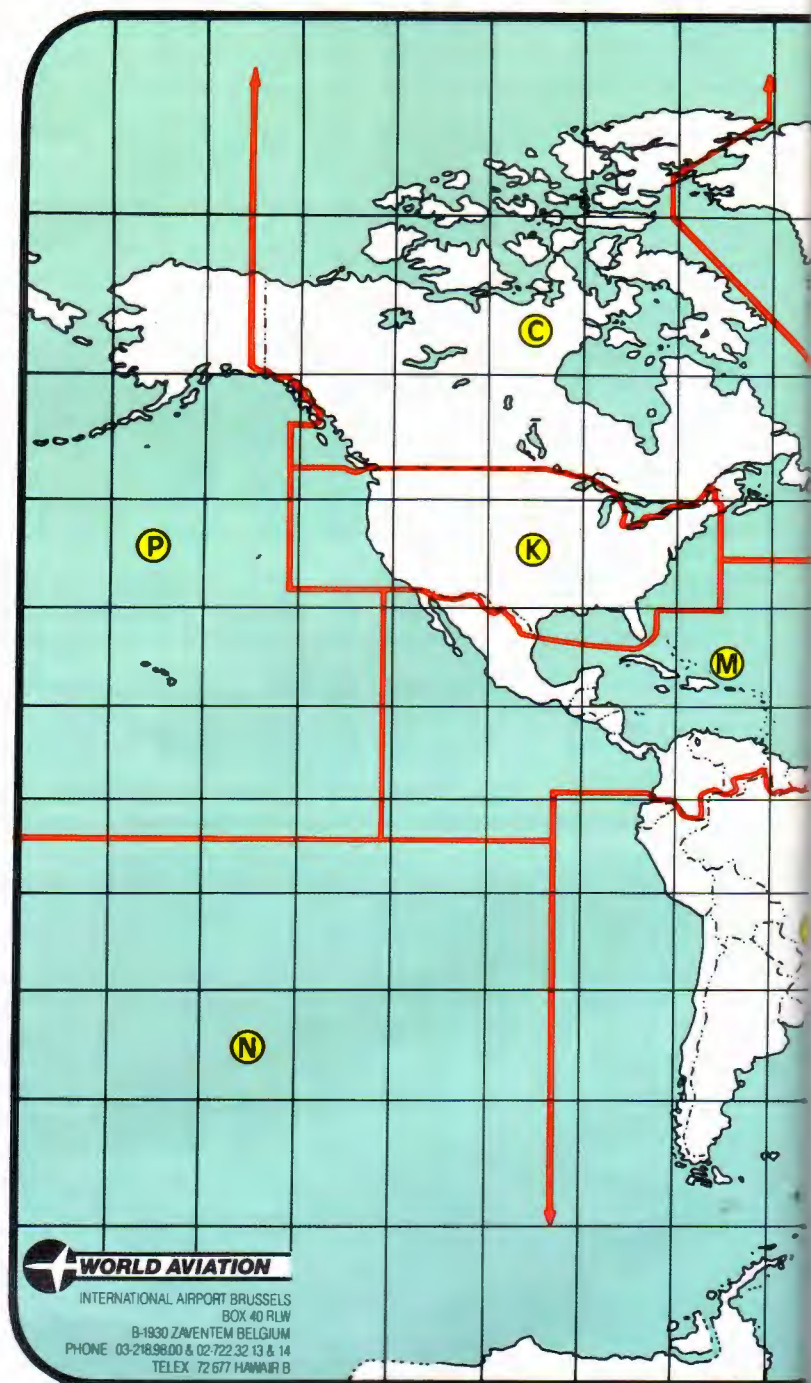
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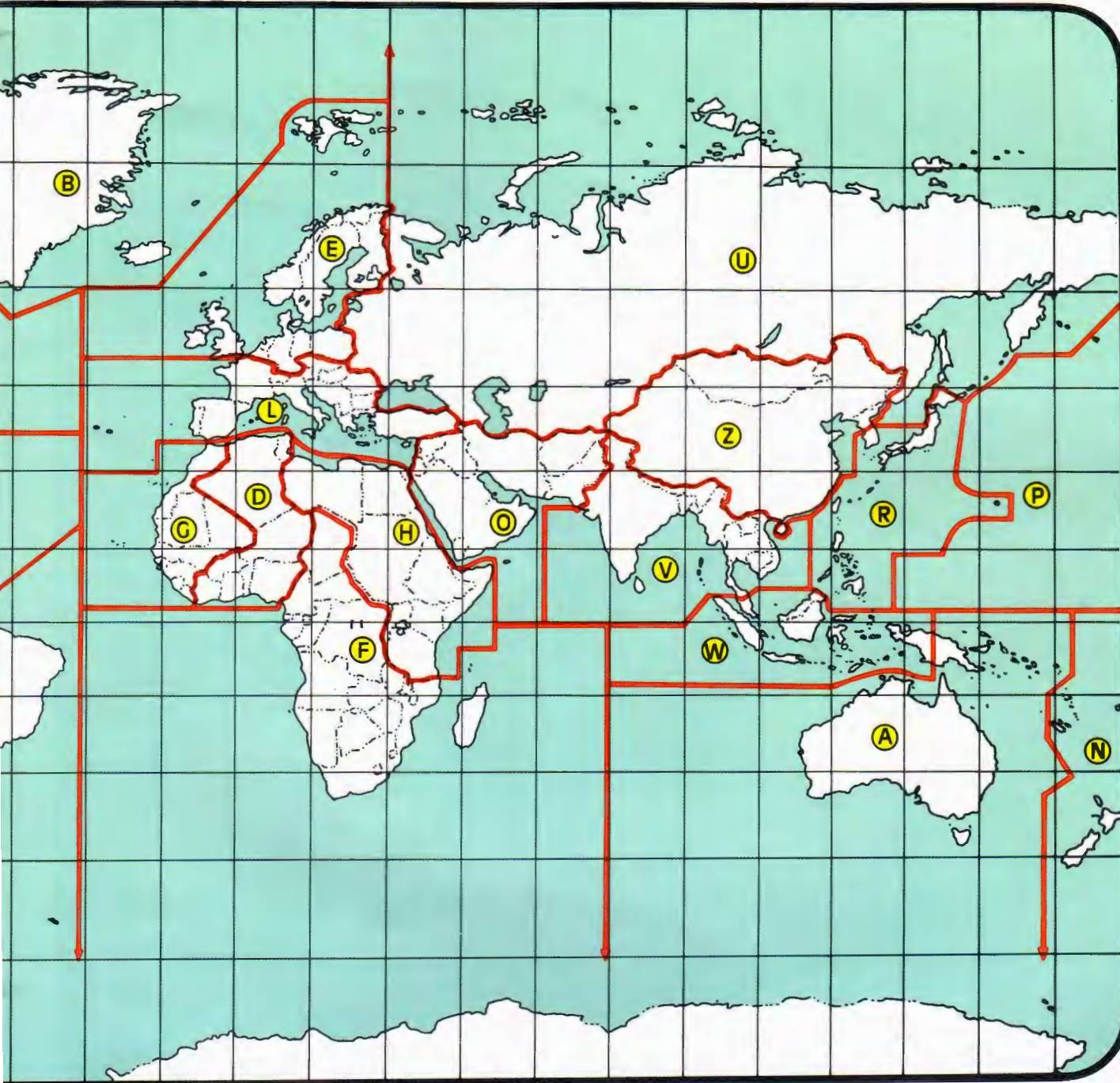
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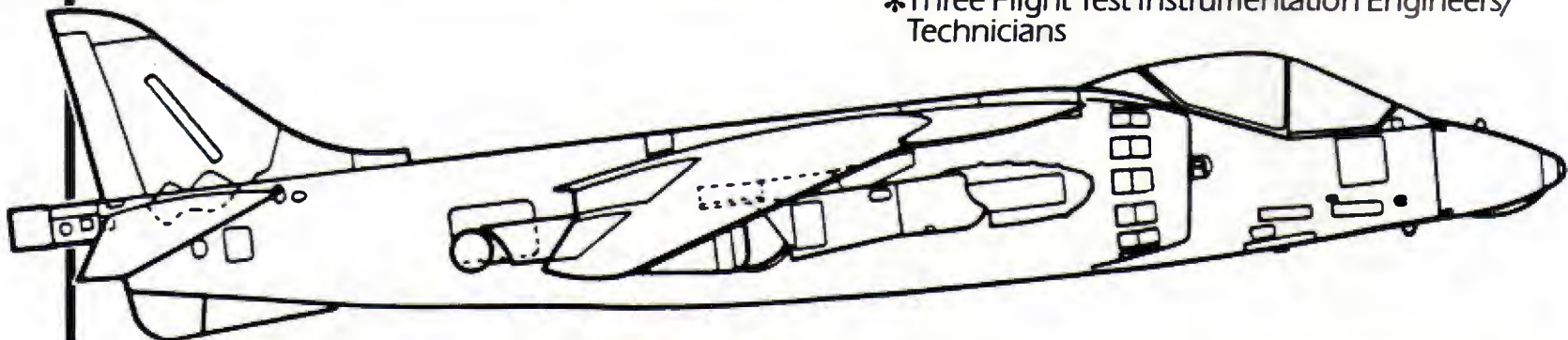
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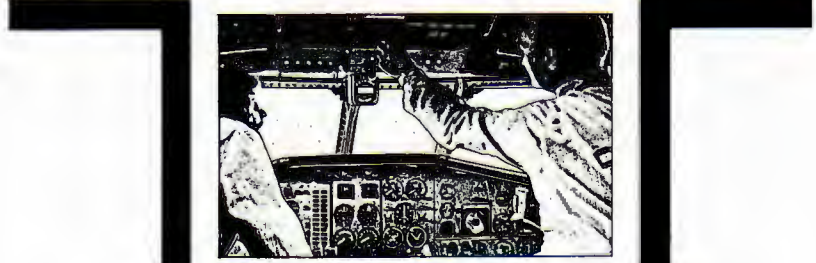
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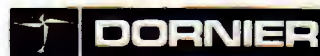
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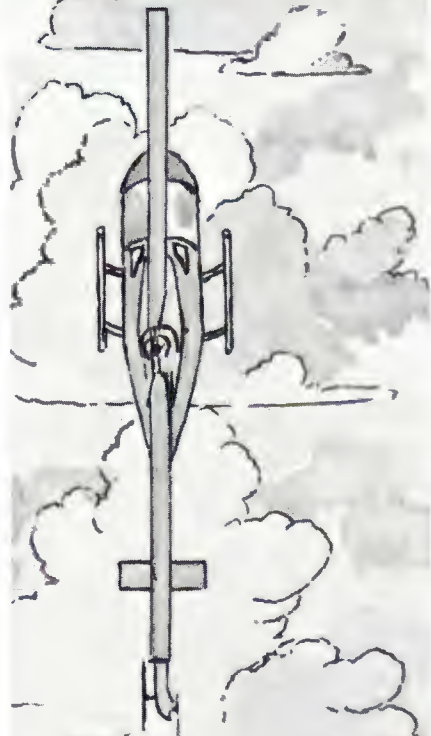
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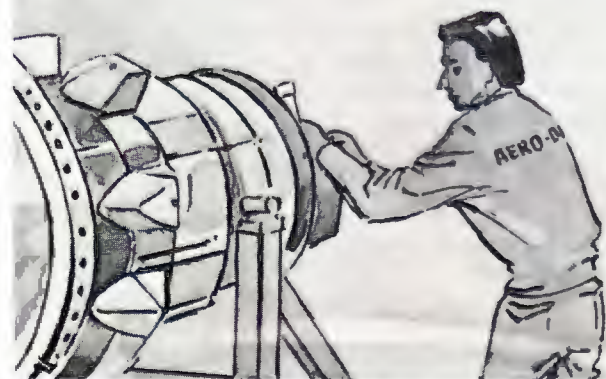
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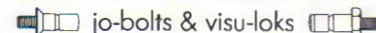
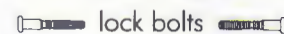
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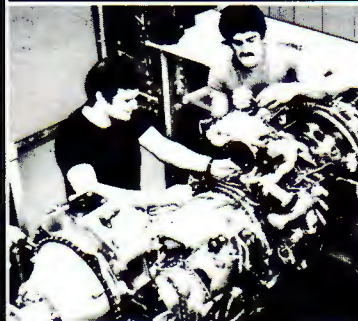
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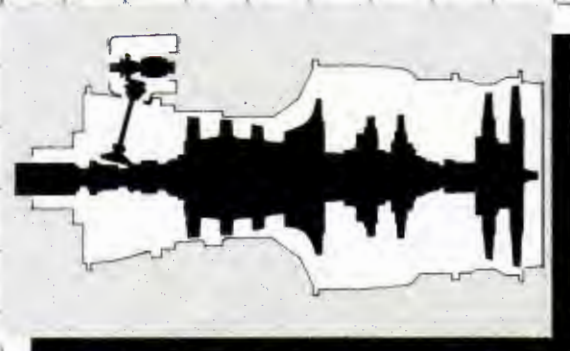
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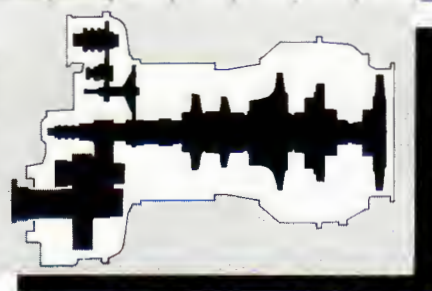
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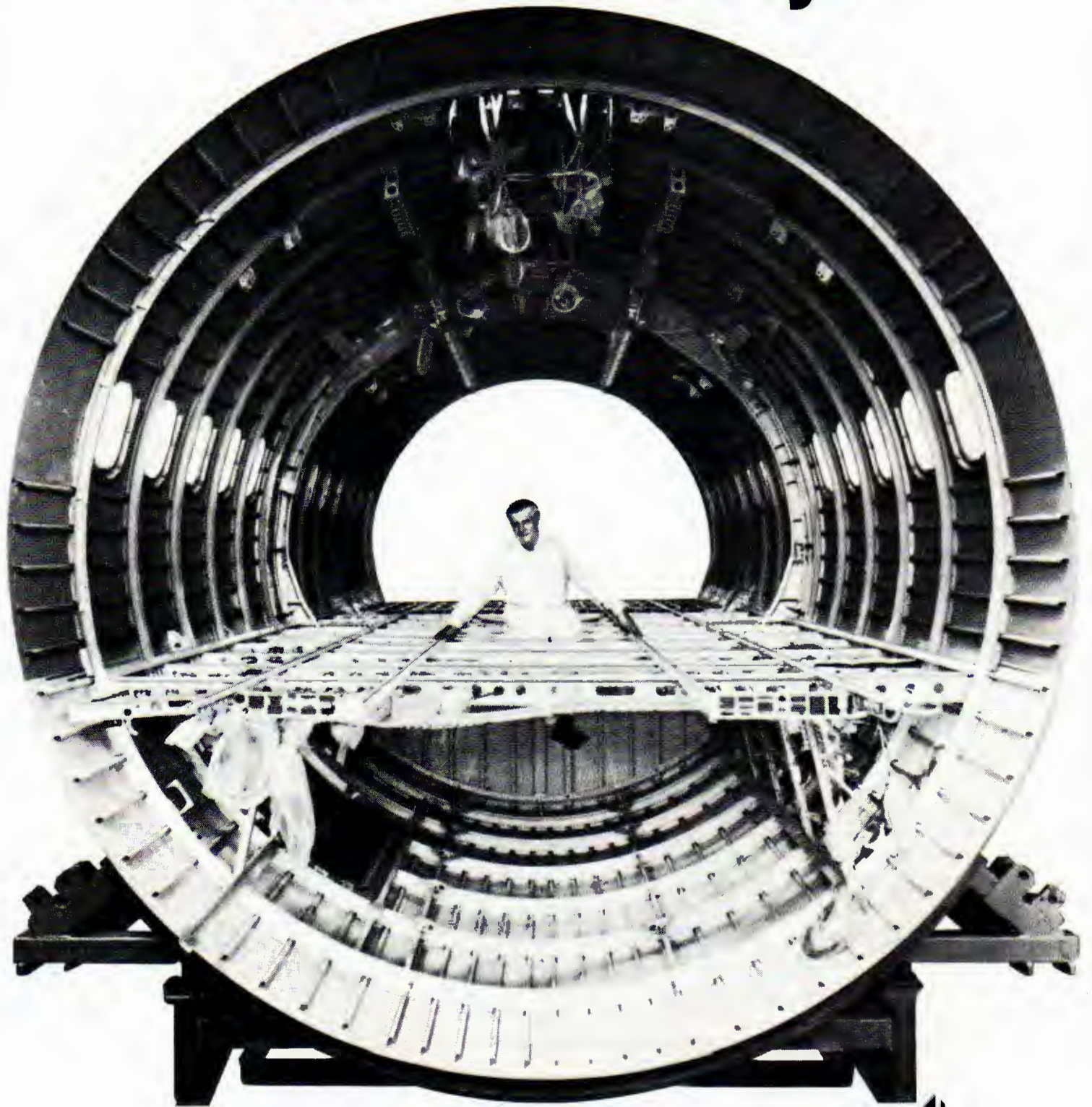
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