

# The Database of Cost References by Group—PDF#13

Prepared by Heuston Consulting, Inc., May 2010  
Coldwarweaponsystemcosts.com

## AIRCRAFT – COMMERCIAL

AC1 – YAK-40's, Yakovlev Yah-40 short haul tri-jet transport

Cost – Basic sales price in Germany will be \$840,000 with Russian equipment.

Discussion – Aviaexport will offer as optional equipment,

Radar for \$24,000 and autopilot for \$18,200.

Source – Aviation Week, March 15, 1971, p 18.

Recorded – March 15, 1971.

AC2 – DC-10, McDonnell Douglas DC-10-30 long range trijet

Cost – current fly-away price is approximately \$18 million.

Discussion – Will be raised by 4% July 31.

A similar increase is contemplated by Lockheed for the competing L-1011-8.

Source – Aviation Week, July 27, 1970, p 31.

Recorded – July 28, 1970.

AC3 – McDonnell Douglas DC-10 Transport

Cost – 4% price increase = \$650,000 over the base price of \$17 million each.

Discussion –

Source – Aviation Week, August 10, 1970, p 25.

Recorded – August 11, 1970

AC4 – Israel's Twin-engine, Twin-boom Arava STOL Transport

Cost – will sell for \$390,000 without avionics

Discussion – The basic 20 passenger version.

Min take off ground run of 590 ft was predicted.

Gross weight for take off and landings.

Source – Aviation Week, June 8, 1970, p 58.

Recorded – June 10, 1970.

AC5 – Playboy Enterprises DC-9

Cost -- \$4.5 million

Discussion – and was modified by Pacific Airmotive Corp., Burbank, Calif., and fitted out for an additional \$1 million.

Source – Aviation Week, April 2, 1970, p 43.

Recorded – April 4, 1970

AC6 – Concorde, Anglo-French Supersonic Transport

Cost – development costs now estimated at \$168 billion.

Discussion –

Source – Aviation Week, August 25, 1969, p 32.  
Recorded – September 3, 1969.

AC7 – PAC-1, Pacific Airmotive Corp. – 1, Wide Bodied Commuter Airline

Cost -- \$489,000

Discussion – Aircraft for 28 passengers.

Time period is delivery in mid-1972.

Powered by 2 P&W PT 6-27 engines developing 75 shp.

Cruise at 253 mph at 10,000 ft.

Source – American Aviation, June 23, 1969, p 18.

Recorded – September 30, 1969.

AC8 – Westland WG-13 Helicopter

Cost – Unit price is about \$560,000.

Discussion – now being reviewed by French and British partners.

Rather than the \$2 million engine being circulated within the French military and industry.

British officials say includes the fixed costs of development and tooling.

Source – Aviation Week, April 20, 1970, p 11.

Recorded – June 25, 1970.

AC9 – 100 Passenger STOL Aircraft

Cost -- \$3 million

Discussion – Occidental Aircraft Corp., Washington, DC, plans to build a 100 passenger – based in the old Burnellie flying wing design.

Cost will be about \$3 million.

Engines will be 2 Allison D501 Series Turboprops of 4,950 shp., each.

Empty weight 31,500 lbs.

Gross weight, 76,000 lbs

Cost performance is listed at \$182/hour with direct operating cost of \$0.04 a ton-mile.

Source – Aviation Week, May 12, 1969, p 30.

Recorded – October 1969.

AC10 – Interceptor 400, Turboprop Derivative of the Aero Commander 200

Cost -- \$90,000 minus avionics

Discussion – gross weight 3,800 lbs

Useful load 1,600 lbs.

Maximum cruise speed 240 mph.

Source – Aviation Week, October 13, 1969, p 82.

Recorded – November 11, 1969.

AC11 – Veremigte Flugtechnische Werke VC-181, (jet lift concept)

Cost – develop, testing, prototype construction and testing = \$280-560 million.

Discussion – Estimates on series production range from –

Dornier's unit price of \$11.2 million in an 100-lot order to VFW's price of \$7.65

million for the VC-500 for the same order. Dornier's unit price decreases to \$8.4 million on an order of 300, and VFW's to \$5.46 million for the same number. VFW VC-181, 12 lift engines retractable into the body.

4 wing-mounted engines are used for both lift and cruise. The fuselage lift engines are identified as RB-202-25 with a thrust of 14,410 lbs each.

Lift cruise engines are the GE "C" with a thrust of 12,980 lbs at take off, have a length of 144 ft and a wing span of 126.5 ft.

Source – Aviation Week, December 8, 1969, p 49.

Recorded – January 28, 1970.

AC12 – 747 Loading System

Cost – as follows

Discussion – Cochran elevator/ loader unit – about \$75,000.

Each bus for the unit will entail additional costs.

Budd – Plane-Mate – basic unit - \$197,000

Source – Aviation Week, November 17, 1969, p 50.

Recorded – January 28, 1970.

AC13 – Cessna Model 414

Cost – Priced at \$137,950 with standard equipment.

Discussion – Approximately \$50,000 less than the more advanced larger model 421 B, the 414 represents an effort by Cessna to take commanding lead in the pressurized business aircraft market.

Source – Aviation Week, December 22, 1967, p 47.

Recorded – February 17, 1970.

AC14 – A-300B Airbus, European

Cost – as follows

Discussion – Hawker Siddeley said research and development would be about \$43 million, of which \$9 million is for a modified wing.

Apart from BEA's initial requirement, the airline could use up to 44 aircraft by 1980; price of the A-300 B is about \$12 million.

Fitted with Rolls-61 engine of 50,000 lb thrust. Latter models would have a 62 of 52,500 lb thrust.

With pods and reversers, the rolls engines are slightly more expensive than the CF6-50C – about \$48,000 more for the -61 and about \$60,000 for the -62.

Source – Aviation Week, September 14, 1970, p 17.

Recorded – October 16, 1970.

AC15 – Gazelle & WG-13 Lynx

Cost -- \$135,000 at Aerospatiale and Westland factories.

Discussion – logical follow on would be the Westland WG-13 Lynx.

The British firm has joined with Sikorsky in submitting multipurpose system (LAMPS) program, in which the requirement now appears to be for 300 aircraft.

Price is \$480,000 per unit.

Source – Aviation Week, September 14, 1970, p 17.

Recorded – October 16, 1970.

AC17 – L-1011 Trijet

Cost – The \$75 million PSA orders are for a total of 5 L-1011

Discussion – bring orders for the Trijet to 178 aircraft.

Source – Aviation Week, September 7, 1970, p 29.

Recorded – October 20, 1970.

AC18 – Swearingen SA-28 T Transonic 10-12 Place Business Plane.

Cost -- \$1 to \$1.2 million

Discussion – Range 3,500 mi.

Cruise at Mach 1.05.

Prototype is scheduled to fly in 1972.

Source – Aviation Week, October 5, 1970, p 19.

Recorded – November 20, 1970.

AC19 – Supersonic Transport Development Program

Cost -- \$1.5 billion

Discussion – Total US supersonic transport project costs through prototype flight testing are estimated at \$1.5 billion of which the government is expected to contribute \$1.2 billion. This sum would be repaid from royalties by the time the 300<sup>th</sup> aircraft is sold.

Panel Votes SST \$210 million.

Source – Aviation Week, December 14, 1970, p 17.

Recorded – February 10, 1971.

AC20 – Cessna 207 Skywagon

Cost – the 207 is listed at \$28,250.

Discussion – while the Turbo-207 costs, \$32,975.

402-A at \$107,840

180 18,500

185 22,450

206 25,275

AgwagonA 17,850

Source – American Aviation, March 3, 1969, p 20.

Recorded – June 5, 1969.

AC21 – Typical New General Aviation Aircraft

Cost – as follows

Discussion – Estimated annual operating costs range from:

\$3,229 for a two place, single, engine airplane flown 150 hours a year to

\$189,370 for a two engine jet with a utilization of 450 hours and

\$412,050 for a four engine jet flown 500 hours.

Figures were developed from information supplied by manufacturers and by the consulting firm of Harley D. Kysor and Association.

On an hourly basis, cost estimates range from \$21.53 for a two place single engine model – to \$420.82 for a twinjet.

Source – American Aviation, March 17, 1969, p 19.

Recorded – June 5, 1969.

AC22 – Merlin IIB Executive Twin, Swearingen Aircraft

Cost – sold for \$430,000 without avionics.

Discussion – with avionics, it is half-million dollar airplane  
300 mph airplane.

Source – American Aviation, January 20, 1969, p 36.

Recorded – April 16, 1969.

AC23 – L-1011, Lockheed Tri-jet Transport

Cost – Air Canada/s order for 10, amounting to \$161 million.

Discussion – Accompanied by options to buy nine more L-1011 powered by Rolls Royce RB-211s. the Canadian order is included in the initial purchase of 50 L-1011s for sale outside the US by Air Holdings, Ltd. Of Britain, whose interest include control of British United Airways.

Source – Aviation Week, December 9, 1968, p 29.

Recorded – March 3, 1969.

AC24 – Aircraft for Fires,

Cost – as follows;

Discussion -- Daily standby fires ran about \$115 for a single engine aircraft; \$133 twin engine with single pilot; \$163 twin engine 2 pilots; \$245 four engine.

During operations they are paid on a flying hour basis. This cost, individually negotiated with each operator, averages \$230 single engine; \$365 twin engine; one pilot; \$460 twin engine, 2 pilots, and \$485, four engine.

Source – Aviation Week, October 5, 1970, p 23.

Recorded – November 20, 1970.

AC25 – L-500, Lockheed L-500 Commercial Version of the USAF C-5A.

Cost – Unit price of \$22.75 million.

Discussion – Proposed order for six by Executive Jet Aviation and option for six more.

Lockheed announced a decision to produce the L-500 by June 1, 1969.

Terms quoted by Lockheed called for a unit price of \$22.75 million and a total price of \$136.5 million.

A \$3.2 million allowance for 4 Pratt & Whitney JT9D-7 turbofan engines is specified, with adjustment when a firm price is established.

First delivery would be in November, 1972.

Source – Aviation Week, December 9, 1962, p. 31.

Recorded – March 3, 1969.

AC26 – AA-1 Yankee, American Aviation Corp., AA-1 Yankee Two Place Light A/C.

Cost – Basic price is \$6,495.

Discussion – There are two other versions.  
Yankee Trader with min-instruments for less than \$8,000.  
Yankee Clipper with a gyro horizon, Norco Mk-12 radio and Norco VOA-8 localizer indicator for less than \$9,500.  
Source – Aviation Week, December 9, 1968, p 98.  
Recorded – March 3, 1969.

AC27 – A-300, Anglo-German-French A-300 Airbus  
Cost – Target price is about \$12.5 million per aircraft.  
Discussion – The latest specifications calls for a capacity of 306 passengers in tourist configuration.  
Source – Aviation Week, November 18, 1968, p 35.  
Recorded – January 7, 1969.

AC28 – Islander, Britten-Norman Islander  
Cost -- \$78,000 in US  
Discussion – 10 place Islander  
Viking Airways, which reports maintenance cost of less than 4 cents a mile.  
Source – Aviation Week, November 11, 1968, p 34.  
Recorded – January 7, 1969.

AC29 – L-500, Lockheed Georgia Cargo Aircraft  
Cost -- \$22.75 million for selling price.  
Discussion – It would be more without the tremendous development costs being absorbed by the C-5.  
Direct operating costs of the L-500 down to about 2.36 cents per ton mile, which compares favorably with the 4 cents per ton mile for current all cargo aircraft.  
Wing span 222.7 ft.  
Fuselage length 24.7 ft  
Max takeoff weight 831,000 lbs  
Max cargo payload 300,000 lbs  
Max cruise speed MLW 480 kts...with 45,500 lbs take off thrust  
4 Pratt & Whitney JT 9 D 7 high bypass ratio turbofans  
Source – American Aviation, November 11, 1968, p 30, 34.  
Recorded – January 7, 1969.

AC30 – Europe A-300A Airbus  
Cost – unit price of \$12 million  
Discussion – Airbus International, the sales arm, is contacting airlines with final specifications and a unit price of \$12 million.  
Source – Aviation Week, October 19, 1970, p 28.  
Recorded – Aviation Week, October 25, 1970.

AC31 – Fanjet 500 Business Jet by Cessna Aircraft Co.  
Cost – Basic price will be not more than \$590,000 at the time of delivery.  
Discussion – 1<sup>st</sup> deliveries are scheduled for January, 1972.

Six months before delivery, purchasers must provide final specifications for interiors, avionics, and other optional equipment, plus sufficient cash to bring the total deposit up to 10% of final price of the equipped aircraft.

This is expected to run between \$700,000 and \$750,000.

Gross weight of 9,500 lbs.

Source – Aviation Week, October 21, 1968, p 105.

Recorded December 31, 1968.

AC32 -- Cherokee 6, Piper Twin Engine Version of its Cherokee 6

Cost – \$25,000

Discussion – retractable landing gear

Powered by two Lycoming O-360-A 3 A engines

Rated at 180 hp each.

Source – Aviation Week, October 29, 1968, p 23.

Recorded – December 31, 1968.

AC33 – VTOL/STOL Operations

Cost – as follows

Discussion – An intra-city VTOL bus service

May cost only 3 to 4 cents per seat mile.

It costs up to 25 cents per seat mile to operate transport helicopters, but this is an intra-city taxi operation.

Source – Aviation Week, October 14, 1968, p 11.

Recorded – December 19, 1968.

AC34 – Derringer, Wing Aircraft Co's Two Place Aircraft

Cost -- \$40,500.

Discussion –

Source – Aviation Week, October 14, 1968, p 41.

Recorded – December 19, 1968.

AC35 – Saab 1071, Four Turboprop Light Transport, STOL

Cost -- \$1 million

Discussion – Saab Aircraft Co. is planning to break into the growing STOL feeder lines market.

40 passengers

Estimated \$10-15 million for development.

\$1 million each with a production run of 200 aircraft.

Power plant – 4 AiResearch

TPE-331-201 turboprops or 4 Pratt & Whitney of Canada PT-6A-27.

Wingspan, 75.5 ft.

Max take off weight – 28,665 lbs

Design cruising speed – 216 kts.

Source – Aviation Week, July 1, 1968, p 29.

Recorded – July 14, 1968.

AC36 – Skyvan, Short Brothers & Harland with its Garrett Powered Skyvan STOL.  
Cost – Basic cost is \$355,200  
Discussion – military version pegged at \$356,800.  
Recorded – July 14, 1968.

AC37 – Dornier Do 132 Light Turbine Helicopter  
Cost – about \$65,000  
Discussion – hot cycle aircraft’s reaction rotor system.  
Lack of tail rotor, gear box, drive shafts and clutch will permit a purchase price of \$65,000 and an ultimate maintenance effort of about 20 mins per flight hour, including overhaul.

	Man-Turbomotors	Pratt & Whitney
	6022-707-B2	PT 6A - 20
Empty weight	1,170	1,440

Source – Aviation Week, March 11, 1968, p 38  
Recorded – July 22, 1968.

AC38 – Pup 100  
Cost – Br Pounds 3,850, radio, etc., extra  
Discussion – Pup, 150 = Br. Pounds 4,800  
Source – Interavia, September 9, 1965, p 1060  
Recorded – November 20, 1968.

AC39 – A-300, Airbus Program  
Cost – The development cost has risen from the original estimate of about Br. Pounds 192 million (\$460) to Br. Pounds 285 million (\$684).  
Discussion – Lufthansa and BEA have decided to commit themselves to ordering the type at this stage.  
Source – Interavia, September 9, 1968, p 1116.  
Recorded – November 20, 1968.

AC40 – 1073, Saab Twin Turbofan Short Haul Transport  
Cost – Would be less than \$3 million.  
Discussion – Payload of 16,000 lbs cargo or 80-87 passengers.  
Max take off weight, lbs – 63,000  
Manufacture’s empty weight = 35,000 lbs  
Source – Aviation Week, June 3, 1968, p 36.  
Recorded – July 24, 1968.

AC41 – McDonnell STOL, 90-115 seat 210 E.  
Cost – Estimated cost of the aircraft ranges between \$4.5-\$5 million.  
Discussion – take off on improved field within 600-700 feet.  
With up to 1,500 feet allowed for margin of error.  
Source – Aviation Week, June 24, 1968, p 79.  
Recorded – July 22, 1968.

AC42 – Airtourer, Victa Aircraft

Cost – will sell for 3,950 British Pounds ex-Staverton.

Discussion – with either engine thpe, dual, corrosion proofing, night lighting and shoulder harnesses.

Now in full production by Aero Engine Services Ltd of Hamilton, New Zeland.

Gyro instruments and radio are extra, and delivery is offered from next March.

The choice of engine (either the 100 hp Rolls-Royce Continental 0-200 or the 115 hp Lycoming 0-235-C1B depends upon customer preference (there is no price difference).

Source – Flight International, November 2, 1967, p 724.

Recorded – September 6, 1968.

AC43 – F-28, Enstrom F-28A Light Helicopter Executive.

Cost – 12,500 British Pounds

Discussion – complete with VHF communications radio.

2/3 seater, with a 205 hp fuel injection Lycoming H10-360-C1B engine.

Source – Flight International, November 2, 1967, p 721.

Recorded – September 6, 1968.

AC44 – King Air, Beech Aircraft

Cost – basic price is 182,000 British Pounds.

Discussion fully equipped duty paid.

Source – Flight International, November 2, 1967, p 724.

Recorded – September 6, 1968

AC45 – CL-55D4 Mod., Transport Aircraft for Loftleider Icelandic Airlines

Cost -- \$600,000 each

Discussion – modified by having two sections totaling 15 ft 2 inches inserted in the fuselage, stronger fuselage skin added to the over the wing portion of the aircraft and some landing gear modifications.

The two sections increase the fuselage capacity by 1,222 cu ft, to a total of 8,625 cu ft and the cabin length to a total of 113 ft 3 inches, which Canadair believes to be the longest in the world at present.

Source – Aviation Week, December 20, 1965, p 43.

Recorded – January 22, 1966.

AC46 – Maintenance Costs

Cost -- \$65 per flight hour for labor and material alone, exclusive of overhead.

Discussion – similar costs for the advanced subsonic jumbo jet will be about \$125 per flight hour, and perhaps as much as \$225 per hour for the supersonic transport.

Maintenance of	Engine inlets --	\$15 - \$35 per hour
	Flight controls --	4 – 13 times more than those of present aircraft

Source – Aviation Week, December 12, 1966, p 111.

Recorded – January 5, 1967.

AC47 – DC-10,

Cost – about \$15.5 million after airline equipment is added.

Discussion –

Source – Aviation Week, May 13, 1968, p 39.

Recorded – May 17, 1968.

AC48 – MHK – 101, Two seat MHK – 101 Sport Aircraft

Cost -- \$10,000 price range

Discussion – 115 hp Lycoming O-235-C2A Engine

1804 max gross weight

140 kt. top speed.

Source – Aviation Week, May 6, 1968, p 32.

Recorded – May 17, 1968.

AC49 – DC-10, McDonnell Douglas

Cost -- \$16 million

Discussion – When American Airlines disclosed firm order for 25 DC-10's in February with an option for 25 more, the price per aircraft worked out at approximately \$16 million.

Source – Aviation Week, April 29, 1968, p 34.

Recorded – May 18, 1968.

AC50 – Hughes Helicopter, Model 500.

Cost – increased from \$69,500 to \$78,800.

Discussion – (the Civil OH-6A)

Source – Aviation Week, March 14, 1966, p 31.

Recorded – March 22, 1966.

AC51 – Heli-bus, Jet Heli-bus by Hughes

Cost -- \$230 per hour, direct operating costs.

Discussion – per available seat mile = \$0.027, based on the 100 passenger model operating over 15 mile average hops at a block speed of 85 mph.

Source – Aviation Week, February 28, 1966, p 55.

Recorded – March 14, 1966.

AC52 – FH-227, Fairchild Hiller FH-227

Cost -- \$1.25 million

Discussion – powered by 2 Rolls Royce Dart MK 532-7, 2050 eshp engines.

Accommodates 44 passengers, but can seat as many as 56.

The aircraft is designed for operation over stage lengths under 200 miles.

Source – Aviation Week, February 28, 1966, p 43.

Recorded – March 14, 1966.

AV53 – France's Sud Aviation & Marcel Dassault Galion Aircraft

Cost -- \$6.5 – 7 million

Discussion – twin engine

250 passenger airbus

Could be in service by late 1971 if government support was received by May

Gross weight = 104 tons, empty weight = 59 tons.

Source – Aviation Week, February 21, 1966, p 48.

Recorded – March 11, 1966.

AC54 – Boeing 747

Cost – Operating Costs per seat statute mile

Discussion – for 747-136 (295 seats) at Mach 0.9 cruise

For 1,000 statute mile range = 0.93 cents

For 5,000 = 0.66

For 747-137 (435 seats)

For 1,000 statute mile range = 0.70

For 5,000 = 0.62

Direct operating costs per ton mile for

For 747-136C for cargo at 10 lb/cu ft density = 3.8 cents for  
2,000 st. mi.

= 5/2 cents for  
5,000 st. mi

For 747-137C = 2.8 cents for  
2,000 st. mi.

= 4.2 cents for  
5,000 st. mil.

Source – Aviation Week, February 21, 1966, p 38.

Recorded – March 11, 1966.

AC55 – 747 Aircraft, Boeing Co's Model 747, Large Passenger/Cargo Transport

Cost -- \$500 million development & construction of prototype.

Discussion – The new generally 8 shaped cross-section, low wing Model 747 that Boeing presented to the airlines after the mid wing design includes 2 versions.

Model 747-136 – triple bubble configuration.

Price, designed for international service, would be about \$14,190,000.

Cargo version would cost slightly less.

Aircraft would accommodate 270 passengers in mixed arranged (15% 1<sup>st</sup> class, 85% economy) and 295 passengers in straight economy class – 136 lower – 156 on upper.

Max gross takeoff weight 485,000 lbs, operating empty – 228,000 lbs.

Each of 4 turbofan engines would supply 35,000 lbs sea level static thrust.

Model 747-137 – double bubble configuration.

Cost about \$16,000,000 and cargo version about \$200,000 less.

It would accommodate 385 passengers in a mixed (15% -- 85%) arrangement and 435 passengers in a straight economy class with 227 seats on the lower deck and 208 on the upper.

Max. gross takeoff weight should be 597,000 lbs and operating empty weight 276,000 lbs.

Each of the 4 turbofan engines would develop 41,100 lb sea level static thrust, either GE CTF-39 (a commercial version of the engine selected for the USAF/Lockheed C-5A) or JT9D-1 9 a commercial version of Pratt & Whitney's entry in the recent C-5A competition.

Source – Aviation Week, February 21, 1966, p 37.

Recorded – March 11, 1966.

AC56 – Supersonic Transport, Anglo-French Concorde

Cost -- \$16 million per aircraft

Discussion – has risen to \$16 million per aircraft.

Charles C. Tillinghast, president of TWA, said last week after talks in London and Paris

Unit price of the Concorde when TWA first phased its order for six was \$10 million. It rose to \$14 million about 18 months ago, when the passenger capacity was increased.

Source – Aviation Week, February 21, 1966, p 30.

Recorded – March 11, 1966.

AC57 – 747 F, Model With Cargo

Cost – Direct operating cost per ton-mile = 3.3 cents

Discussion – will cargo at 10 lbs/cu ft density.

For 4,000 statute miles

And approximately 3.5 cents for 1,000 statute miles.

Source – Aviation Week, March 21, 1966, p 43.

Recorded – April 8, 1966.

AC58 – DC-9-10 Diplomat

Cost – Direct operating = 1 cents per seat mile

Discussion – at 500 mile range

With 102 seats.

Source – Aviation Week March 21, 1966, p 44.

Recorded – April 8, 1966.

AV59 -- VTOL/STOL for Northeast Corridor

Cost – as follows

Discussion – The STOL would cost less to buy, at \$2,520,000 per unit, than either the tilt wing, at \$3,830,000, or the jet lift at \$2,830,000. but MIT estimates that 65 tilt wings, or 60 jet lifts could do the work in the Northeast Corridor that would require 20 STOL's mainly because of the lesser ground time requirements of VTOL operations.

Source – Aviation Week, April 4, 1966, p 36.

Recorded – April 20, 1966.

AV60 – Concorde, Anglo French

Cost – Program now pegged at well over \$1 billion.

Discussion – Last official figure up to certification was \$844 million.

British expenses as of December 31, 1965, were \$70 million.  
Source – Aviation Week, April 4, 1966, p 41.  
Recorded – April 20, 1966.

AC61 – SST, US Supersonic Transport

Cost -- \$4 billion total investment

Discussion – may exceed \$4 billion by the time the 1<sup>st</sup> aircraft is delivered to an airline, according to Brig. Gen. J. C. Maxwell, Director of Sup. Tran.

Development at FAA.

This would mean then \$3 billion or more in private capital will be required for the program following the government's \$1 billion investment in a prototype vehicle.

Source – Aviation Week, April 11, 1966, p 45.

Recorded – May 5, 1966.

AC62 – 7 Passenger Sabreliner

Cost – Delivered for a total price of about \$1,080,000

Discussion – NAA, produced at a rate of 3 per month., a total of 69 delivered to commercial customers at end of May.

Source – Aviation Week, June 6, 1966, p 32.

Recorded – June 28, 1966.

AC63 – The Waco S-220. 4 Place Low Wing Monoplane

Cost -- \$21,000 including basic instrumentation.

Discussion –

Source – Aviation Week, June 6, 1966

Recorded – June 28, 1966.

AC64 – Model 40 Lear Jet

Cost -- \$1,757,000

Discussion – 15 for longer than originally planned.

Carry a max. of 40 passengers instead of 28 called for in earlier plans.

Max. ramp weight has been raised from 36,750 lbs to 51,900 lbs.

Powered by 2 – 11,400 lb thrust Rolls-Royce Sperry 25 engines.

First flight scheduled for early fall 1967.

Source – Aviation Week, May 23, 1966, p 38.

Recorded – July 5, 1966.

AC65 – 737 QC

Cost – The one on order includes spares & related ground equipment = \$14.5 million.

Discussion – Lake Central airlines ordered 3 Boeing 737-200 QC transports last week and obtained an option on 3 more of the twin jets.

Source – Aviation Week, May 23, 1966, p 37.

Recorded – July 5, 1966.

AC66 – DC-8-63F, Douglas Cargo/passenger convertible transports

Cost -- \$9.3 million each, with an additional \$7 million involved for spares.  
Discussion – Flying Tigers Line has signed a letter of intent to purchase 10.  
Order the stretched DC-8.  
Direct operating costs per ton mile at max. payload for the 63 F are expected to be slightly less than 4 cents, about 30% under the 5 to 5.5 cents for the Canadians CL-44D, the basic aircraft used by Flying tiger, on its domestic cargo routes.  
Source – Aviation Week, May 23, 1966, p 42.  
Recorded – July 5, 1966.

AC67 – T-37, Cessna Jet Trainer

Cost – about \$10 million for 104 trainers.  
Discussion – Air Force has ordered 104.  
Source – Aviation Week, September 25, 1967, p 21.  
Recorded – October 17, 1967.

AC68 – Cessna Cardinal, Model 177

Cost – about \$13,000  
Discussion – Wingspan – 35 ft, 7.5 in.  
Length – 26 ft 11.5 in.  
Gross Weight – 2,350 lbs  
Max. speed at sea level – 144 mph.  
Source – Aviation Week, October 9, 1967, p 32.  
Recorded – October 30, 1967.

AC69 – AC Carousel 4 by AC Electronics Division of General Motors

Cost -- \$100,000  
Discussion – for Boeings 747  
Contender for Boeing's SST inertial system.  
Can provide pilot with a variety of navigation information.  
Present position, in degrees of lat. & long.  
Distance and time to go to next waypoint.  
Cross-track deviation, on cross-pointer inclination.  
Source – Aviation Week, February 20, 1967, p 68.  
Recorded – April 4, 1967.

AC70 – SST

Cost -- \$1.4 billion  
Discussion – Total contract through Phase 3.  
Total Program Cost \$1.1 billion  
Airframe (2) 759 million  
Engines (30 plus spares) 343  
Source – Aviation Week, February 20, 1967, p 27.  
Recorded – April 4, 1967.

AC71 – Model of the Concorde

Cost -- \$560,000

Discussion – Full scale model of the Anglo-French Concorde to be displayed at the Paris Air Show.

Source – Aviation Week, February 27, 1967, p 33.

Recorded – April 4, 1967.

AC72 – SST

Cost -- \$1.1 billion for prototype development phase

Discussion – Another \$700 million is going to be needed to pay for the flight test And certification phase.

Source – Technology Week, February 20, 1967, p 15.

Recorded – March 27, 1967.

AC73 – Supersonic Transport

Cost – as follows

Discussion – US Supersonic Transport

Proposed unit costs calculated in 1967 dollars under FAA ground rules with Pratt & Whitney engines.

\$34.94 million for the Lockheed L-2000-7A

\$35.7 million for the Boeing 2707 international version.

Boeing domestic version under same ground rules would cost \$32.7 million, and Lockheed L-2000-7B domestic would be \$35.56 million.

Unit sales price for the 2707 international and domestic versions would drop to \$35.4 -- \$32.4 million, respectively, if GE engines were used.

Prices include \$1.7 -- \$1.8 million development cost amortized over 300 aircraft with engine prices based on 300 aircraft sets and airframe company costs and profits on a production run of 200 aircraft.

Source – Aviation Week, November 28, 1966, p 45.

Recorded – January 27, 1967.

AC74 – Super Guppy Contract

Cost – one year for \$2.6 million

Discussion – NASA is extending the contract on the rental of Super Guppy for one year.

In the past 12 months, the two aircraft have flown some 465,000 miles on these missions.

Source – Technology Week, November 28, 1966, p 3.

Recorded – December 21, 1966.

AC75 – Douglas DC-9 Airplane-mile costs

Cost -- \$1.16 industry wide.

Discussion – Delta achieving a low rate of about \$1.08 per aircraft mile.

Trans World is high in the industry with approximate costs of \$1.23 per aircraft mile.

Source – Aviation Week, November 7, 1966, p 49.

Recorded – December 6, 1966.

AC76 – Concorde R & D

Cost – as follows

Discussion – The Concorde program was first set up in 1962, at a joint total estimated cost of \$476 million.

By May 1964, costs had risen to \$770 million, mostly due to a design change to stretch the Concorde to its present 136 seat arrangement, and to costs of wages in both Britain and France.

Under the latest cost escalation, the 2 countries have included in the \$1.4 billion figure another item of \$140 million for contingencies. The total figure also includes \$224 million for R&D costs up to certification of air worthiness.

The total figure covers the cost of 2 Concorde prototypes built to the original design laid down in 1961, and 2 pre production aircraft on the 136 seat basis. It also includes construction of two static test airframes and some tooling which can be used in the production program, still not approved by either government.

Present unit cost is \$16 million per aircraft.

Source – Aviation Week, September 19, 1966, p 39.

Recorded – October 6, 1966.

AC77 – PD-808, World Jet Aircraft, distributor of Piaggio-Douglas PD-808

Cost -- \$205/hour to operate\

Discussion – Van Nuys, Calif.

Has proposed a trainer version, of the airplane to United & Pacific Southwest Airlines as a low cost means of training pilots for such aircraft as the Boeing 727. Compared with \$612 an our for a 727.

Source – Aviation Week, September 12, 1966, p 51.

Recorded – October 4, 1966.

AC78 – SST, The US Supersonic Transport

Cost -- \$4 – \$4.5 billion to develop prior to delivery of first aircraft to an airline.

Discussion – estimate of Senator Warren G. Magnuson

Magnuson, estimated the total development cost through construct and 100 hours of flight test of 2 prototypes of a single design at \$1.3 billion.

An additional \$799 million is projected for support of certification once the decision to proceed is made, and to develop the production base. Production of the aircraft will require, in his opinion, another \$2 - \$2.5 billion, to put it into service by mid-1974.

Source – Technology Week, September 5, 1966, p 17.

Recorded – September 15, 1966.

AC79 – L-2000, Lockheed Supersonic Transport

Cost -- \$30-\$49 million

Discussion – Price of the Lockheed L-2000 has risen along with the size of the airframe from \$20-\$30 million to \$30-\$49 million, depending on whether it is calculated in current dollars or delivery period dollars.

Bailey said for a production run of 200 aircraft with development costs written off over 300 aircraft, price in 1965 dollars would be about \$300 million.

- Passenger limit = 266  
Max. gross weight takeoff = 550,000 lbs.  
Source – Aviation Week, July 4, 1966, p 26.  
Recorded – August 15, 1966.
- AC80 – Beta 200, Rigid-Rotor Helicopter  
Cost – below \$20,000 each.  
Discussion – powered by 210 hp Continental IO-360 E engine  
Gross weight = 1,700 lbs and useful load 700 lbs.  
Top speed in excess of 150 mph.  
Source – Aviation Week, June 27, 1966, p 28.  
Recorded – July 21, 1966.
- AC81 – OV-10A, North American,  
Cost -- \$550,000 unit cost  
Discussion Low level max. speed and single engine performance requirements for the NA OV-10A have been renegotiated to state of the art goals despite major changes raising unit cost from \$320,000 to \$550,000.  
Source – Aviation Week, August 21, 1967, p 13.  
Recorded – September 12, 1967.
- AC82 – King Air, The Beechcraft King Air B90.  
Cost – basic price ex-Wichita plant is \$442,000.  
Discussion – covers full radio and navigation equipment.  
Beechcraft autopilot H-14 with altitude control, automatic pitch trim and the Omni-ILS coupling and course director -- \$11,710.  
Reversing propeller with synchroniser -- \$8,050.  
Cabin fire extinguisher -- \$90  
Refreshment bar -- \$1,990  
Two cabin tables -- \$590  
Wash basin -- \$740  
All metal low wing monoplane with retractable tricycle landing gear\  
Powered by 2 550 hp Pratt & Whitney PT6A-20 turboprop.  
Source – Interavia, March 1968, p 302.  
Recorded – May 20, 1968.
- AC83 – Turbo 2 Commander, North American Rockwell  
Cost -- \$19,995  
Discussion – with 2 Garrett Ai Research TPL 331-43 turboprop engines.  
Of 575 shp. Each.  
Cabin accommodation for nine persons.  
Source – Interavia, March 1968, p 301  
Recorded – May 20, 1968.
- AC84 – Piaggio, Italian P 166C  
Cost -- \$95,950

Discussion – with 2 Lycoming IGSO-540-AIC 380 hp piston engine  
 A high wing monoplane with gull wings and pusher props.  
 Pilot, copilot, and cabin seating for 11 passengers.  
 Source – Interavia, March 1968, p 301.  
 Recorded – May 20, 1968.

AC85 – Executive Aircraft, List of –  
 Cost – as follows  
 Discussion –

Type	Seating Capacity	Empty Weight	Price
Lockheed Jet Stat, D-8	15	21,213	\$1,590,000
Hawker, Sid, HS- 125, Srs/ 3A-R	9	11,900	\$820,000
N.A., Saberliner, 60	12	10,486	\$1,275,000
Hamberger Fluggengban, HFB32, Haus Jet	13	12,125	\$700,000
Piaggio/Douglas, PD-808	10	10,650	1,000,000

Others in the List  
 Source – Interavia, March 1968, p 295.  
 Recorded – May 20, 1968.

AC86 – SST, Super Sonic Transport  
 Cost -- \$40 million for each production model.  
 Discussion – the changes wrought, plus the dewlays, also have had an effect on  
 the planes price.  
 It had been \$35 million.  
 Source – Aerospace Technology, May 20, 1968, p 27.  
 Recorded – June 18, 1968.

AC87 – SST, Super Sonic Transport  
 Cost – Estimate total price of 2 SST's through prototype development only,  
 \$1.455 billion.  
 Discussion – of that amount, \$311 million went to the design phase and almost all  
 was Government money.  
 Boeing contributed \$9 million and GE \$8 million.  
 FAA has estimate that Phase III – prototype development will cost \$1.144 billion  
 with the Government paying 90%.  
 US airlines with reserved 8 ST orders have contributed \$59 million.  
 Source – Aerospace Technology, May 20, 1968, p 24.  
 Recorded – June 18, 1968.

AC88 – Concorde  
 Cost – per copy price from \$16 to \$20 million.

Discussion – also has experienced lengthy delays, has edged its per copy price from \$16 to \$20 million.

To have flown last February, now is not expected to airborne until October at the earliest.

Source – Aerospace Technology, May 20, 1968, p 27.

Recorded – June 18, 1968.

AC89 – Cessna Model 150.

Cost – from \$7,825 to \$6,995.

Discussion – Cost of trainer version has been reduced from \$8,925 to \$8,350.

Source – Aviation Week, July 5, 1965, p 83.

Recorded – August 31, 1965.

AC90 – Jet Star Executive

Cost -- \$1.4 million each.

Discussion – Lockheed, Pratt and Whitney J60.

Source – Aviation Week, September 27, 1965, p 23.

Recorded – November 23, 1965.

AC91 – 620 Aircraft, Model 620 and 820 Boeing Jet Transport

Cost – Boeing price for 620 model = \$8 million; \$10 million for 820 model, \$7 million for the 320 model.

Discussion –

	620	820	120	320
Passenger capacity	225-230	200-210	179	189
Max gross weight	330,000 lbs	410,000 lbs	253,000 lbs	316,000 lbs
Overall length	180 ft.	195 ft		
Range	Less than 4,000 miles	Over 5,000 miles		
Airline/miles direct operating costs			\$2.40 to \$2.50 60 passenger break even point.	

Source – Aviation Week, January 25, 1965.

Recorded – April 22, 1965.

AC92 – Turbo Commander Business Aircraft

Cost -- \$299,950

Discussion – pressurized to 4 psi.

Aero Commander, Bethany, Oklahoma.

5 passenger cabin interior and basic instrumentation

Two 605 eshp Garrett-Ai Research TPE 331 turbo prop engines.

Cruise at 275 mph

Max take off weight – 5,100 lbs

Cruise range (45 min reserve) at 285 mph – 1,100 mi.  
Source – Aviation Week, February 22, 1965.  
Recorded – April. 22, 1965.

AC93 – Turbo Commander, Aero Commander's

Cost -- \$300,000 per aircraft  
Discussion – 2 Garrett-Ai Research TOE 331 engines rated at 575 shp.  
Source – Aviation Week, November 23, 1964, p 93.  
Recorded – December 28, 1964.

AC94 – Gulfstream 2, Grumman Turbofan Executive Transport

Cost -- \$2.3 million each without aviaionics or interior –  
Discussion – 2 derated Rolls-Royce Spey  
Range of 2,760 n mi. with reserves for 200 nm diversion.  
Length 76 ft 4 in.  
Height 23 ft 4 in.  
Wing span 63 ft 10 in  
Max take off weight 53,400 lbs.  
Source – Aviation Week, November 9, 1964, p 39.  
Recorded – December 1, 1964.

AC95 – Mark 22, Mooney Mk 22 Aircraft

Cost -- \$29,990 minus only the avionics.  
Discussion – single engine – 310 hp Lycoming T10-451-AIA.  
Pressurized.  
Span 35 ft  
Length 26.9 ft  
Gross weight 3,500 lbs  
Empty weight 2,050 lbs  
Range, with reserves 1,000 miles plus.  
Source – Aviation Week, October 2, 1064, p 87.  
Recorded – November 16, 1964.

AC96 – Commercial Supersonic Aircraft

Cost – Development Phase – \$1.3 billion  
Discussion -- Mr. Halaby, FAA  
Source – Hearings before Sub. Com. of the Committee on Appropriations, House  
88<sup>th</sup> Congress, Part 3, p 3.  
Recorded – October 17, 1963.

AC97 – Commercial Supersonic Aircraft

Cost – Production and Sales, \$6 billion in 1970's.  
Discussion – 30,000 – 45,000 engineers and skilled workers over a 5 year period.  
Sale of 215 US. Supersonic Transports abroad for a value of \$2 to \$3 billion over  
a 10 year period.  
Range – 4,000 st. miles

350,000 lbs gross weight, payload 35,000 lbs.  
150 passengers and 5,000 lbs of cargo and mail.  
Accelerate through the transonic speed regimes at altitudes above 42,000 ft.  
Cruise about 60,000 ft.  
Sales – SRI – passenger miles will increase 150% by 10 years from now, from 1962-80 billion p.m – 229 billion in 1975.  
87% in 1973 = 87 billion potentially available to supersonic transport. Potential for 250 US Mach 2 aircraft and 128 Concorde, and 216 US Mach 3 aircraft as opposed to 125 Concorde.  
1,000 mile break even point.  
10,500 ft runway.  
Mr. Halaby, FAA.  
Source – Hearings before the House Committee on Appropriations, 88<sup>th</sup> Congress, Part 3, p 3, 4, 5, 6.  
Recorded – October 17, 1963.

AC98 – U-18, Umbaugh Gyroplane  
Cost -- \$12,000 per unit  
Discussion – required to sell one U-18 to every dealer or distributor for a fixed price of \$12,000 with a minimum of 100 U-18's to be offered at this price.  
Source – Aviation Week, January 13, 1964, p 32.  
Recorded – May 15, 1964.

AC99 – Piper Cherokee 140  
Cost -- \$8,500.  
Discussion – low wing, max. speed = 141 mph, airspeed = 131 mph.  
Gross weight = 1,950 lbs, empty weight 1,180 lbs, useful load = 770 lbs.  
Normal fuel capacity = 36 gal, 780 miles.  
Source – Aviation Week, February 17, 1964, p 118.  
Recorded – May 15, 1964.

AC100 – Jet commander, Model 1121 by Aero commander, Inc.  
Cost -- \$475,000.  
Discussion – flyaway condition but without extensive electronics  
Deposit of \$25,000 is called for with the signing of the purchase agreement.  
Second installment of \$100,000 is due six months prior to the projected delivery date.  
Source – Aviation Week, March 4, 1963, p 82.  
Recorded – November, 25, 1963.

AC101 – Super Sonic Transport  
Cost – Funds for Development = \$9.9 million – FY 1964.  
Discussion – Mr. Webb: We have \$16 million in the aeronautical research category to use under contract: about \$29 million that we will use in house in all the aeronautical area.

- Dr. Seamans: Projects \$6.3 million, Personnel Costs \$18.9 million, Operations of Installations, \$10 million.  
 Source – House Appropriations Committee Hearings, 88<sup>th</sup> Congress, Part 3, p 123., October 17, 1963.  
 Recorded – October 30, 1963.
- AC102 – OH-6H, Hughes Commercial Version  
 Cost -- %50,000 per copy  
 Discussion – \$30,000 – \$50,000, 210 mph, T63 engine developing 350 shp.  
 Source – Aviation Week, February 3, 1964, p 81.  
 Recorded – May 14, 1964.
- AC103 – Commerical Supersonic Aircraft, March 3 – FAA  
 Cost – from \$1.7 billion -- \$500 million.  
 Discussion – 1 billion for mach 2.5 – 3 aircraft: NASA – DoD  
 If mach 2.2 aircraft; an aluminum aircraft, like the Concorde, it would be substantially less, several hundred million less.  
 Mr. Halaby, FAA.  
 Source – House Appropriations Committee Hearing, 88<sup>th</sup> Congress, Part 3, p 19.  
 Recorded – October 17, 1963.
- AC104 – Cessna 411, Twin Engine  
 Cost -- \$120,000  
 Discussion – 6,500 lbs gross weight  
 6-7 place.  
 Source – Aviation Week, February 10, 1964, p 105.  
 Recorded – May 14, 1964.
- AC105 – Concorde Supersonic Transport Development  
 Cost – Unit cost of \$14 million  
 Discussion – a rise of \$4 million over the initial estimate.  
 Minister of Aviation – Julian Amery.  
 British share of Concorde costs will be \$392 million, nearly double original estimate.  
 Source – Aviation Week, July 13, 1964, p 32.  
 Recorded – October 14, 1964.
- AC106 – Beagle 206Y  
 Cost -- \$98,000 class.  
 Discussion – is a robust executive twin with good handling characteristics and a remarkable degree of pilot passenger visibility built into the redesigned airplane.  
 Source – Aviation Week, June 29, 1964, p 91.  
 Recorded – October 14, 1964.
- AC107 – Lear Liner, Lear Jet Corp., Model 28, Short Haul Airliner.  
 Cost -- \$1.06/aircraft mile or \$0.069 per seat mile over 50 mile stage length.

Discussion -- \$1.22 and \$0.053, respectively over a 100 mile stage length  
 \$1.00 and \$0.044 over a 200 mile stage length  
 \$0.825 and \$0.038 over a 400 mile stage length  
 \$0.761 and \$0.033 over a 600 mile stage length

Performance –

Max payload = 4,870 lbs

Range with max payload, FAR 4lb res. = 942 n.mi.

Max range, 23,000 lbs gross takeoff = 1,513 n.mi.

Ferry range = 1,643 n.mi.

Max speed, 410 kts at 20,000 ft.

Cruise speed, 280 kts at 20,000 ft, 333 kts at 36,000 ft.

Model 28 Specifications

Length – 66 ft.

Height – 19 ft 10 in.

Wing Span – 64 ft 6 in.

Max fuselage diameter 94 in.

Model 28 Costs –

Estimated direct operating costs based on a 200 mi stage length and a production run of 100 aircraft. Costs in cents/mi.

Pilot expense	.110
Copilot	.071
Fuel & Oil	.178
Insurance	.092
Total Flight	.451
Maint labor – A/C	.050
Engine	.060
Maint material A/C	.041
Engine	.060
Maint burden	.093
Total Maint	.271
Dep. A/C	.147
Engine	.052
Radio	.025
Eng Spares	.039

Source – Aviation Week, June 29, 1964, p 29.

Recorded – October 14, 1964.

AC108 – Mystere 20 Executive Aircraft, Dassault Mystere.

Cost -- \$900,000

Selling outright

Its (Pan Am) initial order for 40 Mysteres, with option for 120 more, has enabled Generale Aeronautique Marcel Dassault to program a production of 500 units. Carrier will pay approximately \$800,000 per aircraft to Dassault, and will offer them for \$900,000 in this country. Costs include airport duty and initial crew training. Pan Am expects to receive its first 15 units in 1965 and the other 25 in 1966.

Dassault production schedule calls for 3 aircraft a month.

Pan Am will pay \$73,550,000 for the airframes of the 140 Mysteres it expects to sell in the US plus \$35 million for the engines and US built communications and landing gear components specified for the aircraft.

Cost of individual airframes obtained from the Dassault will be \$525,000, while the US components will cost another \$283,330.

Mystere 20 has a 1,600 mi range, and provides a 1,600 lb payload out of its 22,700 lb gross weight.

It can cruise at 540 mph.

Take off and landing 4,500 ft.

Source – Aviation Week, August 12, 1963, p 41.

Recorded – January 31, 1964.

AC109 – Aviation Trader's Carvair ATL-98 Car Ferry

Cost -- \$290,000 conversion

Discussion – a Douglas DC-4 airplane, delivered with out furnishings and radio but with tanks re-sealed and airframe and engines at zero time.

Source – Aviation Week, September 23, 1963, p 114.

Recorded – January 30, 1964.

AC110 – M-2 Aircraft, Lightweight Research Aircraft

Cost -- \$60,000 up to 1<sup>st</sup> flight

Discussion – half-cone-shaped, wingless vehicle  
4/32 in mahogany plywood and tubular steel

Nose in fiber glass on the upper portion and Plexiglas on the lower section for better visibility at high angles of attack.

20 ft long, 10 ft high, and 13 ft wide

Weight with pilot is 1,130 lbs

\$20,000 for vehicle, \$40,000 in related costs such as engineering.

Source – Aviation Week, September 9, 1963, p 34.

Recorded – January 30, 1964.

AC111 – Two place Bede BD-1

Cost -- \$2,495

Discussion – developed by Bede Aircraft Corp., Springfield, Ohio.

With 65 hp engine, minimum instruments and no radio.

More completely equipped will sell for about \$4,200.

BD-1 has a slab sided fuselage of metal honeycomb panels

Source – Aviation Week, September 2, 1963, p 61.

Recorded – January 30, 1964.

AC112 – DC-8F

Cost – Option to purchase DC-8F Jet Traders = \$7,200,000

Discussion – Riddle Airlines lease purchase agreement with Douglas for Previous lease payments.

Source – Aviation Week, September 2, 1963, p 31.

Recorded – January 30, 1964.

AC113 – SSSST Aircraft,

Cost – Local Service Aircraft = \$500,000

Discussion – FAA Administration, N. E. Halaby

SSSST for “small, slow, safe, and subsidy saving aircraft

Probably would be a turboprop, would seat closer to 16 passengers, rather than 38, and would cruise at about 225 mph.

Source – Aviation Week, October 21, 1963, p 49.

Recorded – January 28, 1964.

AC114 – 37 Viggen, SAAB

Cost – Total price tag is reportedly about \$600 million.

Discussion – Powered by Pratt & Whitney JT8D turbofan engine fitted with afterburner – designated RM-8 will be built by Svenska Flygmotor AF of Trollhattan.

All weather fighter-interceptor version of the Giggen will be armed with Hughe’s Falcon.

Draken versions are J35D – Mach 2, rolls-Royce RB-146 Avon 300 engines – Swinder or 38 podded 7.5 cm Bofors air-to-air rockets.

Final version, designated J35F will enter Sweden’s air defense arsenal on a fully operational basis early in 1965.

J35F, more advanced version of SAAB S7 collision course fire-control system.

4 Falcon missiles, Rb.327 (MM-55), and Rb.328 (HM-58).

J35F’s at a unit cost of \$1.2 million.

Source – Aviation Week, October 21, 1963, p 57.

Recorded – January 28, 1964.

AC115 – Grand Commander Aircraft

Cost -- \$146,900 pressurized version

Discussion --	Model 500 B	\$94,500	Previous Price	\$87,000
	Model 560 F	\$115,500		\$105,000
	Model 680 F	\$113,000		\$121,000
	Model 68 FP	\$183,000		\$166,000

Jet Commander \$550,000

Source – Aviation Week, December 9, 1963, p 32.

Recorded – October 2, 1964.

AC116 – Cessna Super Skywagon

Cost -- \$22,950

Discussion – Model 206 at factory, Wichita, Kansas

Gross weight 3,300 lbs

285 hp – 6 cylinder fuel injection Continental 10-520-A

177 mph top speed

825 mi optimum range with 65 gal standard fuel tank

Source – December 9, 1963.

Recorded – October 12, 1964.

AC117 – Cessna 411 Twin

Cost – not to exceed \$120,000

Discussion – two 340 hp [sic glazed] and turbosupercharged.

Continental GT 510-520 six cylinder fuel injection engines fitterd with 3 bladed 88” propellers.

Cruise speed at 70 % at 16,000 ft = over 230 mph

Gross weight is 65,000 lbs

170 gal. of fuel.

Range at 70 % power at 10,000 ft (no reserves) of 1,020 mi.

Source – Aviation Week, February 3, 1964, p 41.

Recorded – May 14, 1964.

AC118 – North American NAC-60 Supersonic Transport

Cost -- \$23,241,850 each.

Discussion – a fleet of 15 including spares, \$511,206,345.

Operate initially at Mach 2.65.

But could be advanced in design to a Mach 3.

Range would be 4,010 miles with 35,000 lbs of payload.

Aircraft would be 195.4 ft long and 48.4 ft high.

Outside diameter of fuselage would be 151 inches and it would seat up to 181 passengers.

Modified delta planform wing with span 121 ft 4 in.

65 degree sweep to inboard panel.

Titanium principal material, take off weight 480,000 lbs.

Source – Aviation Week, February 3, 1964, p 39.

Recorded – May 14, 1964

AC119 – S35 Bonanza, Beach Aircraft

Cost -- \$29,000

Discussion –	Max gross weight	3,300 lbs	
	Empty weight	1,885 lbs	
	Payload (including fuel, oil, and op. eq.)		1,415 lbs
	Wing Span	33 ft 5 ½ in.	
	Length	26 ft 4 ½ in.	
	Height	6 ft 6 ½ in.	
	Fuel Capacity	50 gals	
	Max Speed	212 mph	
	Range	45 % power	1,145 mi.

Source – Aviation Week, February 24, 1964

Recorded – May 7, 1964.

AC120 – 990A General Dynamics/Convair’s Jet Transport

Cost -- \$6.5 million

Discussion – last new 990A

Aircraft built to fill a Swissair order which was cancelled, has been modified to carry 119 passengers.

Purchased by Frederick B. Ayer & Associates, Inc., Aircraft Dealers.

It will be leased to Aerolineas Peruanas (APSA) over a seven year period.

Source – Aviation Week, November 18, 1963, p 37.

Recorded – March 17, 1964.

AC121 – Boeing 727 Turbofan Transport

Cost -- \$30 million for 7 aircraft.

Discussion – National Airlines has signed an agreement to purchase with option for an additional three.

Source – Aviation Week, November 18, 1963, p 45.

Recorded – March 17, 1964.

AC122 – Lear Executive Jet

Cost – Increased by \$75,000 from its previous \$498,500.

Discussion – Model 23.

Source – Aviation Week, April 20, 1964, p ?

Recorded – May 5, 1964.

AC123 – V/STOL Twin-turboprop CL-84, Tilt Wing Utility Transport

Cost -- \$10 million development contract

Discussion – Final design completed by Canadair, Ltd.

Work on a flying prototype is scheduled to begin next month.

\$10 million program funded jointly by Canadair and Canadian Government

It will produce on flying prototype, a backup airframe, and an extra set of power equipment – engines, transmissions, and propellers.

Roll out of proto – December 1964.

Max gross weight – 12,200 lbs for VTOL, 14,700 for STOL

Payload – 3,100 lbs and 5,600 lbs, respectively

CL-84 – 45.5 ft long

14.0 ft high at tail

2 – 1,400 shp version of the Lycoming T53 turboshaft engine.

Range at sea level at 200 K – nmi. VTOL = 300

STOL = 785

Max speed, mil power, sl ISA-K VTOL = 287

STOL = 284

Source – Aviation Week, November 25, 1963, p 70

Recorded – March 16, 1964.

AC124 – DC-9

Cost – DC-9 Wings and Tail Subassemblies = \$65 million

Discussion – Douglas has given 65 million subcontract to deHavilland of Canada for wings and tail subassemblies of 125 DC-9s, calling for deHavilland to share development costs.

Source – Aviation Week, November 25, 1963, p 39.

Recorded – March 16, 1964.

AC125 – King Air Turboprop Model 90 Business Plane

Cost -- \$300,000

Discussion – completely furnished with an executive interior

Less than \$400,000 completely equipped with electronic systems, including weather radar.

8,000 ft cabin altitude at 16,500 ft, the airplane's optimum operating altitude

Top speed 280 mph

Max range with 384 gal 1,415 mi

Take off distance over 50 ft obstacle 2,000 ft

Landing distance 2,800 ft

Gross weight 9,000 lbs

Empty weight 5,200 lbs

Source – Aviation Week, November 25, 1964, p 34.

Recorded – March 16, 1964.

AC126 – Skyservant, Dornier-Werke, Do 28 D, STOL Aircraft

Cost -- \$150,000 per aircraft

Discussion – Multipurpose, twin engine

Powered by 2 Lycoming IG-540 6 cylinder

Engines of 380 hp each.

Source – Aviation Week, January 24, 1966, p 105.

Recorded – February 9, 1966.

AC127 – Jet Ranger, Five place Bell Helicopter

Cost -- \$85,000 each

Discussion – Turbin powered Model 206 A

100 production a year

317 shp Allison 250-C18 turbo shaft

Gross weight 2,900 lbs

Empty weight to less than 1,295 lbs.

Source – Aviation Week, January 24, 1966, p 101

Recorded – February 9, 1966.

AC128 – Boeing 737, Short Haul Jet Transport

Cost -- \$25 million for 6 at \$4.1 each

Discussion – including spares and a pilot training simulator.

Source – Aviation Week, January 24, 1966, p 37.

Recorded – February 1, 1966.

AC129 – Handley Page Twin Turboprop Executive

Cost -- \$350,000

Discussion – in collaboration with Riley Aircraft Corp. of Ft. Lauderdale, Fla.

Carry 8 passengers

Could be fitted for 20 passengers as a feederliner

Power plants will be Turbomeca Astagon 12 or Lycoming T53 turboprops  
Source – Aviation Week, January 24, 1966, p 34  
Recorded – February 8, 1966.

AC130 – Lear Jet Model 24

Cost -- \$649,000

Discussion – Delays in certificating the Lear jet Model 24 business jet aircraft have caused Lear Jet Corp. to eliminate some of the items originally planned for inclusion in the aircraft and to reduce the price by \$46,000.

Source – Aviation Week, December 27, 1965, p 29.

Recorded – January 24, 1966.

AC131 – Stretched 737, Boeing

Cost -- \$5.5 million for 1<sup>st</sup> aircraft and \$9.5 million if an option for 2<sup>nd</sup>

The Wien order

Wien Air Alaska

Cargo passenger 737.

Source – Aviation Week, January 31, 1966, p 33.

Recorded – February 11, 1966.

AC132 – Stretched Boeing 737

Cost -- \$5.5 million for 1<sup>st</sup> aircraft and \$9.5 million if an option for 2<sup>nd</sup>.

Discussion – The Wien order. Wien Air Alaska

Cargo-passenger 737.

Source – Aviation Week, January 31, 1966, p 33.

Recorded – February 11, 1966.

AC133 – Brantly Helicopter Corp.

Costs – as follows

Discussion – Twin-turbine version of present 5 place Model 305 = \$100,000

Powered by 2 Allison 250-C18 engines.

Single-turbine version of the Model 305 = \$75-80,000

Powered by an Allison 250-C18 engine

Model B2D, a growth version of the present Model B2B = \$29,000

Powered by undesignated version of Lycoming V)-360 (180 hp)

Model 2J10 = \$200,000

Gross weight 5,000 lbs.

Source – Aviation Week, November 29, 1965, p 21.

Recorded – December 28, 1965.

AC134 -- 727, Standard

Cost -- \$4.75 million each

Discussion – Sabena order for 4

Includes two QC convertible passenger/cargo versions

Delivered in spring of 1967.

Source – Aviation Week, February 14, 1966, p 39.

Recorded – February 17, 1966.

AC135 – 727-200, National's Version

Cost -- \$5.5 million each including spares

Discussion – will seat 139 passengers – 24 1<sup>st</sup> class and 115 coach

Delivery between January 1967 and July 1968.

Source – Aviation Week, February 14, 1966, p 39

Recorded – February 17, 1966.

AC136 – DC-10, Cargo

Cost – Project operating cost of 2.8 cents/ton mile

Discussion – is below the 4 cents of Douglas stretched DC-8-60F series.

Source – Aviation Week, February 14, 1966, p 39.

Recorded – February 17, 1966.

AC137 – DC-10, Passenger

Cost – 0.5 – 0.6 cents/seat mile over 3,000 mile range

Discussion – which is below the 0.7 – 0.85 cent operating cost for the largest current jets.

Source – Aviation Week, February 14, 1966, p 39

Recorded – February 17, 1966.

AC138 – Concorde, Anglo-French

Cost – Direct operating cost in the area of \$1.45 cents/seat mile over 3,000 mile range

Source – Aviation Week, February 14, 1966, p 39

Recorded – February 17, 1966

AC139 – US Supersonic Transport

Cost -- \$1.05 cents/seat mile over 3,000 mile range

Discussion Direct operating cost

Source – Aviation Week, February 14, 1966, p 39

Recorded – February 17, 1966.

AC140 – Helicopters, Hughes 500

Cost -- \$69,500 – Executive version of Model 500

Discussion – Utility version at \$65,000

Both Bell and Fairchild Hiller are currently pricing their turbine powered helicopters at \$85,000.

Bell's piston powered 47G basic configuration 47G-4A at \$44,950 has improved transmission.

Bell has sold about 12 AC-5's and plans production of 50 units of this model this year at a basic price of \$35,950

Equipped, the aircraft would cost \$39,000 depending upon customer's choice of agricultural and communications equipment options.

Source – Aviation Week, February 14, 1966, p 115.

Recorded – February 17, 1966.

AC141 – Aero Star of Ted Smith Aircraft Company

Cost -- \$35,000 for twin piston models.

Discussion -- \$400,000 for six passenger turbojet model.

Single piston engine series ranging from 2 to 5 places in size is also planned.

Range in price from \$5,000 to less than \$30,000 for pressurized high performance models.

Smith said preliminary studies are also under way for a five or six passenger supersonic business aircraft, which he believes could be marketed for \$750,000 to \$1,250,000.

Source – Aviation Week, February 14, 1966, p 124.

Recorded – February 17, 1966.

AC142 – FH-227, Fairchild Hiller Corp.'s Twin Turboprop Transport

Cost -- \$1.25 million without interiors or avionics

Discussion – compared with \$1.09 million for the F-27J

Avionics and interiors for both aircraft cost about \$250,000 extra, depending on the equipment selected.

Direct operating cost/mile over a 100 mile stage length for the FH-227 will be about 95 cents compared with about \$1.10/mile.

For a 200 mile haul, the FH-227 will operate at about 85 cents/mile compared with about 93.5 cents/mile on the F-27.

Source – February 7, 1966, p 41.

Recorded – February 21, 1966.

AC143 – 747F Freighter

Cost -- \$19.7 million

Discussion – Its operating empty weight is about 10% less than the passenger transport.

Source – Aviation Week, November 20, 1967, p 67.

Recorded – December 29, 1967.

AC144 – 747P Passenger

Cost -- \$20 million.

Source – Aviation Week, November 20, 1967, p 67.

Recorded – December 29, 1967.

AC145 – 747C Convertible

Cost -- \$20.5 million

Discussion – In passenger configuration, this aircraft is about 4% heavier than the 747P. In cargo configuration, it is 6% heavier than the 747F.

Source – Aviation Week, November 20, 1967, p 67.

Recorded – December 29, 1967.

AC146 – L-500-114M, Lockheed Georgia Commercial Version of the C-5A

- Cost -- \$35 million per aircraft  
 Discussion – compared to a total of \$19.5 million calculated for the 114M.  
 Source – Aviation Week, November 20, 1967, p 214.  
 Recorded – December 29, 1967.
- AC147 – Concorde Supersonic Transport  
 Cost -- \$18.5 million without spares and \$21 million with spares each.  
 Discussion –  
 Source – Aviation Week, December 18, 1967, p 24.  
 Recorded – January 2, 1968.
- AC148 – Concorde  
 Cost –  
 Discussion – Estimated cost of ...development had risen in the 2 years following the 1962 agreement from Pounds 150 million to Pounds 280 million. By 1966 it had more than doubled the original figure – to Pounds 370 million. This was partly because it had been decided to build 2 additional prototypes and partly because of generally rising costs. The extra prototypes were to have a seven foot longer fuselage, similar to the production version. Later in 1966, it was believed that, allowing for contingencies, the final total cost of the 4 prototypes plus 2 structural test specimens and test flying up to certification, would amount to Pounds million/at 1966 prices).  
 The suggested cost per copy is at present about Pounds 7.7 million or Pounds 9.4 million with a normal 20% spares backing.  
 Source – Interavia, February 1968, p 151.  
 Recorded – April 21, 1968.
- AC149 – 707-320C, Boeing Jet Transport  
 Cost – \$7.5 million each.  
 Discussion – Caledonian Airways, a Scottish international charter airline has decided to buy 1 for delivery in the spring 1967.  
 Source – Aviation Week, December 13, 1965, p 43.  
 Recorded – January 19, 1966.
- AC150 – Super Guppy, Converted Saunders-Roc Flying Boat  
 Cost -- \$100,000 for one aircraft  
 Discussion – proposed by Aero Spacelines, Inc.  
 New fuselage, installation of landing gear and replacement of 10 Bristol Proteus 600 series engines with 8 turbofan engines in the 8,000 lb thrust range.  
 220 ft. wing span, 185 ft. length, height of 81 ft.  
 Max gross take-off 460,000 lbs  
 Payload is more than 200,000 lbs.  
 Could carry all but largest Saturn stage, the Boeing S-1C, booster for the Saturn 5.  
 Source – Aviation Week, February 10, 1964, p 43.  
 Recorded – May 14, 1964.

AC151 – MU-2 Aircraft

Cost -- \$215,000 to \$325,000

Discussion – Japanese designated MU-2 will be competing primarily with Beech King Air, it also will have some competition from pressurized reciprocating aircraft, such as the Aero Commander G80-FP.

Source – Aviation Week, September 23, 1963, p 109.

Recorded – January 30, 1964.

AC152 – CL-44 Turboprop Transport

Cost -- \$4 million each.

Discussion – Icelandic Airlines purchased 2

Powered by 4 Rolls Royce Type Turboprop engines each developing 5,730 shp.

Cruise speed of more than 400 mph

160 passengers

Source – Aviation Week, February 24, 1964.

Recorded – May 7, 1964.

AC153 – Commercial Supersonic Aircraft

Cost – FY Budget Estimate – FAA

Discussion – as follows

FY-1962, 1963, \$31 million to FAA for research related to future development of a civil supersonic transport

FY-1964, \$77,400,000 less un-obligated balance from 62-63 of \$17,400,000 leaving 60 million required for FY-64.

Engine applied research	\$9,750,000
Other applied research	\$5,494,000
Required for phase II of the development program	\$59,500,000
Program Management	\$2,650,000
	\$77,400,000

Mr. Halaby, FAA

Source – House Hearings, Appropriations Committee, 88<sup>th</sup> Congress, Part 3. P 9.

Recorded – October 17, 1963.

AC154 – A-300 Aircraft, European Airbus Consortium

Cost – Development Cost -- \$675 million

Discussion has now climbed from the original figure of \$500 million (\$375 million for airframe and \$125 million for engines)

To about \$675 million (\$500 million for airframe and \$175 million for engines) according to figures given by Reichert.

Programme schedule if go ahead is given, is still first flight some time in 1971, certification in 1972, and operational service by about spring 1973,

Likely market price is unofficially estimated at about \$12 - \$13 million.

Source – Interavia, June 1968, p 777.

Recorded – August 30, 1968.

AC155 – Piper Pawnee Agricultural Aircraft

Cost – price ex-works, \$16,490

Discussion – 235 version is powered by a 235 hp Lycoming O-54 O engine and fitted with crop spraying and dusting equipment.

Can also be delivered with a 260 hp engine price \$16,690.

Source – Interavia, June 1968, p 722.

Recorded – August 30, 1968.

AC156 – Cessna Rocket, Reims Aviation Rocket 4 Seat Aircraft

Cost -- \$17,500

Discussion – powered by a 210 hp Continental 10-360-D engine

Has 2 doors each about 3 feet wide.

Cruise speed, 145 mph, Range 580 miles.

Source – Interavia, June 6, 1968, p 721.

Recorded – July 30, 1968.

AC160 – L-1011, Lockheed

Cost -- \$15.6 million (Pounds 5.5 million) ex-works with basic equipment.

Discussion – this price, which Lockheed is quoting to airlines, includes an allowance for cost escalations between now and delivery date, and is fairly firmly believed to be what operators will pay.

Based on the ATA standard operating cost formula, the L-1011 will have a d.o.c. of \$2.3 per aircraft mile when operating at its design range point. With the high-density, 300 seat version, this means a seat mile cost of just under 0.8 cents (or 1 cent per seat mile for a 227 seater.)

3 33,000 lb thrust high-bypass turbofans – either the GE CF6/34, the P&W JT 18D, or the R-R RB, 21/06.

Source – Flight International, November 2, 1967, p 714.

Recorded – August 5, 1968.