

## Aerostar 601p Maintenance Manual

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Самолет мечты: Piper Meridian M-500 (Забираем из сервиса) **FORD AEROSTAR TUNING**

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PropellerHartzell Propeller HC-C3YR-2 EngineLycoming Engines IO-540-AA1A5, IO-540-G1B5, IO-540-K1F5, IO-540-K1J5, IO-540-P1A5, IO-540-S1A5, LTIO-540-U2A, TIO-540-U2A . NULL\_COVID-19 COVID-19 Notices AirframeFAA/DOE FAR/AC/Order Aerostar Aircraft Corp PA-60 ...

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It is imperative the shop doing your maintenance understand that your Machen converted engines, brakes, etc. are NOT standard equipment and that the Aerostar parts book and maintenance manual's do NOT apply in some cases to your airplane. For example we have an Aerostar 601P with Machen 700 conversation which has had foam filters (BA-4) installed in the airbox for the last several log books ...

Maintenance Warning - The Aerostar Forum

After Ted purchased the Aerostar back from Butler, he developed the pressurized model 601P. The first models (1974) were STC conversions of the 601A with wing extensions and the Lycoming IO540S1A5 Engines. The service ceiling was limited to 25K feet most likely due to the 4.25 lbs./sq. inch pressurization system which held an 11K foot cabin @ 25K feet. The 601P was the longest production run ...

Aerostar Owners Association

He had only 20 hours of multi-engine time when he purchased his 1977 Aerostar 601P. After Piper Aerostar Initial Training he flew with an Aerostar Pilot for fifty (50) hours to gain experience in the Aerostar. Ken feels the fifty hours was very valuable for maintenance and safety purposes. In 1992 Ken got his Instrument rating in his Aerostar. He flew his Aerostar IFR for ten years until his ...

Aerostar Owners Association

The first pressurized Aerostar, the 601P, appeared in 1974. Max differential pressure was 4.25 psi, enough to maintain a cabin altitude of 11,000 feet while slicing along at 25,000 feet. The tenth 601P rolled out of Ted Smiths shop with a longer wing (stretched from 34.2 to 36.7 feet) and higher max takeoff weight, 6000 pounds. These changes were incorporated in the unpressurized turbo model ...

Aerostar 600, 700 series - Aviation Consumer

The Piper Aerostar or Ted Smith Aerostar is an American twin-engine propeller-driven executive or light transport aircraft, designed by Ted R. Smith. It was originally built by Ted Smith Aircraft Company, which after 1978 became part of the Piper Aircraft Corporation. Development 2. Ted Smith flew the first Aerostar 600 in October 1967. It was a mid-wing cantilever monoplane powered by two ...

Piper 600A, 601B and 601P Aerostar, Photos and Specifications

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AEROSTAR 601P; CAP 10C; RF-6B 100; RF-5B Sperber; The Aerostar is the masterpiece of Ted R. Smith, the father of the famous Aero Commander. The legendary designer created the original Aerostar as a no-compromises personal speed machine. This airplane set multiple speed records for piston aircraft, the 601 variant still holds the land closed speed record for a production piston twin. Its ...

Avia71

This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Aerostar Aircraft Corporation (Aerostar) Models 601, 601P, 602P, and 700P airplanes. The proposed AD would require you to replace Roto-Master and Rajay scavenge pumps with Aerostar scavenge pumps.

Federal Register :: Airworthiness Directives; Aerostar ...

Aerostar illustrated parts catalog and Aerostar maintenance manuals for Aerostar 600, Aerostar 601, Aerostar 601P, Aerostar 602P, and Aerostar 700P aircraft models. Log-in Required to view Aerostar Documents.

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The "Aerostar 601P" had engines with higher-rate turbochargers to feed a cabin pressurization system. Another variant was the stretched Aerostar 700 Superstar. In 1976 the company name was changed to the Ted Smith Aerostar Corporation. In 1978 the company was taken over by the Piper Aircraft Corporation. It continued to build three variants (600A, 601B and 600P) and then re-introduced the ...

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