
The logo for Microsoft Flight Simulator. It features the word "Microsoft" in a black, sans-serif font. To its right, the word "Flight" is written in a large, blue, italicized serif font. Below "Flight", the word "Simulator" is written in a large, grey, italicized serif font. A blue and grey wing-like graphic element is positioned behind the text, extending from the left and under "Flight".

Microsoft *Flight* *Simulator*

HANDBOOK

Microsoft Corporation

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Welcome to Microsoft Flight Simulator

It was 1982 when the first version of Microsoft Flight Simulator was released. While a lot has changed over the years, one thing remains as true as ever...

This is a love letter to Aviation, and a genuine labor of love.

The new Microsoft Flight Simulator is the creation of a passionate team from across the globe — a diverse and inclusive group of designers, artists, engineers and producers — dedicated to pushing the boundaries of what is possible in simulation, and united around one lofty goal: bringing the world within reach for every pilot on the planet.

None of this would be possible without great partners in the fields of aviation and simulation — nor would it be possible without you. During the long development process, we have heard from countless excited pilots, simmers and fans. That excitement has kept the team going strong throughout, and we couldn't be more grateful for the support.

The legacy of Microsoft Flight Simulator is strong. The future is bright. And we look forward to exploring all that it holds together.

Sincerely,

The Microsoft Flight Simulator Team

➤ Starting Off

Photosensitive Seizure Warning

This section should be read carefully before using the game.

Photosensitive Seizures or consciousness disorders can be triggered by certain flashing lights or light patterns for people suffering from photosensitive epilepsy, even in everyday life. While it is not usually dangerous, these individuals can experience seizures when using computer or video games.

It is also possible that even those who have never been affected before or suffered an epileptic seizure can experience this. If an individual or family member experiences symptoms such as seizures or consciousness disorders associated with epilepsy when exposed to flashing lights, they should consult their doctor about using the game.

Parents should monitor their children's use of computer or video games. If an adult or a child experiences any of the following symptoms: dizziness, visual disturbance, eye or muscle twitching, loss of awareness, disorientation or any sort of involuntary movement or convulsion while playing the game, discontinue use IMMEDIATELY and consult a doctor.

Precautions

- Sit as far from the screen as possible when playing the game.
- Use as small a screen as possible when playing the game.
- Avoid playing if you are tired or have not had enough sleep.
- Make sure the room you play in is well lit.
- While playing a computer or video game, you should take a break of 10-15 minutes every hour.

System Requirements

	Minimum Spec	Recommended Spec
Operating System	Windows 10 (1909)	Windows 10 (1909)
DirectX Version	DirectX 11	DirectX 11
CPU	Intel i5-4460 -or- Ryzen 3 1200	Intel i5-8400 -or- Ryzen 5 1500X
GPU	NVIDIA GTX 770 -or- Radeon RX 570	NVIDIA GTX 970 -or- Radeon RX 590
VRAM	2 GB	4 GB
RAM	8 GB	16 GB
HDD	150 GB	150 GB
Bandwidth	5 Mbps	20 Mbps

Installation

Microsoft Flight Simulator includes 10 DVDs of content as well as a printed card with a unique 25-character Activation Code. Additional content – including the Microsoft Flight Simulator software launcher – must be downloaded from the Microsoft Store.

IMPORTANT: All DVD content must be installed prior to downloading additional content from the Microsoft Store. Failure to install from DVD first, will require a full download of all content (80+GB).

Step 1: Install DVD Content

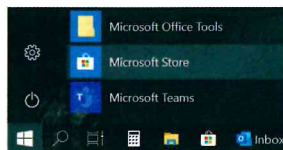
Insert DVD 1 of Microsoft Flight Simulator into your DVD drive. Follow the on-screen installation instructions.

If the installation does not start automatically:

- > Right-click the Start Menu icon in the taskbar and select "File Explorer".
- > Double-click on the corresponding DVD-ROM drive.
- > Double-click the "setup.exe" icon.

Once installation of DVD content is complete, the installer will automatically open the Microsoft Store App.

If the Microsoft Store App does not automatically open, click on Start Menu > Microsoft Store.



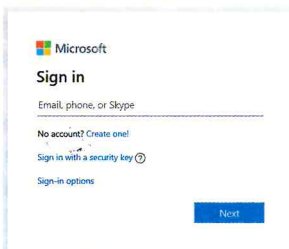
Step2: Ensure you are logged in with your Microsoft Account

Once the app has loaded, be sure you are signed-in to your Microsoft Account by checking the profile icon near the upper right corner of the Windows Store App.

IMPORTANT: A Microsoft Account is required to activate and play Microsoft Flight Simulator. Once activated, the license for this product will remain with your Microsoft Account and cannot be transferred.

If you are not signed-in to your Microsoft Account, you will need to sign in now. This is a required step to ensure content is credited to the proper user account.

If you do not already have a Microsoft Account, you will need to create one. From the "Sign In" window, click the link to create a new account, or go to www.microsoft.com/accounts and create an account there. Then make sure you are signed-in to the account and return to this step to continue the activation process.



Step 3: Redeem Microsoft Flight Simulator Activation Code

Locate the printed card with your 25-character Activation Code.

Enter your Activation Code in the window that pops-up to “Redeem a code” and follow on-screen instructions to continue.

If a window to “Redeem a code” does not automatically open, click on the ellipsis (...) next to your profile icon and select “Redeem a code.” Then enter your Activation Code in the appropriate field and follow on-screen instructions to continue.



Step 4: Download Software Launcher

Once Microsoft Flight Simulator has been activated, you will be prompted to continue the installation process. This step will download and install the Microsoft Flight Simulator software launcher.

After this step is complete, use the “Launch” button to launch Microsoft Flight Simulator.

Step 5: Automatically Download Content Updates

Upon launch, a content manager built into Microsoft Flight Simulator will automatically check for updates and download any additional content necessary.

Once all necessary content updates have been downloaded, the installation process is complete. You are now ready to begin customizing your Microsoft Flight Simulator user experience.

- *Note: If you encounter any issues during installation, please verify that you have enough free hard-drive space and that your internet connection is still active. If you continue to encounter issues, please restart your PC and try installation again. If rebooting and reinstalling does not resolve the issues, please contact support@aerosoft.zohodesk.com.*

➤ Inside the Simulator

Microsoft Flight Simulator's main menu consists of four subject areas in the upper task bar: **Welcome**, **Profile**, **Marketplace** and **Options**.



Welcome Menu

There are five buttons in the Welcome Menu:

- **World Map** – Configure your flights and select additional settings.
- **Live Events** – Participate in spotlight activities and opportunities available for a limited time.
- **Flight Training** – Learn proper handling of the simulator and the aircraft.
- **Activities** – Choose from diverse flight tasks and master them.
- **News** – Stay up-to-date on Microsoft Flight Simulator news and get information about support.

World Map

Microsoft Flight Simulator gives you the ability to fly anywhere on the planet – and the World Map is where you will plan your free-flight experience.



Configuring a Flight

Select an airport or another location:

- Select any desired location or airport on the world map by clicking on the position with the left mouse button.
- Select if you want to start from that position ("Set as Departure") or if the position should be your destination ("Set as Arrival") in the context menu.

Alternatively, you can search for an airport (name, ICAO code) via the "Search" field.

- **Note:** If you select a destination but not a starting location, you will start on approach to your destination.

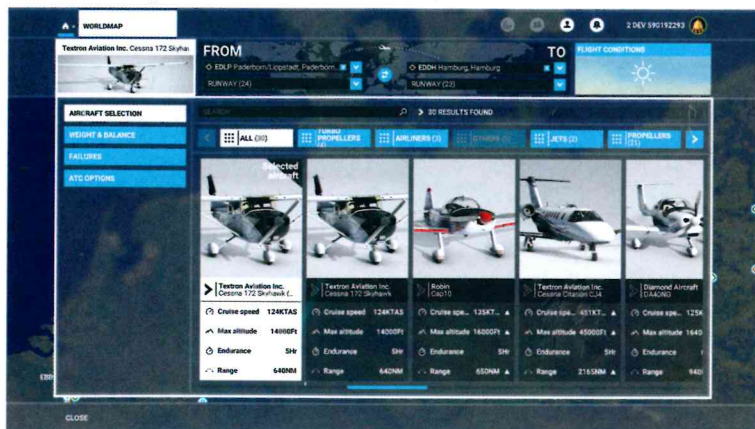
Planning a Flight Route

If you want to plan a flight route:

- Begin by selecting a starting position ("Set as Departure") and a target position ("Set as Arrival").
- A selection list will appear in the screen's upper left corner. Here you can select the preferred navigation method. Select "Direct - GPS" to use the GPS navigation. The route will be displayed in the aircraft's GPS system automatically after starting the flight. Furthermore, you have the option to use VOR-to-VOR navigation and to select an IFR route.



Selecting an Aircraft



- Click on the aircraft displayed in the screen's upper left corner.
- Click on the button "Aircraft Selection" on the left side.
- Select an aircraft from the list.

Alternatively, you can search for an aircraft via the "Search" field.

Setting Weight and Balance



- Click on the aircraft displayed in the screen's upper left corner.
- Click on the button "Weight & Balance".
- Set the desired amount of fuel and payload.



EXTRA 330LT

In 1980, Extra Aircraft (originally known as Extra Flugzeugbau) opened shop in Germany, a one-man operation with one goal in mind: aerobatic excellence. Starting with the EXTRA 230, this dedication to high-performance, competition-worthy monoplanes inspired innovation and experimentation that culminates in the EXTRA 330LT.

Introduced 30 years after the company's first wood-based model, the EXTRA 330LT features carbon-fiber composite construction, aerodynamically-optimized low-wing design (hence the "L" in its designation), and a beefy 315-hp Lycoming powerplant — all of which combines to make this the fastest production-certified, naturally-aspirated, piston plane in the world.

But there's more to this aircraft than just speed. With the 330LT, Extra has blended full aerobatic capabilities with outstanding cruise performance, creating an entirely new category: "The Aerobatic Tourer" (hence the "T" in its designation).

Controls are powerful, but progressive, making the 330LT easy to fly smoothly, yet crisp and responsive enough for ultimate maneuverability. Whether you're rolling and spinning and diving at an airshow, or simply looking to travel in style, this Extra Aircraft is how you do it right: "Masterfully blending performance and economy with the pure joy of flying."

Setting Flight Conditions



In this menu, you can set specific conditions regarding multiplayer, live traffic, as well as weather and time of day.

Multiplayer

Configures if other players are visible. Selecting Live Players will default you to live weather and time of day.

Air Traffic

Select between real-world traffic, AI traffic, or no traffic.

Weather and Time

Choose between Live weather and time of day, preset weather conditions, or create a custom weather scenario.

Custom Time and Weather Panel

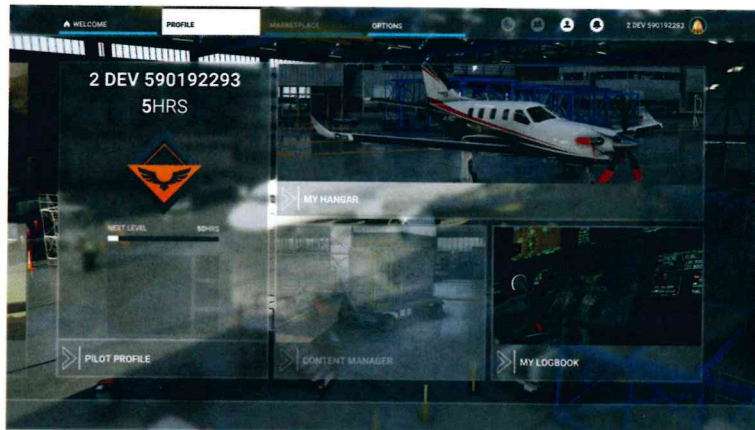


Access this panel by selecting Custom under “Weather and Time” on the left side. Here you will be able to define cloud layers, wind, precipitation, and a variety of other settings.

Start with one of the many presets, such as “Scattered Clouds” or “Rain”, and then adjust the altitude of the clouds by dragging the cloud layer up and down. Add different wind conditions by clicking the “Add Wind Layer”.

Finally, save your custom weather conditions so you can fly in them again in the future.

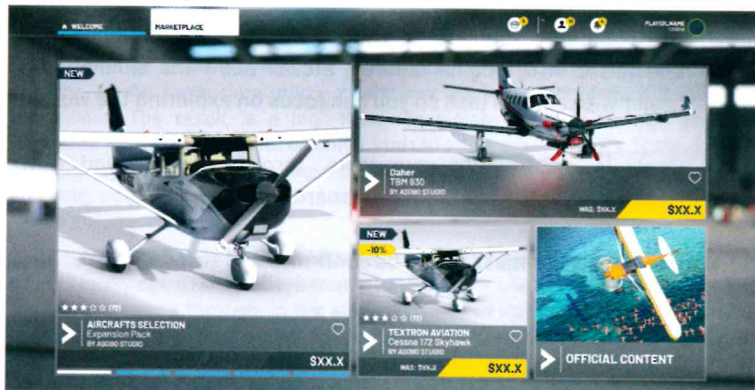
Profile Menu



Via Profile, you can access information concerning your flights, your flight rank, in addition to your installed add-ons. You can view all your past flights in the log and fly them again as well. In your hangar, you can get an overview of your aircraft and further information about them.

Marketplace

The Marketplace gives you the option to purchase additional content.



Options Menu



Various settings can be defined under "Options". There are three buttons in the Options menu:

- **General** - Configure graphic settings, sound settings, data usage and a variety of other settings that control the software and how it performs.
- **Assistance** - Simulate a true-to-life flight experience with checklists, ATC, engine failures, etc. or allow the simulation to assist with certain task so you can focus on exploring the world.
- **Controls** - Configure your yoke, throttle, rudder and other peripherals as well as adjust keyboard assignments.
- **Note:** New settings must always be confirmed and saved with F11.

General



Graphics

In the Graphics menu, you can select display settings for the simulator. Here you can choose the display mode (full screen / window mode) and the resolution.

You can also select or deselect HDR10, a high dynamic range format that utilizes encoded metadata to determine appropriate color calibration settings for HDR-enabled displays.

The “Global Rendering Quality” option offers several default settings for your system. Depending on the system, suitable default settings from “Low-End” to “Ultra” can be selected. The selected preset can be fine tuned in the advanced settings using several sliders. On the right side you will find a detailed description of each setting.

- **Note:** If the simulator display flickers on your system (low FPS / frame rate), please select a lower setting under “Global Rendering Quality” and restart the simulator.

Camera

In the Camera menu, you can select several settings for camera behavior in the simulator. Would you like the camera to automatically center itself? Should the view only change when the button is held ("Hold" setting) or permanently ("Toggle" setting)? Such settings can be adjusted here.

Sound

In the Sound menu, you can turn on or off various sound types. Sliders for adjusting the volume can also be found here. You can individually select the volume level for various types like "Cockpit" or "Warning" sounds.

Traffic

In the Traffic menu you can control various traffic related settings, whether in the air or on the ground. You can choose between "AI Offline" and "Live Online" traffic and fine-tune your settings.

- Note: Traffic can also have an impact on the frame rate – depending on your system. Make necessary adjustments for an optimized game experience.

Data



Data is the most important menu item. You can choose to fly offline or online which will impact the quality of the world.

The setting "Bing Data World Graphics" enables the streaming of Satellite Imagery. To enable the streaming of "3D assets", the Photogrammetry setting must also be enabled. The Photogrammetry option will be disabled if Bing Data is disabled.

With Cache settings, you can define memory storage for data downloaded for offline use. This will avoid reloading this data.

You can also limit the data consumption of the simulator, which may impact your overall experience.

- Note: In order to fully enjoy Microsoft Flight Simulator's graphical improvements, all online settings should be active. This will use streaming data to help augment the world's overall quality.

Flight Model

The Flight Model menu is used to select the flight model and associated flight dynamics. Choose between the "Legacy" model or the updated "Modern" model.

Misc

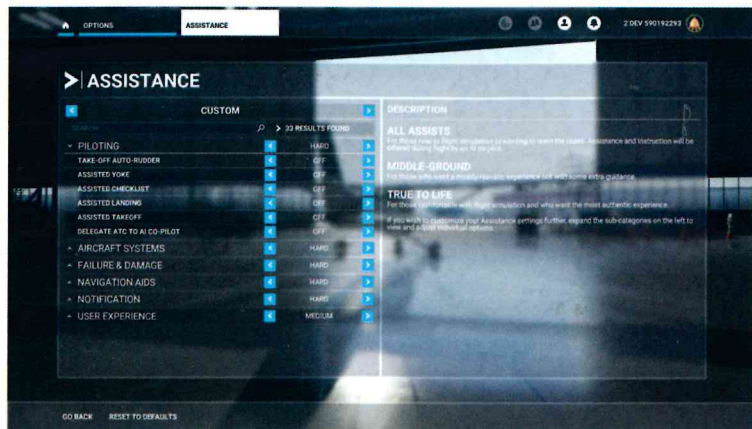
In the Misc menu, you can adjust a variety of other global settings, such as the default language. Settings for your avatar can also be adjusted here.

Accessibility



If you have difficulties with small text or the visibility of menu items in the Microsoft Flight Simulator, this menu offers you various setting options.

Assistance



In the Assistance menu, you can choose the level of assistance and the types of aircraft errors you receive. From the “All Assists” setting to “True to Life”, you have a wide variety of scenarios to choose from with corresponding assistance and aircraft errors.

- **Note:** If you are a beginner, we recommend flying with the setting “All Assists” and gradually increase to “True to Life” as you become more comfortable with the simulator.

Controls



The Controls menu offers you a wide variety of options to perfectly match your hardware to the flight simulator. Connected hardware is automatically recognized and listed with predefined settings. For unknown devices, you have the option to define and save them.

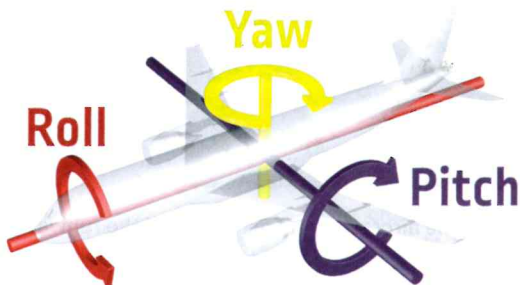
You also have the option of assigning commands to the keyboard. Click on the Keyboard button and then select the function. (A detailed explanation of the command can always be found on the right side under "Description".) Then select the first button and press the selected key.

To use connected hardware, select the appropriate devices and check that all functions are correctly assigned.

➤ **Note:** You can also configure several devices at the same time. If your flight stick does not have enough buttons, you can use the Controls menu to assign more devices.

➤ Basics of Flying

This chapter explains the basics of flying with a Cessna 172 Skyhawk. The aircraft is a frequently used training aircraft in the United States and is also included in this simulator. For further explanations, visit the Flight Training section of the simulator.



Aircraft Movement

Figure 1: This picture illustrates the control around the roll, yaw and pitch axes.

- **Roll:** Rolls the long part of the aircraft (the fuselage) to the left or to the right. For this movement, the aileron is used.
- **Yaw:** Moves the nose of the aircraft side to side. The rudder is used for this movement.
- **Pitch:** Moves the nose of the aircraft up and down. For this movement, the elevator is used.

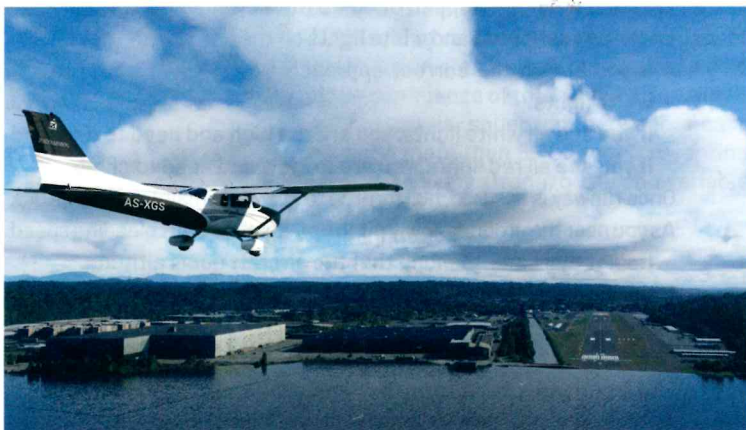
Taking Off



- Position the aircraft at the beginning of the runway.
 - This may be configured on the World Map, or by taxiing the aircraft to a runway as required.
 - Once on the runway, the aircraft should be positioned near the centerline and at a full stop.
- Set trim to take-off position.
 - This will avoid excessive forward or back pressure on the control during take-off.
 - There is an indicator on the trim wheel in the cockpit, and a green bar in the external view HUD.
- Release the brakes and slowly push the throttle until 100% is reached.
 - Due to external influences such as wind and engine torque, the aircraft may deviate from the centerline. If this happens, correct it with the rudder.
 - In a single-engine prop aircraft such as the Cessna 172, this will mean applying slight right rudder to compensate for the left turning tendencies.

- When you reach take-off speed, pull back slightly on the flight stick to lift the nose of the aircraft.
- The aircraft will continue accelerating and lift itself off the ground.
- In the Cessna 172, take-off speed is 55 knots (KIAS), and the aircraft will lift off from the ground at approximately 60-65 KIAS.
- Once the aircraft has lifted off, maintain full throttle and adjust your pitch to reach a steady rate of climb.
- In the Cessna 172, adjust pitch to maintain 75-85 KIAS during climb

Landing



- Locate the runway.
- Descend to 1,000 feet AGL (above ground level) and align the aircraft parallel to the runway while maintaining cruise speed.
- This position parallel to the runway is called “downwind leg”.
- In the Cessna 172, target cruise speed is 90 KIAS.
- When the aircraft is abeam to the runway numbers (i.e. directly across from the numbers), it is time to initiate the decent.
- Start by reducing throttle to approximately 1500-1700 RPM and lowering flaps to 10-degrees.

-
- Adjust pitch to maintain speed of 75-85 KIAS, to avoid damaging flaps on descent.
 - In general, stay within the white arc of the Airspeed Indicator when operating the flaps.
 - When the runway is 45 degrees behind the aircraft, make a 90-degree turn toward the runway to enter the "base leg".
 - At this point, lower flaps to 20 degrees and target an airspeed of approximately 65-75 KIAS.
 - Proceed to turn and align with the runway, entering the „final“ leg.
 - After the turn, increase flaps to full (30 degrees on the Cessna 172), and maintain a speed of 60-70 KIAS by adjusting pitch.
 - Look for a set of red and white lights on the left side of the runway.
 - If you are on the correct approach, you will see both red and white lights.
 - If you see all white lights, you are too high and need to descend.
 - If you see all red lights, you are too low and need to climb.
 - Once runway is assured, pull throttle to idle while maintaining 70 KIAS.
 - As you near the ground, slowly pitch up ("flare") to start bleeding speed.
 - Do not pull back so much that the aircraft gains altitude.
 - Maintain back pressure on the flight stick until the rear wheels have touched down as softly as possible.
 - Take care not to stall the aircraft and fall to the ground.
 - Finally, release pressure on the flight stick and bring the nose down.

Activities

Training Missions

Situated in picturesque Sedona, Arizona, Training Missions put pilots in the cockpit of a Textron Aviation Cessna 152, a two-seat, single-engine, high-wing general aviation plane known for its nimble and forgiving performance profile, a combination that's made it one of the most popular trainer aircraft ever made. With a Training Instructor helping every step of the way, pilots are introduced to aircraft controls, instrumentation and general aviation techniques – everything needed to begin flying in the simulator with confidence.



1. Basic Controls

Familiarize Yourself with the Flight Environment

Get to know your aircraft environment. This training session will familiarize you with the basic controls to spread your wings:

- Explore different views around the aircraft
- Pitch and roll the aircraft using the yoke
- Skew aircraft direction and yaw with the rudder
- Add/reduce power with the throttle



2. Attitudes & Instruments

The Fundamentals of Flight Management

Attitude + Power = Performance. In this training session, you will explore the core fundamentals of flying:

- Learn the main attitudes of flight
- Change pitch attitude to control speed
- Adjust the power to control the rate of climb/descent
- Read indicators of aircraft performance on the instrument panel



3. Take-Off & Level Flight

Getting Airborne then Staying True

There is nothing like the thrill of taking flight. A training session dedicated to getting you off the ground and flying straight & level:

- Taxi into position and take-off
- Manage attitudes and power to fly at different speeds
- Accelerate/decelerate at a level altitude
- Refine aircraft handling skills



4. Landing

Techniques for a successful touchdown

What goes up must come down. In this training session, you will focus on the key techniques for successful landings:



- Manage speed and glidepath on final approach
- Flare the aircraft to touch-down smoothly
- Brake after landing to end the flight safely

5. Traffic Pattern

Maneuver safely around busy airfields

Up in the air, safety is key. This training session covers the process for following a standard traffic pattern, from initial climb to final approach:



- Enter the traffic pattern
- Safely navigate each leg of the pattern
- Maintain visual contact with the airfield
- Know where to expect other air traffic and how to avoid it

6. First Solo Flight

Tackle a traffic pattern on your own

Flying is freeing, especially when you're ready to spread your wings and fly solo. You've trained for this, now it's time to show off your skills:



- Complete standard traffic pattern without assistance from the Instructor

7. Navigation

Follow a flight plan from point A to point B

Flying is the best way to get Point A to Point B – if you know how to navigate. This training session is all about the basics of VFR navigation:

- Maintain a heading and calculate flight time to follow a planned route
- Track aircraft location and flight progress via identifiable landmarks



8. First Solo Navigation

Fly from A to B entirely on your own

Demonstrate your mastery of flying techniques and become the pilot in command of your aircraft:

- Draw on all previous training to perform a complete VFR flight without any assistance from the Instructor



Landing Challenges

Set at a variety of airports around the world, Landing Challenges test a pilot's ability to overcome environmental obstacles and land safely at a pre-determined runway. With all piloting and navigation assists disabled, each challenge begins in the air, on final approach, with clearance to land already granted. Scoring is based on a combination of factors including vertical speed during the descent and accuracy on the runway at the time of touch-down.



Famous Challenges

Well-known locations and challenges that are well within reach. Focus on fundamental landing techniques, precision and smoothness.

JACKSON HOLE

ICAO:	IATA:	Coordinates:	Elevation AMSL:
KJAC	JAC	N43°36.44' / W110°44.27'	6451ft / 1966m

At the base of the spectacular Teton Mountain Range in Wyoming lies Jackson Hole Airport. This remote airfield may be known for its awe-inspiring setting, however its high altitude, short runway and rapidly changing weather conditions are truly what make pilots take notice, and take extra care.



LLANADA GRANDE

ICAO:	IATA:	Coordinates:	Elevation AMSL:
SCLD		S41°52.00' / W71°56.07'	997ft / 304m

Llanada Grande Airport is a small public-use airfield in the Los Lagos Region of Chile. Its small size makes it primarily suitable for small aircraft, and its mountainous locale can turn the approach into a challenge for the unprepared pilot.



NEW YORK

ICAO:	IATA:	Coordinates:	Elevation AMSL:
KJFK	JFK	N40°38.40' / W73°46.72'	13ft / 4m



John F. Kennedy International Airport is the busiest international air passenger gateway into North America. Despite its proximity to the bustling boroughs of New York City, the approach to JFK isn't particularly difficult - unless you're contending with the notable weight and increased momentum of a 747, which makes every landing quite an achievement.

NICE

ICAO:	IATA:	Coordinates:	Elevation AMSL:
LFMN	NCE	N43°39.92' / E7°12.90'	13ft / 4m



Nice Côte d'Azur Airport is a bustling international airport located 3.2 nautical miles southwest of Nice, France. As the principal port of arrival for visitors to the French Riviera and Monaco, it stands as one of the most spectacular landing sites in the world. The approach isn't especially difficult, but pilots will have to align with Runway 22R and keep parameters stable to touch-down in the best conditions.

QUITO

ICAO:	IATA:	Coordinates:	Elevation AMSL:
SEQM	UIO	S0°7.45' / W78°21.27'	7874ft / 2400m

Mariscal Sucre International Airport is the busiest airport in Ecuador and one of the busiest in South America. Located near the Ecuadorian capital of Quito, the airport offers a relatively straight-forward approach - however, with a runway elevation of 7,874 feet, pilots will be wise to keep a close eye on aircraft performance.



RIO DE JANEIRO

ICAO:	IATA:	Coordinates:	Elevation AMSL:
SBGL	GIG	S22°48.60' / W43°15.03'	28ft / 9m

Rio de Janeiro–Antonio Carlos Jobim/ Galeão International Airport, located on an island in Guanabara Bay, is the main airport serving Rio and a central gateway to Brazil. En route to Runway 33, pilots are treated to one of the most scenic approaches in the world - and while a landing here won't be exceedingly difficult, a perfect landing of an A320 is not so easy to achieve.



SYDNEY

ICAO:	IATA:	Coordinates:	Elevation AMSL:
YSSY	SYD	S33°56.77' / E151°10.63'	21ft / 6 m



Situated on the open oceanic embayment of Botany Bay, Sydney Kingsford Smith International Airport is one of the longest continuously-operated commercial airfields in the world. Though the approach to Runway 16R is quite straightforward, landing an A320 in one of the largest airports in Australia under the best conditions is still a challenge for most pilots.

TORONTO

ICAO:	IATA:	Coordinates:	Elevation AMSL:
CYTZ	YTZ	N43°37.70' / W79°23.77'	252ft / 77m



Billy Bishop Toronto City Airport is a regional facility serving the financial and tourist districts of Toronto, the provincial capital of Ontario, Canada. While there is no trick to landing a TBM 930 on Runway 26, a magnificent approach past the city's downtown corridor and over Toronto Harbour allow pilots to practice and perfect their landing skills.

Strong Wind Challenges

Strong winds make a pilot's job even harder. Contend with air currents and crosswinds along the approach path to ensure a good landing.

DONEGAL

ICAO:	IATA:	Coordinates:	Elevation AMSL:
EIDL	CFN	N55°2.65' / W8°20.47'	30ft / 9m

In the northwest corner of Ireland, in the townland of Carrickfinn, Donegal Airport is a single-runway airfield situated on the spectacular Wild Atlantic Way. While this coastal position blesses the region with some of the island's most beautiful scenery, direct exposure to the Atlantic also brings sweeping winds from across the ocean.



FUNCHAL

ICAO:	IATA:	Coordinates:	Elevation AMSL:
LPMA	FNC	N32°41.65' / W16°46.68'	190ft / 58m

Located in Santa Cruz, in the Portuguese archipelago of Madeira, Cristiano Ronaldo Madeira International Airport is a marvel of structural engineering, with its runway perched on a foreland jutting out to sea. It's also considered one of the most peculiarly perilous airports in the world due to this extreme positioning - and that says nothing of the added challenge when severe off-shore winds rise up.



GIBRALTAR

ICAO:	IATA:	Coordinates:	Elevation AMSL:
LXGB	GIB	N36°9.07' / W5°20.99'	15ft / 5m



Gibraltar International Airport is a civilian airfield serving the British overseas territory of Gibraltar, situated on the border with Spain. As strong crosswinds whip across the Bay of Algeciras and around the Rock of Gibraltar, pilots can expect abnormal gusts, turbulence and wind shear to spike the difficulty of landing here.

INNSBRUCK

ICAO:	IATA:	Coordinates:	Elevation AMSL:
LOWI	INN	N47°15.62' / E11°20.63'	1906ft / 581m



Nestled high in the Austrian Alps, Innsbruck is a seasonally-busy international airport primarily serving the ski and alpine industry. Due to its location in a deep mountain valley, the approach and descent process is a complicated and demanding one, made even more difficult by vicious winds and currents borne from imposing mountain terrain.

NANWALEK

ICAO:	IATA:	Coordinates:	Elevation AMSL:
	KEB	N59°21.13' / W151°55.51'	27ft / 8m

Nanwalek Airport is a state-owned, public-use airfield in the remote Alaskan community formerly known as English Bay. Boasting one of the shortest runways in the USA, its approach is further complicated by an abrupt mountain to the south and regular exposure to stiff winds.



NASSAU

ICAO:	IATA:	Coordinates:	Elevation AMSL:
MYNN	NAS	N25°2.35' / W77°27.98'	16ft / 5m

Located on the island of New Providence, near the capital city of Nassau, Lynden Pindling International Airport is the main international gateway to the Bahamas - but be prepared, the approach path to paradise is often swept by high winds.



QUEENSTOWN

ICAO:	IATA:	Coordinates:	Elevation AMSL:
NZQN	ZQN	S45°1.27' / E168°44.35'	1171ft / 357m



Queenstown Airport, located in New Zealand, is a popular aerodrome for tourist 'flightseeing' around the resort region of Queenstown. Perched on the edge of a lake at the confluence of three mountain valleys, its runway is squeezed between peaks reaching more than 5,000 feet, presenting pilots with likely strong, gusty and variable winds on approach.

SEDONA

ICAO:	IATA:	Coordinates:	Elevation AMSL:
KSEZ	SDX	N34°50.91' / W111°47.31'	4830 ft / 1472 m



Sedona Airport is a small airport situated on a 500 foot tall mesa in Arizona. High elevation, rugged terrain, cliffs, and unique wind patterns present pilots with simultaneous perils, making this one of the most challenging, and most scenic, airports in the United States.

Epic Challenges

Short airstrips, treacherous terrain, dramatic approaches and harrowing descents. Face the most iconic and dangerous places to land in the world.

ASPEN

ICAO:	IATA:	Coordinates:	Elevation AMSL:
KASE	ASE	N39°13.31' / W106°52.09'	7820ft / 2384m

Aspen/Pitkin County Airport, also known as Sardy Field, is a high-altitude regional airport nestled in the Colorado Rocky Mountains. To land on Runway 33, pilots must contend with a steep approach through the area's mountainous terrain, and a strong chance of bad weather obscuring the path.



BUGALAGA

ICAO:	Coordinates:	Elevation AMSL:
WX53	S3°37' 24.48' / E136°35' 46.42'	6233ft / 1900m

In aviation circles, the Indonesian province of Papua is infamous for its poorly-maintained mountainous airstrips, which are often the only points of contact between locals and the outside world. Bugalaga, with its precipitously steep, sloped, and short runway, is no exception.



COURCHEVEL

ICAO:	IATA:	Coordinates:	Elevation AMSL:
LFLJ	CVF	N45°23.75' / E6°37.95'	6588ft / 2008m



Situated in the French Alps, Courchevel Altiport is a small mountainous aerodrome serving the ultra-exclusive ski resort community of Courchevel. The airfield, famous for its difficult approach and extremely short, upward-sloping runway, is made even more challenging with no go-around procedure due to the treacherous surrounding rocky terrain.

LUKLA

ICAO:	IATA:	Coordinates:	Elevation AMSL:
VLNK	LUA	N27°41.27' / E86°43.88'	9,334ft / 2,845m



Tenzing-Hillary Airport is a small but popular airfield in eastern Nepal, drawing countless visitors each year on a quest to reach Mount Everest Base Camp. For pilots, the airport is one of the world's most difficult landing spots, with high winds, cloud cover, no go-around option, and a short, sloped runway that ends unforgivingly at a large stone wall.

PARO

ICAO:	IATA:	Coordinates:	Elevation AMSL:
VQPR	PBH	N27°24.19' / E89°25.49'	7332ft / 2235m

In the Kingdom of Bhutan, in a deep valley on the bank of the river Paro Chhu, amidst the towering Himalaya Mountains, stands Paro International Airport. With surrounding peaks as high as 18,000 feet, and runway carved out of mountain foliage situated a mile and half above sea level, this is widely considered one of the most challenging airports in the world.



SABA

ICAO:	IATA:	Coordinates:	Elevation AMSL:
TNCS	SAB	N17°38.72' / W63°13.23'	60ft / 18m

Located on the Dutch Caribbean island of Saba, Juancho E. Yrausquin Airport has one of the shortest commercial runways in the world at only 1,312 feet long. To add to that, the airstrip is flanked on one side by high hills, with both ends terminating at steep drop-offs into the sea, giving pilots plenty of peril to contend with while landing.



SAINT BARTHELEMY

ICAO:	IATA:	Coordinates:	Elevation AMSL:
TFFJ	SBH	N17°54.27' / W62°50.63'	48ft / 15m



Gustaf III Airport is a public use airfield located on the Caribbean island of Saint Barthelemy. Its short runway lies at the base of a gentle slope and ends directly on the beach – but the real trick here is the approach, obscured behind a hill that forces pilots into an extremely steep descent if they want to land.

TEGUCIGALPA

ICAO:	IATA:	Coordinates:	Elevation AMSL:
MHTG	TGU	N14°3.62' / W87°13.04'	3,307ft / 1,008m



Toncontín International Airport is a civil and military airfield located 4 miles from the center of Tegucigalpa, Honduras. Its proximity to rugged mountainous terrain and its short runway make the airport one of the most difficult in the world, especially when inclement weather conditions prevail.

Bush Trips

Designed with experienced flight simmers in mind, Bush Trips are marathon, multi-leg journeys that put a pilot's navigational skills to the test. Operating exclusively under Visual Flight Rules (VFR), with no GPS or on-screen waypoint markers, pilots must follow a chain of "points of interest" as they travel across some of the most beautiful regions in the world.

During flight, pilots will have access to a VFR Map that provides detailed 2D views of nearby surroundings. Additionally, they can utilize the NavLog, a vital resource containing key bits of flight data including Departure and Arrival airport codes, compass headings, and in-depth descriptions to find the next waypoint on the journey.

Nevada Bush Trip



From abandoned goldfields on California's western foothills to the cracked desert plains of Black Rock City, from the glistening shores of Lake Tahoe to the sprawling cliffs of Yosemite Valley, this epic journey into the majestic Sierra Nevada has no shortage of breathtaking scenery to discover, from a perspective few pilots ever get to experience.

Patagonia Bush Trip



A spectacular journey through the Patagonian region of South America, from the Land of Fire to Glacier Alley. Navigate a labyrinth of islands, channels, forests and fjords, age-old ice fields and crystal-blue lakes. It's an area rich with spellbinding scenery, all of it waiting for you to explore.

Balkans Bush Trip



A journey to discover the vast, open beauty of the Balkans, a sprawling multinational region rich with old world charm and even older world mythology. Explore glittering coastlines and evergreen forests, rugged hinterlands and rolling hills, sand-strewn beaches and crystal blue seas. This is the unparalleled splendor of Southeast Europe, on full display for you to behold.

➤ Aircraft

Nothing compares to the thrill of climbing in a cockpit, powering up the engines, and taking to the skies. Whatever stage a pilot is at on their aviation journey – whether just starting out in the classic Cessna 152, pulling barrel rolls in the Robin CAP10, conquering bush trips in the CubCrafters XCub, or continent-hopping in the iconic Boeing 747-8 Intercontinental – with a variety of aircraft in the hangar appealing to a broad range of interests, they'll have no trouble finding the perfect plane for the next airborne adventure.





Airbus A320neo

Airbus launched their first A320 in March of 1984. Nearly 26 years later, in 2010, they announced the A320neo ("new engine option") as the newest member of the family, to revitalize and sustain their line of world-leading, narrow-body, twin-turboprop airliners.

After an extended development process, the A320neo officially entered service in early 2016 with Lufthansa, and quickly became the fastest-selling commercial aircraft ever, with more than 7,000 planes ordered by more than 115 airlines to date.

Continuing the tradition established by the original A320, which was the first airliner other than Concorde to use fly-by-wire control for normal operations, the A320neo shares over 95 percent airframe commonality with predecessor models. However, it's the introduction of two new-generation engine types, paired with the company's proprietary "Sharklet" wing-tips, that really sets the neo apart.

Fuel savings, extended range, increased max payload and shortened landing distance; these key advances — along with a dramatic reduction in noise and CO² emissions — prove why the A320neo is not only a commercial success, but also a significant step forward on aviation's path to greater environmental responsibility.



Aviat Pitts Special S2S

With humble beginnings as a home-built model made from rough hand-drawn plans, the Pitts Special has been a dominant player in the world of aerobatic competition since 1944. More than 70 years later, despite decades of refinement and innovation, even the latest factory-built Pitts harken back to the original in concept and design.

Lovingly referred to as “Big Stinker”, the prototype S2 was a two-seater biplane unveiled in 1967. While the S2S shares the Pitts name designation, the updated model is in fact a special-order single-seat aircraft evolved from an Aerotek-built S2B in 1977, now supported by Aviat Aircraft.

Despite company ownership changing hands multiple times over the years, the S2S continues the long-standing tradition of Pitts’ performance prowess. Armed with a heavier 260 hp Lycoming AE10-540-D4A5 flat-six engine, twin tank fuel system, and 20-foot wingspan, it delivers crisp handling and remarkable stability even in rough-air conditions.

In other words, the Pitts Special S2S is a quintessential aerobatic performer, with plenty of power and agility to pull off flying loops, barrel rolls, and skywriting that will put a smile on any pilot’s face.



Boeing 747-8 Intercontinental

The 747 was first conceived in the 1960s, as Boeing's proposed entry for a U.S. Air Force study into supersized strategic transport aircraft. The wide-body commercial airliner would eventually enter public service with Pan Am World Airways in 1970, where it was dubbed the industry's first "Jumbo Jet" and would go on to hold the passenger capacity record for 37 years.

After decades exploring larger-capacity versions, in 2004 Boeing announced the 747 Advanced — a stretched model they officially designated as the 747-8 a year later, with a Freighter variant (747-8F) for cargo launching in October 2011, and an Intercontinental variant (747-8I) for passengers taking flight with Lufthansa in June 2012.

As an evolution of the 747-400, the 747-8 refines and upgrades its predecessor's engines, at the same time utilizing extensive cockpit technology from the 787 Dreamliner. The result is a high-tech, low-weight powerhouse designed for increased performance, reduced noise, and ultra-low emissions — a design further improved by a thoroughly re-imagined wing system that decreases wake turbulence and drag, boosting fuel economy, range, and overall aerodynamics.

With its super-jumbo-jet size and 60 years' worth of engineering maturity, the 747-8 could easily seem far-removed from its origins. But one look at its silhouette and the lineage shines through, in the elegant curves of its double-decker form that make it one of the most recognizable planes in the world, forever worthy of the graceful nickname bestowed on the first of its line: "Queen of the Skies".



CubCrafters X-Cub

After six years in secret development, the X-Cub was finally unveiled by Washington-based CubCrafters in 2016 as a full-production offspring of their popular experimental kit plane, the Carbon Cub EX.

While the X-Cub bears many similarities to the Carbon Cub EX – and both aircraft trace their design lineage to the 1949-vintage Piper PA-18 Super Cub – the X-Cub was redesigned from spinner to tale with one thing in mind: adventure.

Featuring a cantilever V-strut-braced high-wing, lightweight constant-speed composite prop, telltale “shark gills” on its cowl and a reverse scoop to exit air out the bottom, the X-Cub boasts a suite of aerodynamic improvements that significantly increase performance.

Reimagined G-series ailerons, flaps, and a vertical fin further deliver on the promise, with improved yaw stability, light and crisp roll response, and overall optimized control harmony. Add to that the X-Cub's remarkable STOL capabilities, increased speed and extended range, and this taildragger is more than ready to attack the backcountry – or any other destination you've got in mind.



Daher TBM 930

When it first took flight from Tarbes, France in 2016, the Daher TBM 930 took a spot alongside its 2-year-old family member, the TBM 900, as the world's fastest certified single-engine turboprop.

Mechanically identical to the 900, the 930 features the same Pratt & Whitney PT6A-66D engine, in-house-designed winglets, redesigned air intake and five-blade Hartzell-built propeller, each component geared toward improving power, speed, aerodynamics and handling.

What the 930 adds is a truly-integrated all-glass flight deck in the form of Garmin's G3000 digital avionics suite, a host of enhanced safety features, and elite interior refinements that make the TBM 930 more than an aircraft... it's a luxury flying machine.



Diamond DA40NG

The Diamond DA40NG (“Next Generation”) first appeared on aviation industry radar back in 2002, a diesel-powered version of the company’s critically acclaimed gas-fed DA40 XLT.

When the NG officially hit the U.S. market in 2009, suspicions around diesel power and middling performance, along with a struggling global economy, led to initially cool reception — but in the years since, the aircraft has seen significant enhancement and resurgence in the marketplace.

The greatest improvement is with the DA40NG’s powerplant — a liquid-cooled, inline, four-cylinder Austro AE300 turbodiesel. Based on a Mercedes-Benz auto engine, the Austro generates a solid 168 hp while delivering remarkably fuel-efficient performance, a fitting compliment to the Diamond line’s superb handling, versatility, and industry-leading safety record.

With an advanced Garmin G1000 avionics suite, pilots have easy access to a wealth of flight-critical data — instrumentation, navigation, weather, terrain and traffic. An enhanced autopilot system is onboard as well, but with a plane like the DA40NG, you’ll enjoy flying so much you may not want to use it.



Diamond DA62

Diamond Aircraft Industries first announced development of a new twin-engine light aircraft in early 2012, releasing the prototype DA52 six months later. It would be another three years before the production version – designated the DA62 – saw its debut in late 2015. Demand for the new plane was strong enough that Diamond immediately ramped-up production.

Featuring a sleek carbon-composite airframe, advanced aerodynamics, cutting-edge safety tech, a host of cockpit amenities, and seating for 5-7, the DA62 is lovingly referred to as Diamond's "Flying Luxury SUV" – emphasis on the "Sport."

The DA62 is outfitted with twin FADEC-equipped Austro AE330 engines – liquid-cooled, four-cylinder, four-stroke compression-ignition powerplants that burn Jet-A fuel and produce an impressive 180 horsepower. Paired with 3-blade MT hydraulic constant-speed propellers, the DA62 rewards pilots with excellent performance and superior flying dynamics, for a smooth and quiet, albeit thrilling, aviation experience.

If that wasn't enough, the DA62 hosts a sailplane-like wing that contributes to exceptional maneuverability, making the plane feel lighter and more nimble than indicated on any stats sheet. And thanks to its long gear legs, the DA62 sits up high, providing outstanding visibility through a veritable wall of Plexiglas around the cockpit – a fitting perspective for any adventure on your bucket list.



EXTRA 330LT

In 1980, Extra Aircraft (originally known as Extra Flugzeugbau) opened shop in Germany, a one-man operation with one goal in mind: aerobatic excellence. Starting with the EXTRA 230, this dedication to high-performance, competition-worthy monoplanes inspired innovation and experimentation that culminates in the EXTRA 330LT.

Introduced 30 years after the company's first wood-based model, the EXTRA 330LT features carbon-fiber composite construction, aerodynamically-optimized low-wing design (hence the "L" in its designation), and a beefy 315-hp Lycoming powerplant — all of which combines to make this the fastest production-certified, naturally-aspirated, piston plane in the world.

But there's more to this aircraft than just speed. With the 330LT, Extra has blended full aerobatic capabilities with outstanding cruise performance, creating an entirely new category: "The Aerobatic Tourer" (hence the "T" in its designation).

Controls are powerful, but progressive, making the 330LT easy to fly smoothly, yet crisp and responsive enough for ultimate maneuverability. Whether you're rolling and spinning and diving at an airshow, or simply looking to travel in style, this Extra Aircraft is how you do it right: "Masterfully blending performance and economy with the pure joy of flying."



Flight Design CTSL

Flight Design spent the 1980s building hang-gliders and paragliders in Germany, before transitioning to ultralight aircraft in 1993. Then, in 1996, their expertise was channeled into the CT ("Composite Technology") series of high-wing, tricycle undercarriage, two-seat ultralight and light-sport aircraft.

Since its arrival, the CT line has been one of the top-selling SLSA ("Special Light Sport Aircraft") in America and several nations across the world, with over 1,900 aircraft flying in 42 countries — a testament to its quality of design, engineering precision, fit and finish.

Constructed mostly of carbon fiber and Kevlar, the CT line is light and strong — and undeniably aesthetically-unique, with its sleek, aerodynamic fuselage "pod" inspired by safety innovations in the auto industry, its bubble-like assembly of Plexiglas for exceptional cockpit visibility, and its elegant sailplane-like wing that boasts a better glide ratio than most certified planes and LSAs.

With the CTSL ("SupraLight") model, Flight Design evolved their successful design for the Fédération Aéronautique Internationale microlight category, without compromise. Utilizing a Rotax 912 to drive a 3-blade Neuform composite prop, this CT is fast on the ground, quick to climb, quiet and efficient. Most important, it's more than just a recreational super-lightweight airplane — it's a joy to fly.



ICON A5

At the intersection of aviation and artistry, the ICON A5 is an elegant two-seat amphibious light-sport aircraft specifically designed to embrace the adventure of flying — and from the moment it was unveiled as a prototype in 2008, the concept's appeal was undeniable.

Flooded with orders and excitement for the A5, California-based ICON rolled out the first production model in 2014, at an aviation convention in Oshkosh, Wisconsin. Challenges around manufacturing pipelines, as well as international financing, meant another two years before delivery began to anxious customers... but an aircraft like the A5 is worth the wait.

This high-wing amphibious monoplane boasts a light-weight, carbon-fiber, spin-resistant airframe; "wing cuff" for greater control harmony and maneuverability; and a retractable undercarriage for land/sea flexibility. It's pushed through the air by a 100-hp Rotax 912 iS engine driving a Sensenich 3-blade composite propeller, both mounted at the back of the fuselage to offer pilot and passenger an unobstructed view of the skies ahead.

It may not be built with speed, range or payload in mind, but with 500-700 foot takeoff clearance needed in water, and remarkably short runway requirements on land, the ICON A5 is a truly versatile adventure vehicle, ready to go anywhere you want to take it.



JMB Aviation VL-3

The VL-3 Evolution, also known as the Aveko VL-3 Sprint, is a Czech aircraft regarded as the fastest side-by-side ultralight in the world. Designed by Vanessa Air in 2004 and initially produced by Aveko of Brno, the model is now produced by JMB Aircraft of Choceň.

The aircraft, designed to comply with the Fédération Aéronautique Internationale microlight rules, features a cantilever low-wing configuration, fixed or retractable tricycle landing gear and a single Rotax engine in tractor configuration.

With an airframe constructed of fully composite materials, the VL-3 has excellent specific strength and fatigue properties, while its carefully-crafted aerodynamic wing design provides good fall characteristics and smooth, agile handling.

Inside the clean and minimalist cabin, side-by-side seating accommodates two pilots, while Garmin avionics and a luxury interior make flying the plane as comfortable as it is fast. Add to the mix an acrylic glass canopy that allows for spectacular views, and the VL-3 Evolution may just be the perfect plane for your next journey.



Robin CAP10

Derived from the Piel Super Emeraude of the 1960s, the CAP10 sports aircraft was born as the CP100 in 1968, before original French manufacturer Mudry renamed it to reflect “Constructions Aéronautiques Parisiennes” (CAP) in 1970.

Over the years, as the CAP10 became a mainstay on the aerobatic scene, winning a number of world championships with several variants, ownership rights to the line changed hands multiple times, from CAP to Apex to Dyn'Aero, eventually landing at the holding company of Robin Aircraft.

The CAP10 is two-seat, low-wing cantilever monoplane of wooden construction, with more recent models sporting a carbon-fiber wing spar. Its side-by-side seating arrangement, high speed and long range contribute to the model's success in aerobatic competitions and classes across the world.

With a 180 hp Lycoming AE10-360 fuel-injection engine, and a fully-lubricated inverted flight tank, the Robin CAP10 is literally made to perform upside-down magic – in fact, the only limit may be the pilot's intestinal fortitude.



Robin DR400/100 Cadet

The DR400/100 Cadet is the product of Robin Aircraft, a French aviation company that's changed names and ownership multiple times since its origin in 1957 -- yet throughout the years, one thing has always remained: a dedication to handcrafted quality.

Introduced in 1972 and still in production, the DR400 is a single-engine sport monoplane, widely recognized as one of the most famous General Aviation planes across Europe.

Part of the model's claim to fame is its predominantly wooden construction. With a fuselage skinned in high-grade grains, and wood-ribbed wing structures draped in aircraft fabric, the DR400 boasts remarkable stability, quiet operation and low drag compared to metal planes riddled with rivets and joints. However, it's the characteristic "cranked wing" configuration that makes the line visually stunning, and distinctly unforgettable.

Rounding out the package, the DR400 is easy to fly at any speed, with excellent visibility through its forward-sliding glass canopy; no wonder it's a favorite at flight schools, and a staple of French Air Force training and patrol fleets.



Textron Aviation Inc. – Beechcraft Bonanza G36

At the end of World War II, Beech Aircraft Company introduced the first Beechcraft Bonanza into the postwar civil-aviation market. At a time when most light aircraft were still made of wood and fabric, the all-metal Model 35 Bonanza was a relatively fast, low-wing monoplane designed like war-time fighters – with an easy-to-manage, horizontally opposed, six-cylinder engine, a rakishly streamlined shape, retractable undercarriage and low-wing configuration.

Since the first prototype Model 35 in 1945, continuing to the recent G36, more than 17,000 Bonanzas have been built – and while it may not hold the record for most-produced light airplane of all time, the Beechcraft legacy workhorse has been in continuous production longer than any other plane in history.

When the G36 joined the family line in 2006, the six-seater single-engine craft carried forward a legacy of design known for reliable performance and heavy-duty construction, as well as exceptional handling and control feel. But from spinner to tail, the model also benefits from decades of production and constant improvement.

Most notable amongst its advances, the G36 updates the technology suite of its predecessor, the A36. With integrated flat-panel avionics in the form of the Garmin G1000 NXi, managing the flight deck has never been easier. Add to that an upgraded interior, with a host of creature comforts, and the G36 Bonanza offers bizjet levels of fit and finish in a rugged utility craft form – a powerful combination, and a testament to the line's enduring appeal.



Textron Aviation Inc. – Beechcraft King Air 350i

The Beechcraft King Air is the world's most popular business turboprop, a distinction earned over time through consistent, reliable performance and continuous refinement. A decade after the first prototype took flight in 1963, the company introduced the larger "Super King Air" – and though the "super" has since been dropped from the name, the branch is enjoying the longest production run of any civilian turboprop aircraft in its class.

In 2008, building on a well-established legacy, Beechcraft announced the King Air 350i, with an advanced avionics suite, greater passenger comfort, and reductions to interior noise and vibration that make the model a true rival to smaller jets.

The plane's powerful but efficient Pratt & Whitney Canada PT6A-60A engines, paired with dynamically-balanced four-blade Hartzell propellers, equate to remarkable payload capacity, extended range, and the most fuel-friendly aircraft in the business aviation market.

With excellent short runway performance and long, rugged landing gear, the 350i is able to take off and touch down at airports of almost any size – an invaluable asset in our modern world where business needs can take you anywhere.



Textron Aviation Inc. – Cessna 152

In 1977, Cessna set out to modernize their exceedingly-popular light aircraft Model 150, and the result was the 152 — a new two-seat monoplane that quickly became a general aviation classic and one of the most popular trainer aircraft of the post-World War II era.

During the 152's full production run (1977-1985), Cessna manufactured over 7,500 aircraft, between its primary factory in Wichita, Kansas and affiliated Reims Aviation of France.

Widely recognized as a workhorse aircraft, the 152 came stock with a more powerful piston-engine than its predecessor, an improved “gull wing” propeller, and changes to its powerplant and cowling for reduced noise and vibration.

While the 152 is forgiving of mistakes and easy to fly — with a high-wing configuration that translates to excellent cockpit visibility — it does put the “light” in light aircraft, a trait that may add to the challenge of breezy crosswind flight, but also makes for generally docile handling and an overall enjoyable journey, whether you're a seasoned pilot of just learning to fly.



Textron Aviation Inc. – Cessna 172 Skyhawk (G1000)

First flown in 1955, the Cessna 172 began as a tricycle landing gear variant of the taildragger Cessna 170, and has since become the single most produced airplane in history, tallying over 44,000 assembled to date.

Aside from a hiatus in the 1980s–90s, the 172 has been in production since 1956, with its four-seat, single-engine, fixed-wing design evolving into over 20 variants throughout the years – including the first deluxe model to officially bear the “Skyhawk” name, debuted in 1960.

While the modern 172 Skyhawk introduces a steadfast 180-hp Lycoming engine, plus LED day/night lighting, the model keeps the line’s tradition of rugged construction, intuitive controls, slow landing speed and great visibility – qualities that make the 172 one of the most forgiving planes in the world, and a wildly popular trainer.

Outfitted with Garmin’s G1000 NXi avionics suite, this Skyhawk offers enhanced graphics displays and faster processing, as well as advanced weather, traffic and terrain awareness systems for a sophisticated glass cockpit experience. With cutting edge technology and time-tested performance, the Cessna 172 Skyhawk doesn’t just sit atop the aviation record books – it soars.



Textron Aviation Inc. – Cessna 208B Grand Caravan EX

The very first version of this Cessna multitasker, the 208B Caravan (marketed as the Grand Caravan) was certified in 1986 – and 26 years later came the modern Grand Caravan EX in 2012.

Engineered to handle challenging missions, high payloads and short, rough runways, the rugged and versatile Grand Caravan EX has quickly become a favorite of regional airlines, charter operators and cargo carriers worldwide.

Building on a proven airframe design, this single-engine utility turboprop boasts numerous enhancements to the Garmin G1000 avionics suite, the interior and the ice protection system – however, the real-deal appeal of the EX is power.

The updated Pratt & Whitney Canada PT6A-140 engine generates 867 horsepower, plenty of muscle for increased speed, improved climb capability, and greater payload performance – all the while delivering superior efficiency and single-engine simplicity. Wherever you need to go, from pristine airstrips to adverse environments, the Cessna 208B Grand Caravan EX is the steadfast multi-mission aircraft that will get you there.



Textron Aviation Inc. – Cessna Citation CJ4

In 2006, Cessna set out to conquer the light business jet market, introducing the latest model in their Citation II evolutionary line: the Citation CJ4.

When it officially took to the skies in 2010, the CJ4 offered an amenity-rich and tech-savvy passenger space tailored for corporate clientele, along with more speed, range and cabin size than the company's already-popular CJ3 – all without the greater operating costs of a midsize jet.

Designed with single-pilot control in mind, the flight deck is ergonomically organized around a Collins Pro Line 21 avionics suite and a host of advanced componentry: Flight Management System with GPS navigation, MultiScan weather tracking, integrated electronic checklists and active crew-alert system.

The Citation CJ4 is powered by reliable Williams Int'l FJ44-4A turbofans, which pair nicely with its large, moderately-swept wing to deliver fast climb, smooth flight, and high airspeed – while on the other end, modulating speed brakes are key for slow-down and descent, and long-stroke, trailing-link retractable gear provide the soft landing that pilots and passengers expect from Cessna's famous CJ line.



Zlin Aviation Savage Cub

With styling reminiscent of the early bush-conquering Piper Super Cub, Zlin Aviation's Savage Cub represents an evolution of the traditional strut-braced high-wing design, utilizing updated techniques and technology.

Originally created by an Italian team in 1997, Savage Cub production was taken over by Czech-based Zlin in 1999 — but the modern version of the aircraft is the result of an intense re-engineering and restyling effort by Zlin's R&D team, delivering on a wishlist of upgrades from dealers, customers and professional bush pilots.

Powered by a Rotax 912 engine, the Savage Cub flies faster and farther than many neighbors in the category, and requires less distance for takeoff or landing — all attributable to its lighter weight, possible even with the addition of tubular reinforcements of aeronautical-grade steel throughout the fuselage.

But what bush plane would be complete without robust landing gear and tail wheels to handle the roughest terrain and most demanding outback operations? Simply put, this aircraft is designed to take you where others can't, a testament to Zlin's philosophy for the Savage Cub: "Runways are only an option..."