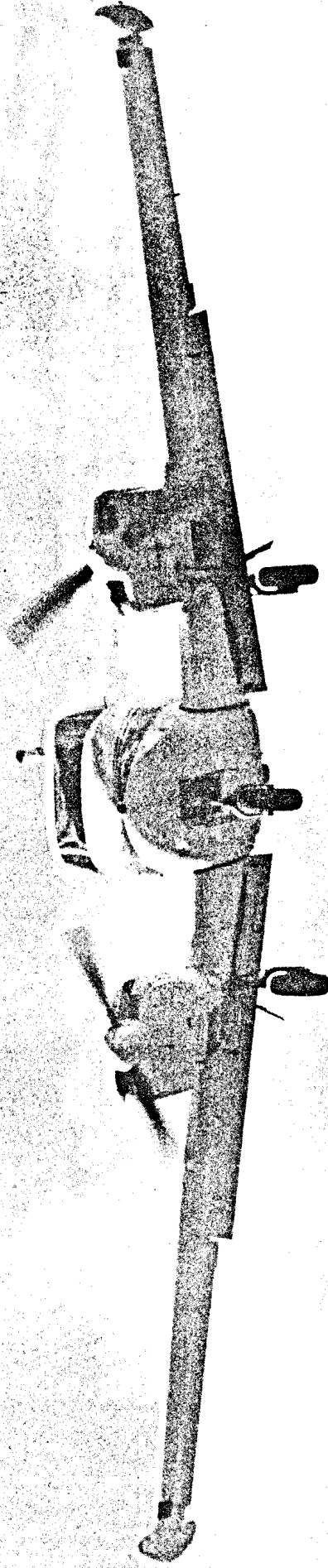


June 1, 1983 Twin Comanche Complete w/it \$9000.00

ROBERTSON'S HI-LIFT SYSTEM FOR YOUR TWIN COMANCHE

PEACE OF MIND — PLUS EFFICIENCY

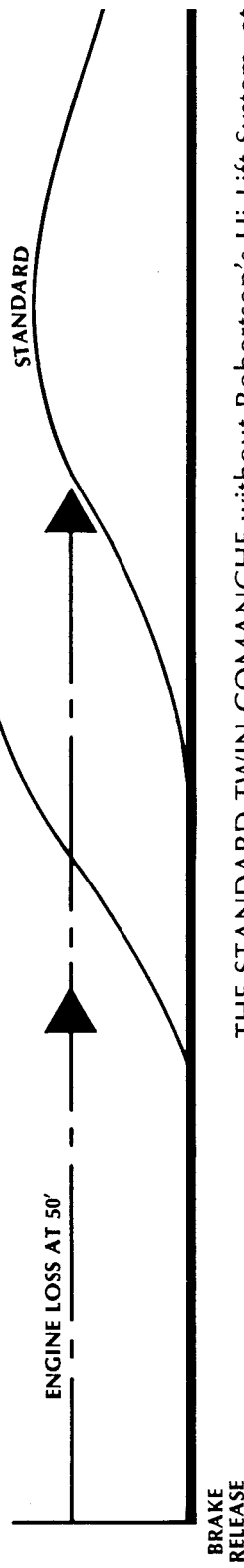
- 10-MPH reduction in V_{mc}
- 10-MPH lower calibrated stall speed
- Up to 200 lbs. gross weight increase
- Docile single-engine stalls
- Improved single-engine climb profile
- Remarkable cruise stability and heading hold with responsive control near touchdown
- Yet — your Robertson Hi-Lift Twin Comanche retains all the speed — range — economy and sex appeal that made the original Twin Comanche so famous.



ROBERTSON ADDRESSES ENGINE LOSS ON TAKEOFF

CLIMB AFTER LIFTOFF!

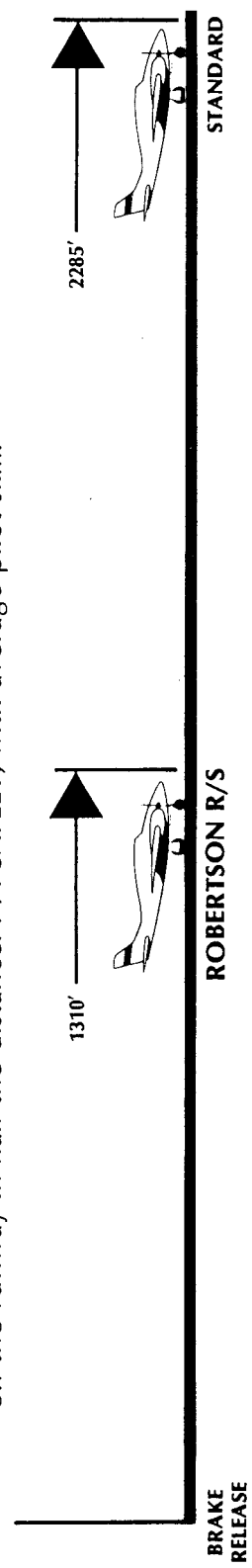
YOUR ROBERTSON TWIN COMANCHE at its certified gross weight of 3800 pounds can handle a critical engine loss by maintaining a positive rate of climb at 90 MPH with flaps at 15°! You suffer no altitude loss while accelerating to best flaps-up single-engine climb speed.



THE STANDARD TWIN COMANCHE without Robertson's Hi-Lift System, at its gross weight of 3600 pounds, will suffer an altitude loss after losing an engine before the pilot can "clean up" the airplane and accelerate to 105MPH.

OR STOP ON THE RUNWAY — — — SAFELY!!!

Because of the unique combination of reduced V_{mc} AND greater low-speed engine-out climb capabilities, your Robertson Twin Comanche reaches takeoff decision speed sooner, and stops on the runway in half the distance. . . SAFELY, with average pilot skill.

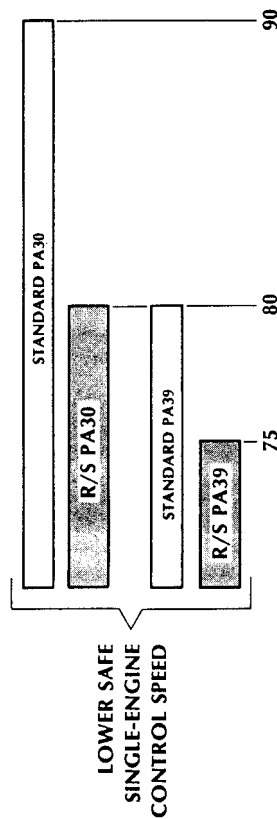


Your Robertson Twin Comanche reduces or eliminates engine-out hazards during and immediately after takeoff. SAFELY, with average pilot skill!!

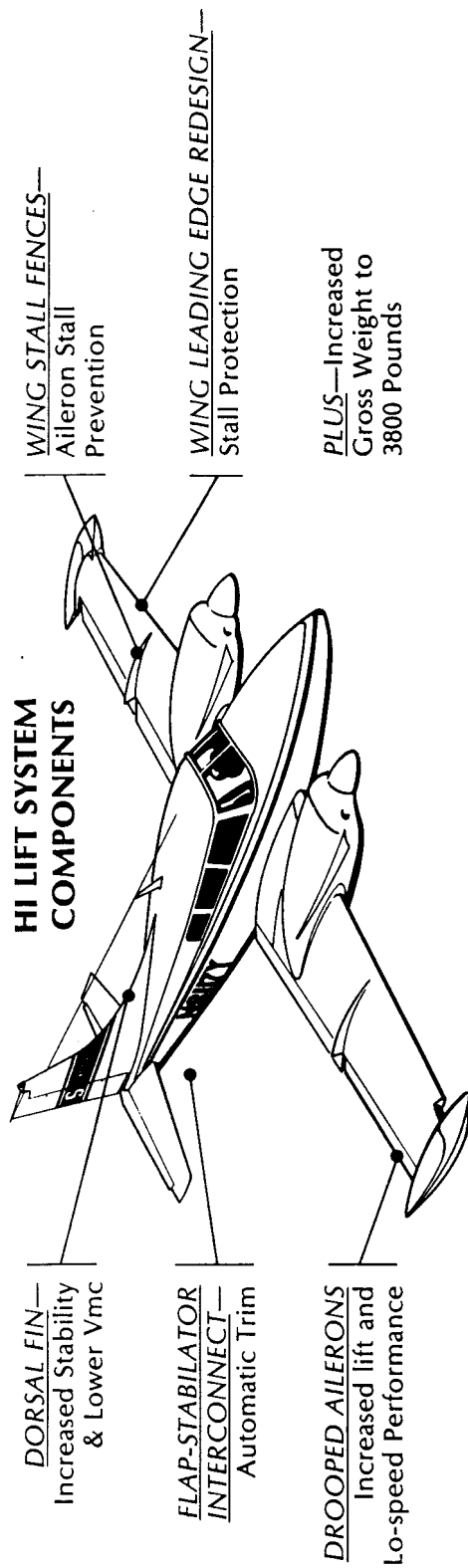
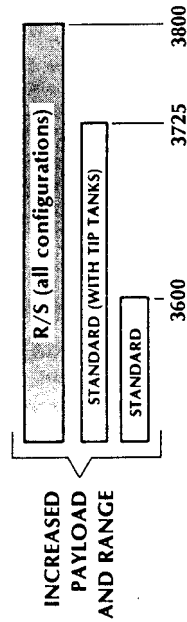
ROBERTSON TWIN COMANCHE

Hailed by the Aviation Industry as the single greatest advancement in twin-engine Safety!!

MARKEDLY REDUCED SINGLE-ENGINE CONTROL SPEED (V_{mc})—75 MPH on Robertson's PA39 and 80 MPH on our PA30. Robertson's Hi-Lift System significantly increases the safety margins of your Twin Comanche under adverse emergency flight conditions.



INCREASED GROSS WEIGHT—Certified for higher gross weight (3800 pounds for all models), the Robertson Twin Comanche permits carrying extra passengers, luggage, and fuel for greater payload/range.



AN ADVANCED TECHNOLOGY WORK-TOGETHER SYSTEM—Each individual component contributing to the complete Robertson Advanced Technology System for the Twin

Comanche adds to a synergistic total that produces results greater than the sum of the contribution of each component. The Hi-Lift System is a total, unique concept.

PERFORMANCE SPECIFICATIONS

Robertson Twin Comanche Performance

All performance quoted at 3800 pounds and sea level standard day except as noted.

Robertson Hi-Lift

PA30 PA39

Gross Weight — All configurations (lb)	3800	3800
Minimum Control Speed — V _{mc} (MPH cas)	80	75
Takeoff Ground Run (feet)	590	520
Total Takeoff to 50' (feet)	1120	1050
Accelerate — Stop Distance (feet)	1310	1180
Single Engine Climb Rate (flaps 15°, 90 MPH)	305	305
Cruise Speed at 75% Power (MPH tas)		
Turbo-charged at 24,000'	223	221
Naturally Aspirated at 8,000'	194	192
Approach Speed (MPH ias)	75	75
Total Landing Distance over 50' (feet)	1165	1165
Landing Ground Roll (feet)	590	590

SCHEDULING AND DELIVERY

Robertson's SAFETY and PERFORMANCE System can be incorporated on your Twin Comanche at one of Robertson's 21 convenient installation centers around the United States, Canada and the World. System installation requires a maximum of 10 working days with proper scheduling. A prior reservation will assure timely completion. When accepting delivery of your Robertson equipped Twin Comanche, you will receive complete complimentary dual flight familiarization. Convenient, cost-only Robertson pickup and delivery service is available on request.

—“Among the more important changes in performance on my Robertson Turbo Twin Comanche, N4000X, is the single engine performance at my home airport which is at 5700 ft. altitude. Before Hi Lift installation, best SE rate of climb was essentially zero at 105 MPH without turbos. Now, it is about 250 to 300 FPM at 90 MPH with takeoff flaps. The result is a significant difference in operating procedure. Now, at this altitude, I rotate at 70 and immediately raise the gear because I have the ability to remain flying in takeoff configuration if an engine is lost anytime after gear retraction.”

John S. Derr, Littleton, Colorado

—“I already talked with you on several occasions telling you of my great satisfaction with the Robertson Hi Lift System in my Twin Comanche N8207Y.

“The first time I flew the aircraft following the conversion, it truly was an entirely different flying bird. Each time I fly it now, it continues to amaze and please me in addition to giving me that additional sense of security since I do not fly an excessive number of hours on a regular basis.

“Please feel free to refer other Twin

NASA SAYS

—“I would like to highlight our enthusiasm toward the service you are providing to General Aviation. The marked improvements you have made in the low-speed handling qualities of the

Comanche owners to me if they desire to question an owner.”

Kenneth L. Martin, M.D., Seattle, Wash.

—“My airplane, the STC Robertson Hi Lift PA30 Turbo, has been flown from the short strips of Baja, Mexico to the high strips of Colorado and from the dry lake beds in the desert to the jet runways of New York and Miami. There is no longer a tightening of one's collar or moist palms because a pilot finds the airport he chose as a destination is a partially usable dirt strip for trail draggers or LaGuardia clears you for an immediate departure behind a DC-9. The airplane does not perform per the book — it is better! I flight plan at 170 to 175 knots, climb to altitude at 26 - 26 and cruise at 24 - 24. Fuel consumption is 18 ghp and ETA's are within 3 minutes.

—“Our Twin Comanche, N9117Y, was the first Robertson Hi-Lift Comanche and has probably, with demo flights and word of mouth praise, sold more Robertson conversions than all sales personnel. In my opinion the Robertson Twin Comanche conversion should become an ‘A.D.’”

Bill Pendleton, President, J.E. Engineering
Monterey Park, California

Twin Comanche and other aircraft will improve the safety of the existing fleet and will also provide ‘real world’ guidelines that will improve the design of future aircraft.”

M. R. Barber, NASA Flight Research Center, Edwards, Calif.

ROBERTSON
“The Extra Margin of Safety”

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Renton, Washington 98055
Telephone: (206) 228-5000
Telex: RSTOL

INSTALLATION CENTERS
Scattered strategically around the United States, in Canada, and around the world.

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Dedicated to the betterment of General Aviation

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