



Understanding the Expedition E350

The Expedition E350 is the result of over forty years of development based on practical experience and owner feedback. As such, a lot of thought has gone into the design and flight characteristics of this unique aircraft. From the choice of wing, to the type of structure, these aircraft are built with care and purpose. The Expedition is a breakthrough for general aviation in regards to its abilities and versatility. The following are some of the highlights of the Expedition E350 that will allow for a better understanding of the aircraft and how it stacks up against other general aviation aircraft on common ground.

A Brief History and Overview

The Expedition's original design stems from the Found Brothers FBA-2 aircraft, which was first produced in 1961 in Toronto, Ontario, Canada. The original aircraft was built to withstand and thrive in the harsh conditions of North America's undeveloped northern regions for operations on tundra tires, floats and skis. Most pilots have never seen a "Found" let alone flown in one. All of the original aircraft built in the 1960's stayed in Canada's north, and were worked hard. Many of these aircraft are still flying today, some having amassed over 15,000 hours and over 50,000 take-off and landings on wheels, skis and floats, with minimal maintenance issues. Another impressive fact is that the FBA-2C model has had only three airworthiness directives issued in the past 50 years. It is this kind of workmanship and rugged design that is the basis for the Expedition E350. As such, the Expedition offers general aviation pilots a rugged aircraft with superior STOL performance, useful load and versatility. This unique design has in fact created a new class of aircraft.

Who Buys an Expedition E350?

The Expedition E350 is not for everyone. If you are looking for an aircraft with a fancy interior and a pretty instrument panel the E350 is not for you. If you are looking for a trendy mass produced aircraft then the E350 is not for you. And if you are more concerned with the brand name and the production rate of an aircraft rather than its climb rate, the E350 is not for you.

If you are looking for a high performance, rugged, reliable, long range, versatile aircraft with a big payload coupled with a spacious interior and a modern glass panel, then the E350 is the aircraft for you. Many of our owners are sportsmen, families of 4 or 5, people with properties with grass strips or on the water (amphibian), backcountry pilots and cross-country pilots who have an emphasis on payload and performance. Regardless, the Expedition is truly a versatile aircraft that can perform many roles very well.

Construction

The construction of the Expedition E350 is meant to be rugged, versatile and practical. The heart of this design is its steel tube forward fuselage. The wing, rear fuselage, engine mount and landing gear are all attached to the steel frame. The E350 is one of the few aircraft on the market that utilizes a steel tube frame to protect its occupants. Unlike aluminum monocoque designs, where only a thin metal skin surrounds the cabin, the E350 has an extensive steel frame that surrounds the entire cabin of the aircraft, allowing for maximum protection. In addition, the frame is covered by non-structural carbon fiber skins and doors for maximum strength and minimal weight.

The E350's wing, rear fuselage and tail are made from aluminum, allowing for good weight savings and easy reparability of these components. None of the carbon fiber parts are structural, and there is a reason for that. One major problem with structural fiberglass/carbon fiber components, like wings and fuselage, is its inability or financial impracticality of being

repaired once damaged. The result is a “throw-away” aircraft or part once damaged, which typically results in higher insurance rates for that type of aircraft. Not a practical, long lasting design to say the least. The Expedition’s carbon fiber skins can still support critical load limits even with cutouts measuring 10” x 10”. This type of damage tolerant design allows for simple repair schemes that can get you back in the air quickly and safely. This design feature is an important part of the Expedition, which operate out of undeveloped airstrips on a regular basis.

The E350’s rugged landing gear means that it is not limited to taking off and landing on asphalt runways. Built specifically for backcountry operations, the E350 thrives on rough grass and gravel airstrips. This makes the Expedition very appealing for use out of ranches, farms and other underdeveloped areas. Adding to its versatility is its ability to be equipped with floats. Every Expedition comes standard with float attachment brackets on its steel frame, all internal plumbing and wiring for amphibious floats, Y-brace and lifting hard points. This means that no expensive and intrusive structural work to the airframe is required when installing floats.

Ownership

A company’s stability, especially in the aircraft manufacturing industry is a major concern. Many aircraft designs, companies and ownership groups have come and gone in the last decade, making buying a new aircraft design somewhat risky. Expedition Aircraft has one of the longest serving ownership and management teams in the industry, based in North America.

Company	Ownership	Country of Ownership	Years Owned
Cessna Aircraft	Textron	U.S.A.	18 years
Expedition Aircraft	FAD Inc.	Canada	14 years
Cirrus Design	Arcapita	Bahrain	9 years
Mooney Aircraft	Mooney Aerospace Group	U.S.A.	6 years

Aircraft Comparisons

The Expedition E350, being a high-horsepower, five seat aircraft can be compared to a variety of different aircraft currently produced today. Popular aircraft like the Cessna 182T Skylane, Cessna 206H, Cessna 350 Corvalis, Cirrus SR22 GTS and Mooney Ovation3 offer four to six seats and are high performance aircraft like the Expedition E350.

Price

Aircraft	Price
Cessna 350 Corvalis	US \$558,200
Cirrus SR22 GTS X edition	US \$551,890
Cessna 206H Stationair	US \$533,400
Mooney Ovation3	US \$520,000
Expedition E350	US \$495,000
Cessna 182T Skylane	US \$390,300



The price of the Expedition E350, as you compare it to the competition, represents incredible value. Not only does it outperform and outhaul anything on the market, it also offers unmatched versatility. To properly compare price with the competition, adding options like a second nav/com (GNS 430W) and the S-Tec 55X autopilot brings the Expedition E350’s price to US \$530,000.

Engine

Aircraft	Engine	Horsepower	Fuel Flow @ Cruise
Expedition E350	Lycoming IO-580	315hp	18.0 gph
Cirrus SR22 GTS	Continental IO-550	310hp	16.4 gph
Mooney Ovation3	Continental IO-550	310hp	17.1 gph
Cessna 350 Corvalis	Continental IO-550	310hp	19.3 gph
Cessna 206H Stationair	Lycoming IO-540	300hp	16.5 gph
Cessna 182T Skylane	Lycoming IO-540	230hp	14.5 gph

The Cessna 350 Corvalis has a fuel flow of 19.3 gph which is at 80% power, the power setting that is required to achieve their highly touted 191 ktas cruise speed. While the Expedition E350 has a higher fuel flow than the Cessna 206H, it is also much faster. At 60% power, the Expedition E350 will cruise at similar speeds to the Cessna 206H (143 ktas) yet only burn 15 gph. The benefit of the new Lycoming IO-580 engine in the Expedition is the additional horsepower over the 206H. While the Expedition E350 can always reduce power to achieve lower fuel flows, the Cessna 206H cannot add horsepower. This becomes very evident during take-off, climb and go-around situations, when more power is a very good thing.

Avionics

The Expedition E350 utilizes the new Garmin G500 glass panel for its Primary Flight Display (PFD) and Multifunctional Display (MFD). Unlike the Garmin G1000, the G500 and the Avidyn glass panel (an option for the SR22 GTS X), are both non-integrated glass panels. The advantage of a non-integrated glass panel is the ability to customize and upgrade the panel at any time. With the rapid pace of technology being introduced, our philosophy is to keep our panel design flexible. A non-integrated panel offers this option as the Expedition can be easily upgraded as time goes on. With an integrated panel like the Garmin 1000, no upgrade to the hardware is possible without significant cost to the owner and, in time, the panel will become obsolete. The G500 still offers the same options as the G1000, including SVT (Synthetic Vision Technology), XM Weather and Traffic, and the ability to sync up with our optional S-Tec 55X autopilot.

For engine instruments, the MVP-50 glass panel engine display is utilized. Again, this non-integrated panel allows for replacement in the future as technology advances. For radios, the Garmin GNS 430 WAAS Nav/Com is standard, with a second GNS 430 WAAS as an option. For a transponder, the GTX 327 or the optional GTX 330 Mode S transponders are available. Expedition Aircraft is one of the few manufacturers to offer customers the choice of a VFR or IFR aircraft, which means owners are not paying for features they are not going to use.

A large glass panel in a cockpit is very attractive, but at the end of the day you are flying an aircraft. When shopping for a new piston aircraft, a flashy glass panel can sometimes distract from the performance of the aircraft, which in some cases isn't very attractive at all.

Empty Weight, Useful Load & Range

A common misconception of the E350 is that because it incorporates a large steel tube frame, then it must be significantly heavier than most aircraft. Not true! The E350 is 180 lbs lighter than the Cessna 350, and 70 lbs lighter than the SR22's structural fiberglass designs. The Expedition is within 40 lbs of the Cessna 206H and Mooney Ovation3's thin aluminum monocoque skin design and the Cirrus SR22's structural fiberglass designs.

Aircraft	Empty Weight
Cessna 350 Corvalis	2450 lbs
Cirrus SR22 GTS X	2352 lbs
Expedition E350	2280 lbs
Mooney Ovation3	2261 lbs
Cessna 206H	2241 lbs
Cessna 182T	1984 lbs

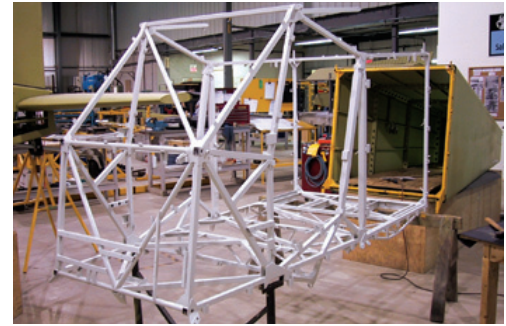


In addition to its lightweight design is the Expedition's strength. The E350 is built to haul big loads, and its wing, gear and fuselage have all been tested to the highest levels of FAA certification. The result is an airframe certified to a gross weight of 3800 lbs, which is 400 lbs more than the Cessna 350, Cirrus SR22 and Mooney Ovation3. The pairing of a lightweight and strong design means one thing: Useful Load! The Expedition E350 has over 1500 lbs of useful load, offering unprecedented load versatility and flexibility. With so much useful load, the Expedition doesn't bother padding its numbers by quoting "Ramp Weight" to pad its published payload.

Aircraft	Gross Weight/Take-Off Weight
Expedition E350	3800 lbs
Cessna 206H	3600 lbs
Cirrus SR22 GTS X	3400 lbs
Cessna 350 Corvalis	3400 lbs
Mooney Ovation3	3368 lbs
Cessna 182T	3100 lbs



Aircraft	Useful Load (continued)
Expedition E350	1520 lbs
Cessna 206H	1359 lbs
Cessna 182T	1116 lbs
Mooney Ovation3	1107 lbs
Cirrus SR22 GTS X	1048 lbs
Cessna 350 Corvalis	950 lbs



It's pretty amazing to think that the Expedition E350 and Cessna 350 Corvalis, which both have room for four passengers have a difference in useful load of 570 lbs (that is equal to three 190 lbs people). Just because an aircraft has four seats, doesn't necessarily mean you can use all the seats in a practical manner.

Range

An aircraft's maximum range is a highly distorted number in aviation. Sure, an aircraft can go that distance, but the question that should be asked is with what in it? Range is very closely tied to useful load. The majority of new aircraft on the market do not have enough useful load to achieve their maximum range with every seat occupied. Available payload for maximum range is never published as it is usually not a flattering or practical number.

Aircraft	Max Range	Available Payload for Max Range
Mooney Acclaim Type S	1,860 nm	388 lbs
Cessna 350 Corvalis	1,395 nm	338 lbs
Cirrus SR22 GTS X	1,170 nm	496 lbs
Cessna 182T	927 nm	564 lbs
Expedition E350	750 nm	920 lbs
Cessna 206H	690 nm	807 lbs



The Mooney Ovation3 has a spectacular range, but with only 388 lbs of payload after fuel. You can barely fill two seats, let alone all four seats it offers. The Cessna 206H has six seats, yet only offers 807 lbs of full fuel payload (which equals only four 200 lbs passengers). The Expedition E350 is the only piston aircraft capable of filling all five seats with passengers averaging 184 lbs. In order for the Cessna 350 to accommodate four 184 lbs passengers, it must first siphon out 66 gallons or 2/3 of its maximum fuel capacity. The Expedition's load flexibility is something special, and something general aviation has not seen in decades? a practical aircraft.

Cruise Speed

An aircraft's cruise speed and rate of climb have a lot more to do with the design of an aircraft than horsepower. Decisions like cabin size, type of wing and building materials play a large role in determining an aircraft's cruise speed, however turbo-charging an aircraft does play an important role too. When looking at an aircraft, cruise speeds, altitude, power setting and weight are key to examining these numbers properly. Most non-turbocharged aircraft are flying at altitudes under 10,000 feet. Some aircraft cruise numbers are displayed as "maximum cruise speed", in which 80-85% power is used. In order to compare apples to apples, let's look at typical cruise numbers using 75% cruise power.

MID-ALTITUDE CRUISE SPEEDS @ 75% Power

Aircraft	Cruise Speed	Altitude
Mooney Ovation3	197 ktas	10,000 ft
Cessna 350 Corvalis	181 ktas	12,000 ft
Cirrus SR22 GTS X	177 ktas	12,000 ft
Expedition E350	159 ktas	8,000 ft
Cessna 206H	143 ktas	6,200 ft
Cessna 182T	140 ktas	8,000 ft



The Expedition E350 is almost 38 ktas slower than the Mooney Ovation3's impressive cruise speed. However, if you compare flight times for both aircraft on a 500 mile trip, that difference in cruise speeds represents less than 30 minutes difference. While the Expedition might be slower, it is able to carry more than the Mooney over that distance. Again, with aircraft designs, there are always compromises.

Rate of Climb @ Sea Level

Cirrus SR22 GTS X	1304 fpm	3400 lbs
Mooney Ovation3	1300 fpm	3374 lbs
Cessna 350 Corvalis	1225 fpm	3400 lbs
Expedition E350	1091 fpm	3800 lbs
Cessna 206H	989 fpm	3600 lbs
Cessna 182T	924 fpm	3100 lbs



Upon initial review, it certainly appears that the Expedition is middle of the road in terms of climb performance. However, the Expedition is only 213 fpm lower on climb compared to the Cirrus and Mooney, which are lifting 400 lbs less into the air. Compared to Cessna's self-proclaimed heavy hauler, the 206H, the Expedition is over 100 fpm better on climb performance while lifting 200 lbs more. To properly compare the Expedition to the Cirrus, it should be done at similar weights. The E350 at 3200 lbs (900 lbs of useful load - similar to the Cirrus and Cessna 350 Corvalis), climbs at 1453 feet per minute.

Take-off Performance

Great STOL take-off performance usually comes at the expense of cruise speed. The deHavilland Beaver, one of the most famous STOL aircraft in the world can barely cruise at 100 ktas, but can lift big loads into the air in very short distances. The Cessna 350 Corvalis on the other hand can only carry only 950 lbs. and takes over 2300 feet to clear a 50 foot obstacle, but yet is one of the fastest piston aircraft on the market. Short take-offs with BIG loads is what the Expedition excels in. This characteristic is key for improved safety for backcountry flying. The less time spent on a rough, uneven airstrip, the better.

Take-Off Distance over a 50' Obstacle at Gross weight @ Sea Level

Aircraft	50' Obstacle Take-off	Gross Weight
Expedition E350	1286 ft	3800 lbs
Cessna 182T	1515 ft	3100 lbs
Cirrus SR22 GTS X	1594 ft	3400 lbs
Cessna 206H	1860 ft	3600 lbs
Mooney Ovation3	2100 ft	3374 lbs
Cessna 350 Corvalis	2300 ft	3600 lbs



It's interesting to see that there is over a 1000 foot difference between the take-off performance of the Expedition E350 and the Cessna 350 Corvalis again, speed versus take-off performance, this is the compromise in any aircraft design.



Landing Performance

Landing distance is a very important number to consider. 1 in 3 accidents in general aviation occur during landing. How quickly you are able to slow your aircraft down not only has a safety element to it, but will dictate what airports or airstrips you are able to operate out of. These numbers are always under standard condition and don't account for wet or icy surfaces, which will extend your landing distances significantly. A slow and short landing roll will result in a higher level of safety, especially during gusty crosswind conditions or when operating out of short, rough airstrips.

Landing Distance over a 50' Obstacle at Gross Weight @ Sea Level

Aircraft	50' Obstacle Landing	Gross Weight
Cessna 182T	1350 ft	3100 lbs
Cessna 206H	1395 ft	3600 lbs
Expedition E350	1478 ft	3800 lbs
Mooney Ovation3	1600 ft	3374 lbs
Cirrus SR22 GTS X	2344 ft	3400 lbs
Cessna 350	2350 ft	3400 lbs



Stall Speeds

An aircraft's stall speed not only impacts take-off and landing distances but approach speeds as well. A higher stall speed means faster approach speeds for landing. The result is less time to make critical decisions while on final, especially on smaller or rough airstrips. A lower stall speed offers pilots a wider margin of safety when maneuvering at slower speeds. This is especially critical when mountain flying or operating in tight spaces. In addition, a lower stall speed allows for a slower touch-down speed, thereby decreasing the stress on the airframe, gear and brakes during landing, especially at gross weight. Note that the E350 requires only an additional 83 feet for its landing distance compared to a Cessna 206H, even with 200 lbs more of gross weight. In addition, the Cessna 350 Corvalis has a gross weight of 600 lbs less than the Expedition, yet it still requires over 2350 feet to stop over a 50' obstacle. That is a bi-product of its higher stall speed, another important number on any aircraft design.

Stall Speed

Aircraft	Stall Speed	Gross Weight
Cessna 182T	49 kcas	3100 lbs
Expedition E350	54 kcas	3800 lbs
Cessna T206H	54 kcas	3600 lbs
Cessna 350 Corvalis	59 kcas	3600 lbs
Cirrus SR22 GTS X	61 kcas	3400 lbs
Mooney Ovation3	66 kcas	3600 lbs



The Expedition E350 offers unparalleled stability and performance. A low stall speed, coupled with vortex generators, large flaps, responsive controls and lots of horsepower means pilots have a certain level of confidence when flying "low & slow". The Expedition E350 passes both the latest FAA and Transport Canada anti-spin requirements and its standard vortex generators and oodles of horsepower help minimize and recover from its docile stall characteristics. With its large observer windows, low speed stability and 100 gallon fuel capacity, the E350 is one incredible government or commercial aircraft where a high endurance, low & slow surveillance aircraft is required.



Cabin Width & Access

The Expedition E350 is the true meaning of “wide body”. With an impressive 53” wide cabin, it has the widest cabin of any general aviation piston aircraft. The E350 is also the only general aviation piston aircraft that offers four doors that open 180 degrees. As such, the Expedition offers unprecedented access to its cabin, making loading and unloading of large and bulky items incredibly easy.

Aircraft	Cabin Width
Expedition E350	53”
Cirrus SR22 GTS X	49”
Cessna 350 Corvalis	49”
Cessna 206H	44”
Cessna 182T	42”



Not only can the Expedition E350 get in and out of almost any airstrip or lake, it can carry with it some incredibly long and bulky loads. Its three rear seats can be easily removed by turning two pins behind each seat. Once removed, the Expedition’s rear cabin measures roughly 7 feet by 4 feet. The rear cabin is accessed through two large doors that measure a little more than 3 feet x 3 feet. For the sportsman, the Expedition is an incredible tool. Items like mountain bikes, dirt bikes, skis, kayaks, surf boards, fishing rods, camping gear, furniture and lumber can fit into the E350’s cavernous cabin. In fact, with the rear seats removed, the Expedition’s cabin can sleep two adults very comfortably. The Expedition also comes equipped with a generous number of cargo tie-down hooks throughout the cabin, so cargo can be safely and effectively secured very quickly.

Safety

Safety is an important aspect of the E350. From its steel tube frame, to an unparalleled emergency egress to its excellent flight characteristics, the E350 is one of the safest aircraft out there.

Many pilots don’t bother with how an aircraft is built. Traditional aluminum aircraft typically only have thin skins surrounding the cabin, which do little to absorb energy. Like a race car, the Expedition’s steel roll cage surrounds the entire cabin for superior protection and energy absorption. Coupled with carbon fiber skins over the frame and seats that meet 22g’s of impact, and you have one of the safest aircraft on the market today.

Emergency egress is key to the Expedition’s safety. Its four large doors open regardless of flap setting. The Expedition also benefits from its high wing design, which fundamentally, is much safer. Emergency egress from an over wing or gull wing doors can be tricky, especially if the aircraft comes to rest upside down. All aircraft with gull wing doors are required by the FAA to carry a crash axe on the aircraft at all times. Another issue is obstruction of the doors by flaps while in take-off or landing configuration. The standard Cessna 206H has two doors, the rear one of which is blocked when the aircraft has its flaps down in take-off or landing configuration. With the Expedition, five passengers have four doors to enter or exit, with simple latch mechanisms?no other aircraft on the market offers this level of access and safety.

Aircraft	Doors	Door Type	Seats
Expedition E350	4	Under wing	5
Cirrus SR22 GTS X	2	Gull wing	4
Mooney Ovation3	2	Over wing	4
Cessna 350 Corvalis	2	Gull wing	4
Cessna 206H	2	Under wing	6



One of the biggest strengths of the Expedition is its inherent slow speed stability. The Expedition also benefits from a low stall speed and simple operating systems which are essential during slow speed maneuvers and emergencies. All E350s come standard with vortex generators, which offer added stability and safety in slow speed flight and stalls. The Expedition, even with amphibious floats installed, has passed all Transport Canada and FAA spin tests. This stability is very important when you consider that 50% of fatalities in general aviation occur from loss of control in flight during cruise and maneuvering phases of flight.

Versatility

The E350 is by far the most versatile aircraft on the market today. It is a STOL aircraft, a family cruiser, a heavy hauler, a utility aircraft, an amphibious aircraft and a backcountry aircraft all wrapped into one incredible design. Its flexibility in loads it can carry, missions it can fly and places it can go is unparalleled in general aviation. No aircraft on the market today is as versatile as the E350.

	E350	Cessna 206H	Cirrus SR22	Cessna 350	Cessna 182T	Mooney Ovation3
Quick Removal of Rear Seats	YES	NO	NO	NO	NO	NO
4 Large Doors	YES	NO	NO	NO	NO	NO
STOL Design	YES	NO	NO	NO	NO	NO
5x180 lbs passengers And full fuel	YES	NO	NO	NO	NO	NO
Standard Observer Windows	YES	NO	NO	NO	NO	NO
Standard Hardpoints on Wing	YES	NO	NO	NO	NO	NO
Standard Float Attachment brackets	YES	NO	NO	NO	NO	NO
Optional Tundra Tires	YES	YES	NO	NO	YES	NO
Custom Avionics	YES	NO	NO	NO	NO	YES
Take-off from Rough Airstrips	YES	YES	NO	NO	YES	NO
Amphibian Option	YES	YES	NO	NO	YES	NO

Conclusion

The Expedition E350 is more than just a backcountry aircraft. It is a versatile and rugged aircraft with a large operational window. Industry leading horsepower, useful loads, take-off performance, safety, cabin width and cabin access make this one very special aircraft. The Expedition E350 wears many hats; a five passenger family cross-country aircraft, a powerful backcountry STOL aircraft, a high performance, high useful load amphibian, a rugged wide body heavy hauler, a low & slow observer aircraft with long loiter times or a versatile multipurpose government aircraft.

The E350 offers a modern cockpit, including the latest Garmin glass panel and radios. Synthetic Vision Technology (SVT), Real-time traffic, XM weather and autopilot are also available. While a large integrated panel might be very attractive, at the end of the day you are flying an aircraft, not starrng at glass panels. Unlike other aircraft, the panel is not the focus of the Expedition, performance and versatility is. The Expedition's rugged construction allows for both low maintenance costs and incredible protection for its occupants. Four large doors allow for easy access and exit to and from the cabin. Flexible and easy cargo/passenger configurations means you can load up bulky items like kayaks, skis, dirt bikes, mountain bikes and long or bulky cargo.

Expedition Aircraft's long term management is a rarity in the industry and offers customers a reassuring level of confidence. The Expedition E350 only uses popular industry standard parts, with no special tooling required for ongoing maintenance. With a large parts inventory and 24 hour a day customer service, downtime on all Expedition's is kept to a minimum.

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