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GA Barn Find: Production Tooling & FAA Approval for Cirrus-Sized Turboprop

Not many General Aviation (GA) enthusiasts have ever heard of an Interceptor 400. It's been years since the pressurized, retractable, single-engine turboprop was designed and built after being certified by the U.S. Federal Aviation Administration (FAA). Now, after being carefully stored in obscurity on a farm in Wichita, Kansas, the FAA Type Certificate and tooling to build it have reemerged on the market.

Shortly after the Interceptor 400 was certified and a few built in the 1970's, the manufacturer had some liquidity issues and ceased production. Compounding this, the aircraft was ahead of its time, certified a decade before the appearance and market acceptance of single-engine turboprops. Remarkably, it's now quite relevant in today's market, fitting squarely in an unfilled product niche between high-performance piston aircraft like the Cirrus SR22 series and much larger single-engine turboprops like the Pilatus PC-12 and Daher TBM series.

The aircraft uses 400 horsepower from its single Honeywell TPE331 turboprop engine, which is capable of producing 840. This catapults the aircraft to a 244 knot typical cruise speed at up to 24,000 feet with 900 nautical miles range. It seats 3 passengers and the pilot in a pressurized cabin. Maximum speed is 266 knots, or 300 miles per hour.

With FAA certification costs of a clean-sheet design approaching \$100 million today, it's likely the certified platform and tooling will be of interest to existing airplane manufacturers wishing to extend their product lines up- or down-market without the certification risk and cost of starting from scratch. In addition, emerging markets will see value in diversifying their economies with aerospace manufacturing. Being a high-performance, complex, turboprop aircraft also makes it an ideal pilot trainer before stepping up to jets.

Owned by Interceptor Aviation, the package is being marketed by AvStrategies. The sale includes the FAA Type Certificate, drawings, jigs, tooling and more. In addition, an actual Interceptor 400 aircraft is included with the sale, as well as the shared Type Certificate and tooling for the Meyers 200 piston-powered version, of which over 100 were built with many still flying today. Details and contact information can be found at www.AvStrategies.com.