PIPER AND PIPER DEUTSCHLAND TO DISPLAY AIRCRAFT AT AERO FRIEDRICHSHAFEN

News / Business aviation, Events / Festivals, Manufacturer



Piper Aircraft Inc. and Piper Generalvertretung Deutschland are collaborating to display aircraft at the upcoming AERO Friedrichshafen 2015, to be held April 15-19. On display will be a single-engine Piper Meridian turboprop, a twin-engine Piper Seneca V, and a Piper Archer DX.

“Year after year, AERO Friedrichshafen is where serious general aviation buyers congregate from across Europe, the Middle East, and Africa,” said Drew McEwen, Piper Vice President of Sales and Marketing. “The trade show on the shores of Lake Constance is a prime meeting place for the aviation community and the perfect venue to begin promoting Piper’s industry-leading products with powerful value propositions.

“We are appreciative that Piper Generalvertretung Deutschland, our German dealer, is partnering with Piper to have a strong presence at the show,” he said.

About the Piper Meridian

The Piper Meridian is a single-engine turboprop that seats six with club seating. It is powered by the P&WC PT6A-42A 500shp engine and has a 260 KTAS / 482 km/h max cruise speed and a range of 1,000 nm / 1,885 km. The standard equipped list price is $2,219,850, furnished with the Garmin G1000 avionics suite.

About the Piper Seneca V

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Standard equipped list price for the Piper Seneca V with three-screen, all-glass Garmin G1000 avionics suite is $972,400. Two Continental turbocharged TSIO-360-RB engines generating 220 hp each power the airplane. The Seneca V is the only twin-engine aircraft to offer the latest in Garmin safety features, like the enhanced AFCS and Level mode. The configuration of multiple entry and baggage doors with the comfort of a cabin class interior makes the Piper Seneca V the perfect business tool.

About the Piper Archer DX

Powered by the Centurion 2.0S diesel engine, the Archer can cruise at a speed of 114 KTAS / 211 km/h (at 70% power) with only 5.8 gph / 22 lph fuel burn. The G1000 avionics system as standard instrumentation provides a great mix of low workload and high technology. The special flight school interior, and the aircraft overall, is well suited to stand up to the rigors associated with flight training. The Archer DX offers competitive operating economics with a proven airframe that is perfect for flight training organizations worldwide.

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