

The FP-606 Sky Baby

The 606 handles much like the 150 or 152. A steerable nose wheel points you in the right direction and full power has you airborne in 150 feet or less.

The first thing you'll notice is what you don't notice. Vibration and noise are minimal, thanks to tuned exhaust, geared reduction drive and the Lord engine mounts. With the wing above, everything below is clearly visible.



A cruise range of 130 miles provides generous air time. Suspension landing gear and a landing roll of only 150 feet lets you put it down almost anywhere.

The Answer To The Plain Plane

A replica of the popular Cessna 150 and 152, the FP-606 combines the styling you expect in a personal plane and the performance you'd never expect from a light plane.

Winner of the EAA Best New Design Award for light planes in 1988, the FP-606 is truly a pilot's plane. A familiar form and geodetic construction give the aircraft a solid feel and an endearing appeal.

A workhorse Hirth F-33 engine powers the light plane version, with a Rotax 447 or 503 forming a formidable power plant for the experimental model. The fully enclosed cockpit features a door you can take off before you take off.

Available as either a trigeared or taildragger, the FP-606 requires a mere 15 minutes field assembly time. A five-gallon fuel tank is standard on light-plane models, with a 7 1/2 gallon tank available for the experimentals. Brakes and electric starter are optional on both.

Specifications	
Wingspan	28'
Wing Area	116 sq ft
Height	71"
Length	17'9"
Fuel Capacity	5 gal
Design Loads	+4.6 -2.3g
Engine	Hirth F-33/Rotax 447/Rotax 503
Gross Weight	500 lbs
Empty Load	250 lbs
Useful Load	250 lbs
Wing Load	4.3 lb/sq ft
Design Load Factor	+4 -2.5g

Flight Performance	
Velocity-Never Exceed	90 mph
Top Level Speed	65 mph
Cruise Speed	55-60 mph
Stall Speed	26 mph
Climb Rate	700-800 fpm
Takeoff Run	150'
Landing Roll	150'
Range at Cruise	150 mi
L/D (Glide Ratio)	9-to-1