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The first models (1974) were STC conversions of the 601A with wing extensions and the Lycoming IO540S1A5 Engines. The service ceiling was limited to 25K feet most likely due to the 4.25 lbs./sq. inch pressurization system which held an 11K foot cabin @ 25K feet. The 601P was the longest production run and the most numerous model existing today.

## **Aerostar Owners Association**

With pressurization, the 601P could slide along at better than 230 knots at 25,000 feet, with a cabin altitude of 11,000 feet. Again, the Aerostar had a significant performance margin over everything else in the horsepower class. Burning about 40 gph at high cruise, the 601P posted a basic endurance of about four hours without reserves.

## **The Aerostars - AOPA**

He had only 20 hours of multi-engine time when he purchased his 1977 Aerostar 601P. After Piper Aerostar Initial Training he flew with an Aerostar Pilot for fifty (50) hours to gain experience in the Aerostar. Ken feels the fifty hours was very valuable for maintenance and safety purposes. In 1992 Ken got his Instrument rating in his Aerostar.

## **Aerostar Owners Association**

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## **Aerostar Aircraft I General Aviation - Affordable Aircraft**

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The first pressurized Aerostar, the 601P, appeared in 1974. Max differential pressure was 4.25 psi, enough to maintain a cabin altitude of 11,000 feet while slicing along at 25,000 feet. The tenth 601P rolled out of Ted Smiths shop with a longer wing (stretched from 34.2 to 36.7 feet) and higher max takeoff weight, 6000 pounds.

## **Aerostar 600, 700 series - Aviation Consumer**

The Aerostar is the masterpiece of Ted R. Smith, the father of the famous Aero Commander. The legendary designer created the original Aerostar as a no-compromises personal speed machine. This airplane set multiple speed records for piston aircraft, the 601 variant still holds the land closed speed record for a production piston twin.

## **Aerostar 601P - Avia71**

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IO-540-S1A5, LTIO-540-U2A, TIO-540-U2A

## **Aerostar Support Maintenance Library - ATP Store**

The "Aerostar 601P" had engines with higher-rate turbochargers to feed a cabin pressurization system. Another variant was the stretched Aerostar 700 Superstar. In 1976 the company name was changed to the Ted Smith Aerostar Corporation. ... 601P Service ceiling: 7,620 m (25,000 ft) 600A Service ceiling, one engine out: 1,875 m (6,150 ft)

## **Piper Aerostar 601 twin-engine light transport aircraft**

The Aerostar Owners Association publishes a magazine and holds regional meetings that focus on safety and maintenance. Contact the Aerostar group at 918-258-2346 and [www.aerostar-owners.com](http://www.aerostar-owners.com). Reader Feedback. I have owned three Aerostars since 1993: A 601P, a 602P and now a 700P. I have a little over 2000 hours in these airplanes.

## **Used Aircraft Guide: Aerostar - AVweb**

The FAA has received several reports of excessive internal pump wear found during normal maintenance inspections on Aerostar Models 601, 601P, 602P, and 700P airplanes. Analysis of these incidents reveals that inadequate retention of the existing oil scavenge pump rotor allows the rotor to machine its way through the end plate.

## **Federal Register :: Airworthiness Directives; Aerostar ...**

1. Replace both main landing gear lower side brace assemblies with Aerostar P/N 400084-001 lower side brace assemblies per Aerostar SB600-134A and the Aerostar Maintenance Manual. 2. Do not install on any affected aircraft, main landing gear lower side brace assemblies that are not P/N 400084-001. (FAA AD 2001-08-10 refers)

## **Aerostar 600 Series | aviation.govt.nz**

Make: Aerostar, Model: 601P, Year built: 1978, Registration No.: D-ICEL, TTAF: 2348 h

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