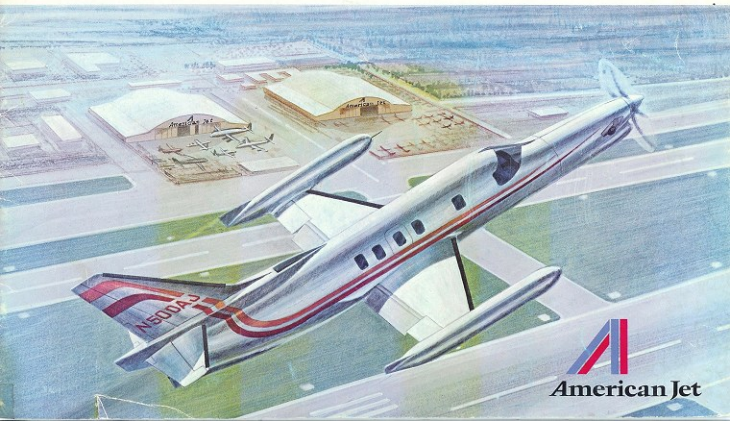


# HUSTLER

Model 500 Turboprop/Turbofan Twin ... the brand new class in business aircraft from American Jet



American Jet

# The Hustler 500: Turboprop economy plus turbofan power

True twin engine safety. True twin engine comfort and luxury. But that's where the comparisons end — the Hustler 500 business/utility aircraft is like no other twin you've seen before. It alone combines a powerful and efficient PT6-41 turboprop engine up front plus 2200-lb thrust JT15D-1 turbofan engine in the tail. Each of these reliable Pratt & Whitney powerplants could fly the Hustler 500 alone under all typical flight conditions. Together they offer options of climb performance, speed, range and economy that exceed those of any turboprop or bizjet on the horizon.

Let the facts speak for themselves: A maximum cruise speed of 400 knots with climb rates up to 4950 feet per minute. An economy cruise range for two-engine operation of nearly 2000 nautical miles — which can be stretched to 2550 n.m. with the fanjet shut down at 30,000 feet! You can choose just about any level of operating economy and performance you might want to suit your mission — the Hustler 500 is the most economical aircraft in its class!



...the best of both worlds is here in an amazing new twin!

Inside the Hustler 500 is a world of comfort, pressurized to 8.0 psi and with the latest environmental control system. A choice of seven passenger configuration for executive spaciousness — or a nine passenger version for commuter/utility payload efficiency. And, of course, it can be equipped with a refreshment center, a private toilet, foldaway tables and a host of luxurious amenities to make business flying a pleasure. A full 30.0 cubic feet of cargo area is entirely separate from the passenger cabin. Would it surprise you to learn that the Hustler 500 is priced well below all other turbo twins and bizjets of similar size?

Behind Hustler performance are a series of advanced concepts: A high lift low drag design incorporating supercritical wing technology. Double-slotted Fowler flaps. An aerodynamically clean design. The latest avionics and internal

systems. And, of course, its patented\* two engine turboprop/fanjet combination that combines the best of both worlds. Is there another business aircraft so new and exciting?

First deliveries of the Hustler 500 Turboprop/Turbofan Twin are scheduled for early 1979. Two other Hustler models also are under development: the PT6-41-powered Hustler 400 Single Engine Turboprop and the Hustler 400A Twin (PT6-41 primary powerplant plus Williams WR44-800 fanjet standby engine). We invite your inquiry concerning any of the Hustlers. Shouldn't you be considering the Hustler now?

On January 11, 1978, the first Hustler prototype flew its maiden flight as a single engine aircraft. Second, prototype, which incorporates two engines and all of the Hustler 500 design features, will begin flight testing in mid-summer of 1978. Certification is scheduled for early in 1979.



\* U.S. Patent No. 4,089,493

# Hustler 500 Performance Compare it to any turb twin...

## CLIMB PERFORMANCE

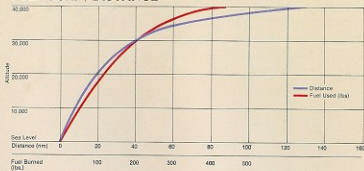
9,000 lbs. gross takeoff weight.

Best rate of climb — 3800 fpm.

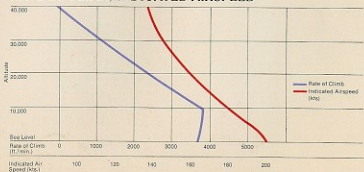
Best climb speed — 200 kts.

Total fuel burn to 40,000 feet — 440 lbs.

### FUEL BURN/DISTANCE



### RATE OF CLIMB/INDICATED AIRSPEED

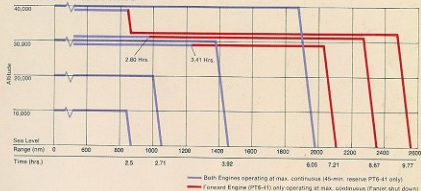


it's in a class by itself!

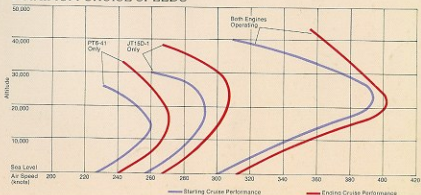
## CRUISE PERFORMANCE

Based on full fuel at takeoff (9,000 lbs. gross weight). Maximum cruise speed with both engines operating — 400 kts. at 23,000 feet. Econo cruise speed, both engines — 350 kts. at 40,000 feet. Range at econo cruise — 1995 nautical miles. Cruise modes utilizing both engines for climb-to-altitude and forward engine only for econo cruise at 30,000 feet can achieve max. range of 2550 nautical miles.

### MISSION PROFILES



### MAXIMUM CRUISE SPEEDS



# Interior Features

**1. Wrap-around front windshield** is electrically de-iced for excellent pilot visibility under all conditions.

**2. Built-in refreshment center** contains ice chest, waste compartment and storage for beverages, snacks and utensils.

**3. Five or seven seat passenger cabin.** Luxurious seats are adjustable and side-tracking to provide maximum comfort during flight.

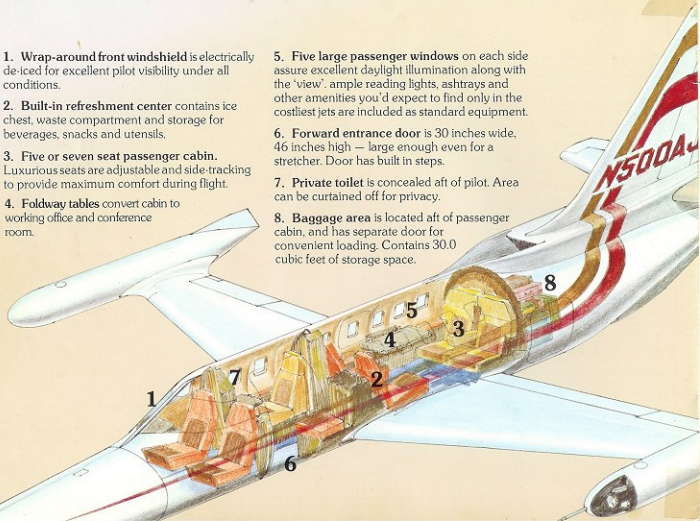
**4. Foldway tables** convert cabin to working office and conference room.

**5. Five large passenger windows** on each side assure excellent daylight illumination along with the 'view'. ample reading lights, ashtrays and other amenities you'd expect to find only in the costliest jets are included as standard equipment.

**6. Forward entrance door** is 30 inches wide, 46 inches high — large enough even for a stretcher. Door has built in steps.

**7. Private toilet** is concealed aft of pilot. Area can be curtained off for privacy.

**8. Baggage area** is located aft of passenger cabin, and has separate door for convenient loading. Contains 30.0 cubic feet of storage space.



# Basic Aircraft Systems

**Nose-mounted powerplant** Pratt & Whitney PT6A 41 850 SHP turboprop engine, derated from 1089 HP. Projected 3500 hour TBO. Best reliability in its class by far!

**Tail-mounted powerplant** Pratt & Whitney JT15D-1 turbofan engine, generating 2200 pounds of static dry thrust. Projected TBO is 3000 hours.

**Propeller** Hartzell 92.5-inch four blade with Beta and reverse pitch. High activity design blades for superior high altitude performance.

**Dual systems** Total redundancy of systems is provided through dual hydraulic, pressurization and electrical systems.

**Anti-icing and de-icing** Pneumatic boots for wing and empennage. Engine inlet de-iced on demand by bleed air. Propeller and windshield electrically de-iced.

**Environmental control** 8.0 psi pressurization systems by AiResearch, using engine bleed air with automatic and manual controls. Both ground and in-flight heating and cooling is provided.

**Electrical** Latest solid state electrical control system. No moving parts (electro-mechanical components) to wear or fail.

**Avionics** Designed to accept full complement of TSO'd full IFR avionics, including: Flight Director, Auto Pilot and Weather Radar, plus dual Nav/Com equipment.

# Preliminary Specifications

## Model 500

### Weight & Loading (typical)

Max. Take-off Weight	9500 lbs.
Empty Weight	4681 lbs.
Useful Load	4819 lbs.
Fuel Capacity	500 gals.
Max. Payload	
With 500 gals. fuel	1469 lbs.
With 300 gals. fuel	2809 lbs.
Wing Area	192.71 sq. ft.
Max. Wing Loading	49.29 psf
Max. Landing Weight	9025 lbs.

### Take-Off Performance

Take-Off Prop rpm	2000 rpm
Lift Off Speed	80 kts
Take-Off Flap Setting	20 Degrees
Take-Off Ground Run	950 ft.
Total Take-Off to 50 ft.	1500 ft.

### Climb Performance

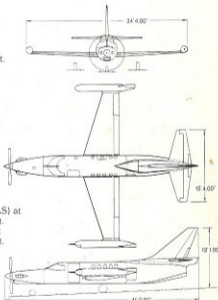
Best Climb Speed	200 kts
Best Rate-of-Climb	4950 fpm

### Cruise Performance

Max. Cruise Speed	400 kts (TAS) at 23,000 ft.
Range at Max. Cruise	1120 nm at 23,000 ft.
Speed Reserves 45 Min.	23,000 ft.
Max. Range at Econ. Cruise	1995 nm
Speed Reserves 45 Min.	
Max. Range obtained by shutting off the back engine after reaching cruising altitude with 45 min. reserve	2500 nm
Forward Engine Oper. Ceiling	25,000 ft.
Aft. Engine Operational Ceiling	30,000 ft.
Both Engines — Operational Ceiling	40,000 ft.
Pressure Differential	8 psi

### Landing Performance

Stall Speed	76 kts
Approach Speed	98 kts
Ground Roll with Prop Reverse	930 ft.
Total Landing Distance	1500 ft. over 50 ft.
With Prop Reverse	50 ft.



Note: All performance quoted at ISA Standard Day conditions with an airplane in good repair at gross weights indicated. Cruise performance is at average midpoint weight.

# American Jet... the "Can Do" company

From its position as a leading innovator and developer of specialized military, business and commercial aircraft, American Jet has emerged into a full-scale airframe manufacturer with outstanding engineering and production capabilities. Known as the 'can do' company, American Jet developed the Super Pinto lightweight jet aircraft for special military applications; pioneered the Turbo-Star twin-turbine-powered family of business aircraft and is the nation's leading converter of large passenger transport aircraft into AirLifter all-cargo planes.

The Hustler 500 is being manufactured in American Jet's modern 40-acre facility at Van Nuys, Ca. Its half million square feet of hangar



and office space, houses all engineering and basic production. You are cordially invited to visit us for an informative and interesting tour.

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Changing the World of Aviation

# American Jet