



aerospatiale
general aviation



TRINIDAD

TRINIDAD : a contemporary trench



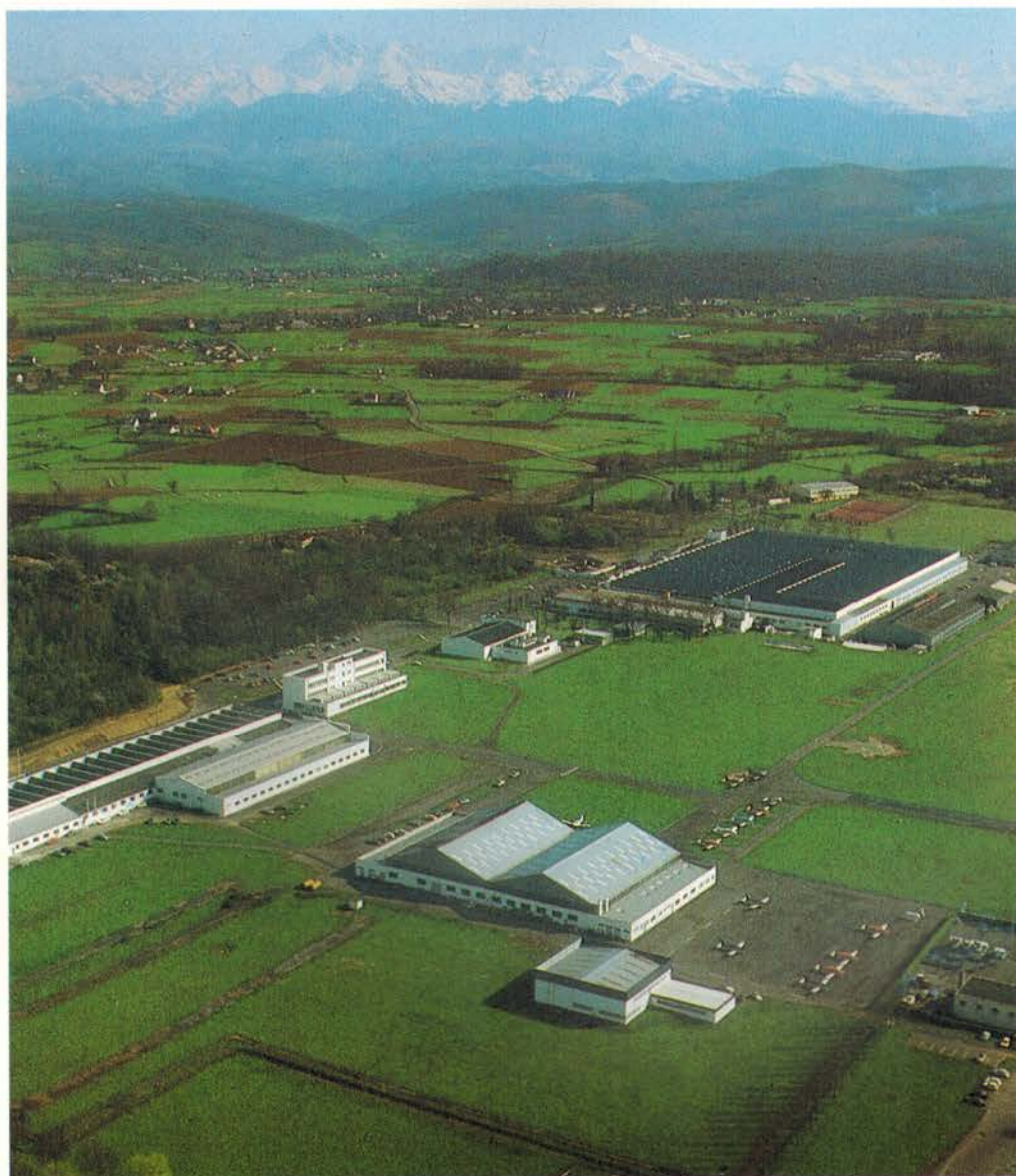


Welcome aboard TRINIDAD. And to a whole new concept in flying for business or pleasure. The TRINIDAD isn't the only fixed-wing retractable built to accommodate five. Unless, of course, you're seeking continental comfort, performance and flair. In which case, the TRINIDAD is simply in a class of its own. A six-cylinder, 250 hp Lycoming engine means getting to your destination quickly and reliably. So quickly, in fact, you'll probably want to make the pleasure last a bit. And fly the long way home.

The TRINIDAD is built in southwest France, where excellence in aviation design is a proud tradition. Consider: over 80 prototypes have been developed at the SOCATA plant in the last 40 years. Today SOCATA's ultramodern assembly lines produce the complete range of AEROSPATIALE Light Aircraft, as well as the Epsilon military trainer.

Sophistication and simplicity are the hallmarks of TRINIDAD's innovative design. Cabin configuration places the accent right where it should be-- on optimal pilot and passenger comfort. And the TRINIDAD's stability and smooth handling make it as easy to fly down low in approach patterns as up top in cruise. Another way of saying the TRINIDAD is synonymous with safe, carefree flying.

Ease of maintenance is built into the TRINIDAD, not added on as an afterthought. An extensive sales-network ensures prompt service support worldwide. And with its excellent range profile and 167 knot top speed, the TRINIDAD is an aircraft designed to fly you long distances in a minimum of time. All in a style, of course, that's quite uniquely French.



sophistication and simplicity



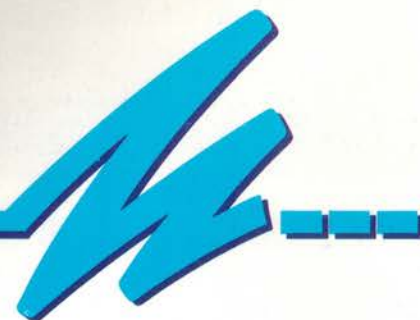


SOCATA is best known as the maker of some of the finest light aircraft in the world. But that's not the whole story. SOCATA is a major contributor to France's key aviation projects, too. Programs like AIRBUS. The FALCON line of corporate jet aircraft. And AEROSPATIALE's impressive range of helicopters. It's versatility like this that sets SOCATA apart from its rivals in the light aircraft business.

Naturally, the TRINIDAD is the direct beneficiary of this added know-how. Consider a couple of examples. The TRINIDAD's main spar is milled from a solid block of aluminum alloy on a computer-controlled machine tool. The same machine produces parts for the AIRBUS. The TRINIDAD's airframe undergoes 3 consecutive corrosion-proofing treatments-- a process originally developed for the carrier-based DASSAULT SUPER-ETENDARD fighter-bomber. SOCATA combines automation and radically simplified mass production techniques to build its entire range of aircraft. Payoff : remarkable quality, and at significantly reduced production costs.

Full flush riveting gives the TRINIDAD its ultra-smooth wing surfaces. Result ? A finished paint job that is quite simply a joy to behold.

The TRINIDAD received French certification in 1981, and passed FAA muster (FAR 23, part 16) in early 1984. Which means you get a thoroughly modern aircraft, minus any thoroughly modern bugs.



pedigreed styling and comfort





Parked on the ramp, the TRINIDAD is an eyeturner. Check-out its slim, aerodynamic profile-- the first hint of how much fun it is to fly.

The windshield sweeps dramatically back from the cowl, emphasizing the TRINIDAD's elongated engine-housing. The wings are constant-chord, with just a touch of dihedral.

The TRINIDAD's unique empennage is sure to garner more than its share of second glances, too. The design - horizontal stabilizer fixed well behind the vertical - is characteristic of the entire AEROSPATIALE Light Aircraft family.

Entering the TRINIDAD is a bit like stepping into a luxury sports car. First, of course, you'll notice the Gull-Wing doors. Handsome to look at? Sure. But they're also an integral part of the TRINIDAD's functional design concept.

Inside, you'll find the TRINIDAD's interior uncommonly spacious. Take cabin width, for example. The TRINIDAD's rear seat is generous enough to comfortably seat three. Front seats tilt up and forward for easy access aft. Leather trim and luxury leather-upholstered bucket seats (*) round off the TRINIDAD's "Gran Turismo" feel.

The baggage compartment situated at the rear of the cabin is handily accessible from both inside and outside the aircraft. Capacity : 110 pounds. Remove the easily detachable rear seats, and the TRINIDAD can haul up to 573 pounds of cargo.

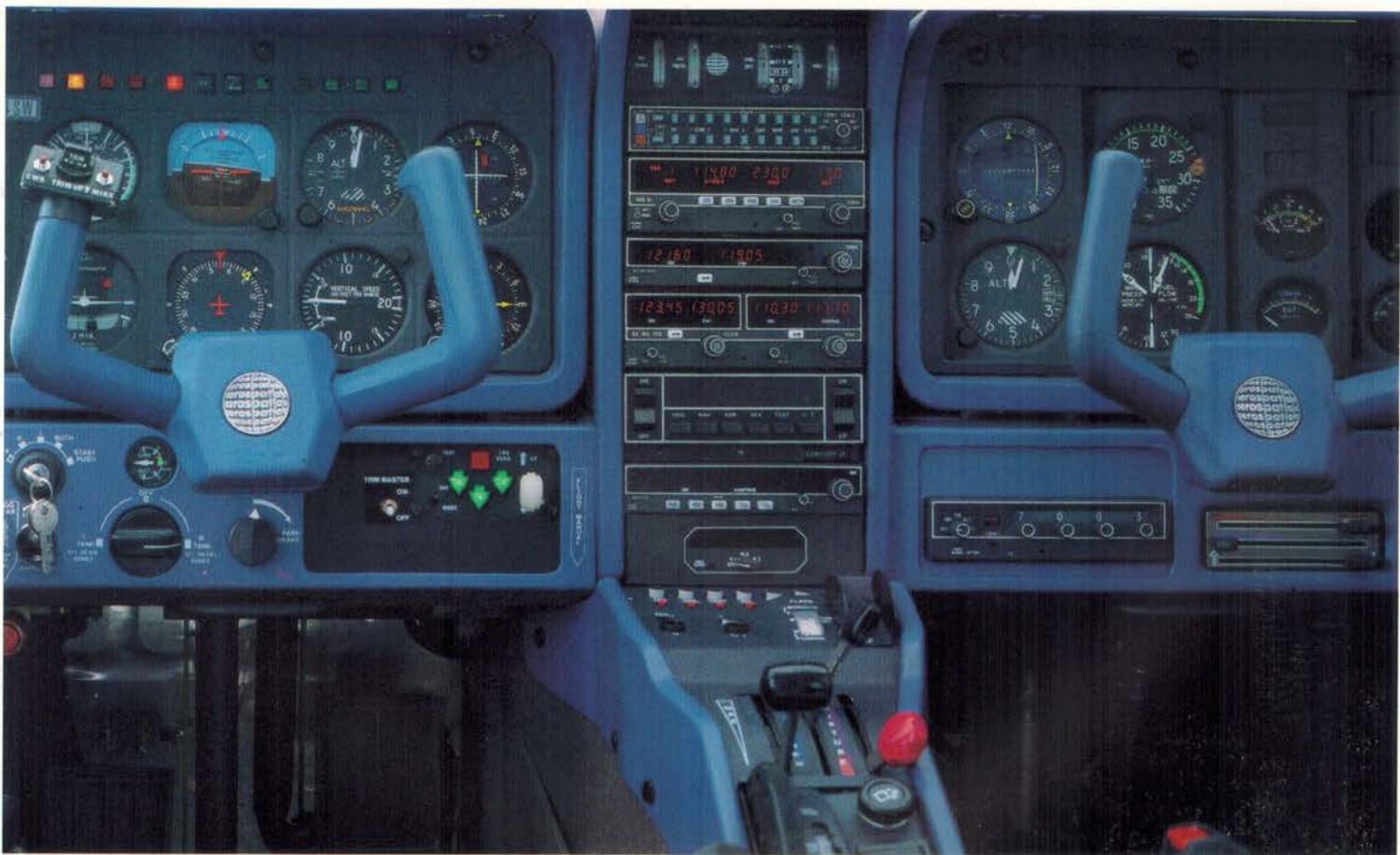
The TRINIDAD's high wing-loading gives it excellent stability in turbulence-- a factor your passengers are certain to appreciate.

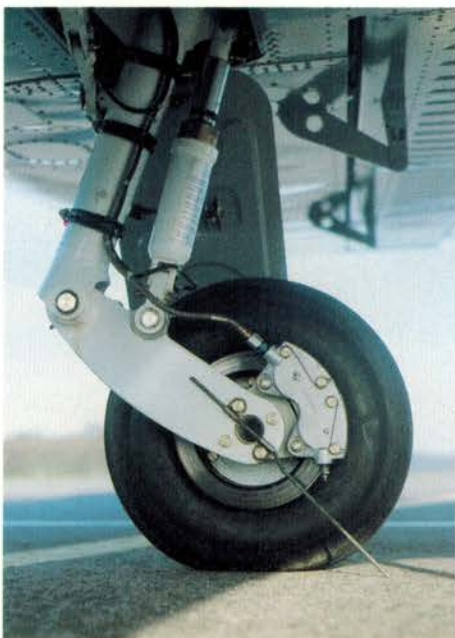


(*)Optional



safe high-performance handling





The TRINIDAD's responsiveness and easygoing reliability are apparent the instant you leave the ground. But first off, scan the flight controls.

The instrument panel is functionally laid out in three distinct modules. Flight instruments are to the left. Radios are set top-to-bottom down the middle. To the right-- engine condition instruments, canted toward you for easier readability.

Power controls are on a center quadrant that doubles as an arm-rest. Throttle, prop and mixture controls are to the fore. Pitch and rudder trims fall neatly under the palm of the hand immediately to the rear.

Once in the air, you'll find rudder handling is light and responsive. Trim changes with both gear and flap extensions are minimal. Pilots will appreciate the absence of any tendency to roll off into a stall-- especially during precision IFR approaches.

TRINIDAD's high wing-loading plays an important role in achieving impressive cruising speeds. Level off at 8,000 feet, and the TRINIDAD effortlessly attains, 164 knots at 75 % power setting.

Performance like this is unusual for a fixed-wing single. The TRINIDAD's advanced wing-design - technically designated RA16 3C3 - deserves the lion's share of the credit. An AEROSPATIALE innovation dating to 1975, this symmetrical-profile configuration reduces fuel-wasting drag at high speeds and features extremely safe stall characteristics. The TRINIDAD is safe and simple to fly at low speeds, too, with equally tolerant stall thresholds. Given its outstanding performance in turbulence and at low speeds, the TRINIDAD is certified for a demonstrated crosswind of 25 knots.

The TRINIDAD is equipped with electro-hydraulic landing gear, with a simple pull-knob for emergency extension.



radically simplified maintenance



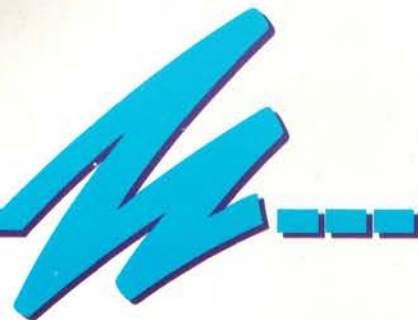


Thanks to highly automated manufacturing techniques, the TRINIDAD's parts count is surprisingly low. A major asset when servicing becomes necessary.

Simplified access to the TRINIDAD's parts also minimizes hanger immobility and upkeep costs. Remove a single bolt, and the instrument panel modules tilt back for easy removal of avionics and flight instruments. The radio stack pulls conveniently out of its housing, too--making on-board servicing an annoyance of the past. Twin hatches under the windshield provide additional access to the TRINIDAD's avionics.

The engine compartment is equally accessible. Accessories located between the engine block and firewall are simple and convenient to get at with tools.

And one additional plus. Most of TRINIDAD's on-board components are made in the USA-- a guarantee of widespread international availability.





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