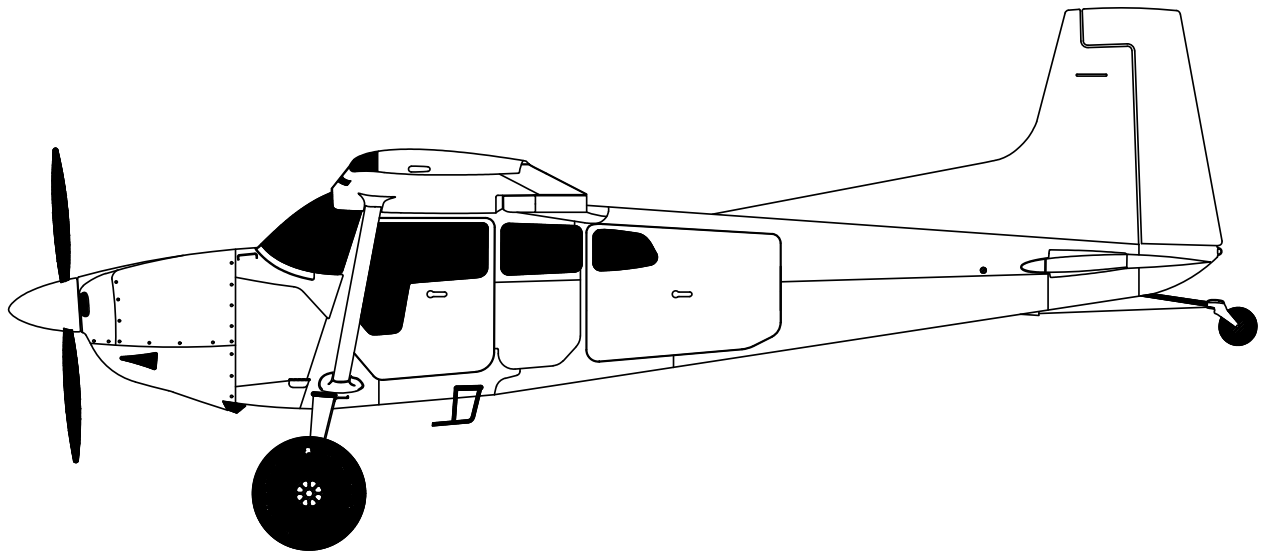


# CYCLONE 1850

## 2024 BUYERS GUIDE



# BUSHLINER CYCLONE 1850

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## AIRCRAFT OVERVIEW

### **Introducing the Bushliner 1850 Cyclone: The Next Evolution of Metal Tailwheel Aircraft**

Discover the future of aviation with the all-new Bushliner Cyclone 1850, a testament to our commitment to innovation and excellence. Designed for the modern world, this aircraft combines legendary design with cutting-edge features, offering unparalleled safety, performance, and utility.

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#### Key Upgrades and Features

This cutting-edge aircraft boasts a range of enhancements, making it a superior choice in terms of design, performance, safety, and reliability.

Design Improvements Over The 185 Skywagon:

- 3,600 lb Gross Weight
- 6" wider cockpit for increased shoulder room and expanded cargo capacity.
- Large 4' x 3' cargo door for seamless loading.
- Versatile Seating and Cargo Options:
- Configurations available for 2, 3, 4, 5, and 6 seats in the cockpit.
- 8' of flat floor available for cargo, with tie-down's available along the entire floor, and others on the sidewall and ceiling.

Performance Advancements:

- 2' longer 38' wingspan for improved lift and control.
- 1' longer flaps each side.
- Large, 112 Gal fuel tanks for extended range.
- Larger tail for increased gross weight and improved stall characteristics.
- Carbon Fiber flight controls.
- Manual flaps.

Safety Features Surpassing The 185 Skywagon:

- JAARS S-frame seats ensuring 30G crash safety.
- Am-Safe seatbelts.
- Dual 12v Earth-X batteries and dual electrical bus for heightened redundancy.
- Vented fuel tanks with dual header tanks and a left-right-both fuel valve with off position.
- 315 HP Lycoming IO-580 engine with electronic ignition known for proven dependability.
- MT propeller for performance and reliable reparability.
- Sportsman STOL airfoil, longer flaps, vortex generators, and improved ailerons for heightened roll performance.



# BUSHLINER CYCLONE 1850

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## AIRCRAFT OVERVIEW

### Cutting-Edge Avionics:

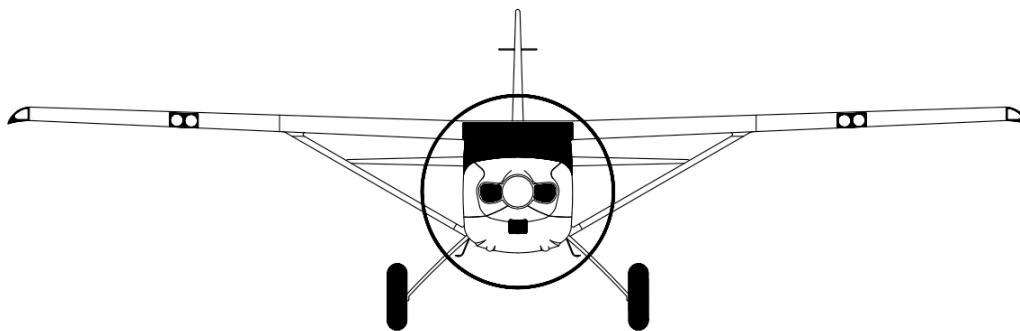
- **Garmin** G3X avionics suite for advanced navigation and communication.
- Electronic pitch trim.

### Collaborative Design Philosophy:

- Built upon the desirable Cyclone 180 platform that began in the 1990's.
- Design improved by a team of mechanics and pilots, integrating insights for ease of maintenance and optimal performance.
- Experts ranging from avionics, structures, systems, flight safety, human factors, composites, and bush pilots all contributed to the execution of the final design.

### Reliability:

- Produced from common parts, minimizing specialty hardware items.
- Maintainable without the use of model-specific tools.
- Proven, familiar platform, ready to be maintained by any FBO.
- All components in stock, ready to ship as needed for repairs.



The Bushliner 1850 Cyclone offers a perfect blend of classic charm and innovative features, setting a new standard for excellence in aviation.

For future updates, please join our Facebook group:

<https://www.facebook.com/groups/bushliner>

To reserve your kit or factory built aircraft, click here:

<https://www.bushliner.com/reserve>

### For inquiries and orders, contact:

Bushliner Aircraft Sales

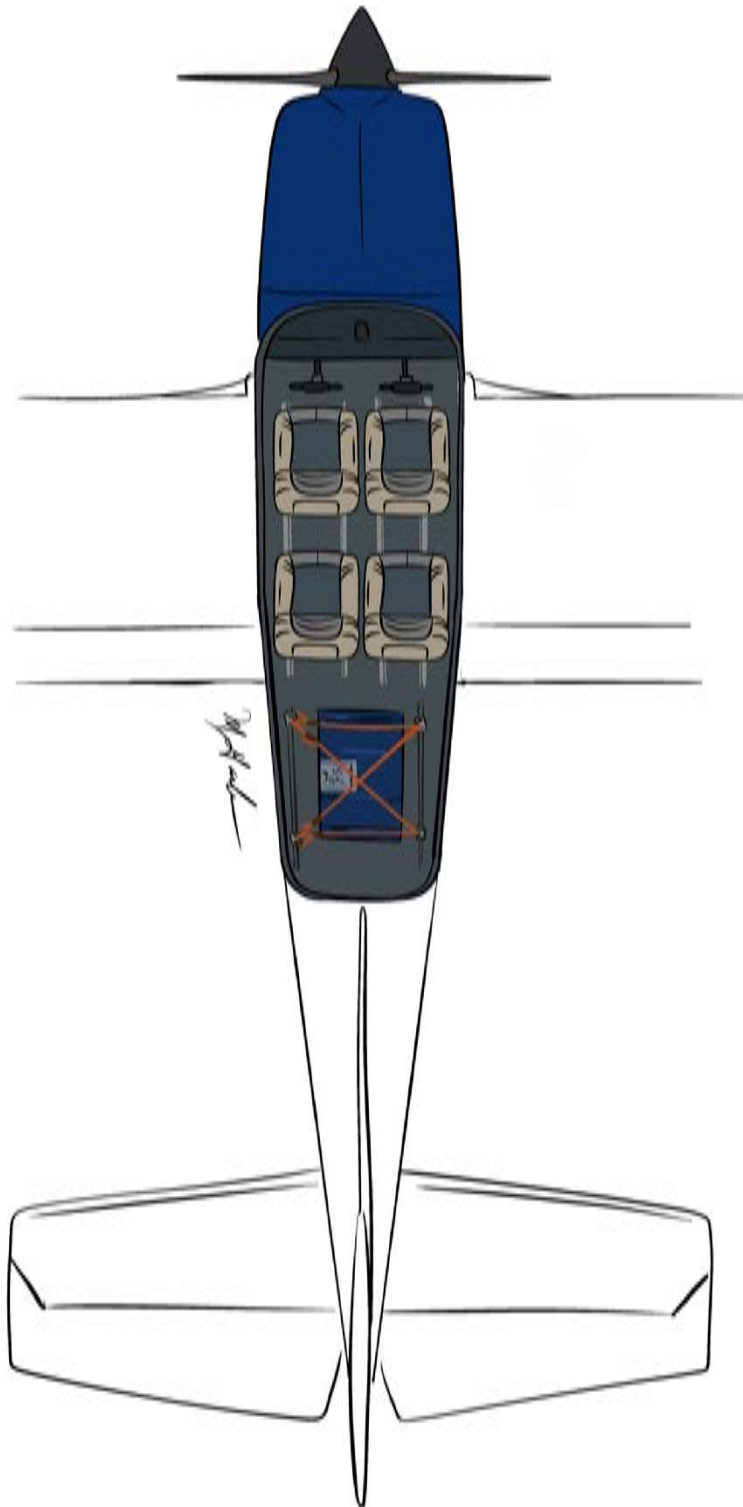
1-855-289-1850 ext.1

[sales@Bushliner.com](mailto:sales@Bushliner.com)



# BUSHLINER CYCLONE 1850

## AIRCRAFT OVERVIEW



# BUSHLINER CYCLONE 1850

## AIRCRAFT OVERVIEW

Aircraft Comparison <small>Assumes stock airframe, standard conditions</small>	Bushliner 1850 Cyclone EST.	Cessna A185F Skywagon	Cessna 182T Skylane	Cessna T206H Stationair
<b>DIMENSIONS</b>				
Length	26 ft	25 ft 9 in	29 ft	28 ft 3 in
Height	8 ft	7 ft 9 in	9 ft 4 in	9 ft 4 in
Wingspan	38.5 ft	36 ft	36 ft	36 ft
Wing Area	186 sq ft	174 sq ft	174 sq ft	174 sq ft
Flap Area	24 sq ft	21.5 sq ft	21 sq ft	34 sq ft
Aileron Area	17.85 sq ft	17.85 sq ft	17.85 sq ft	14.75 sq ft
Horizontal Stabilizer width	13 ft	10 ft 10 in	11 ft 8 in	13 ft
Horizontal Stabilizer SQFT	36 sq ft	30 sq ft	33 sq ft	36 sq ft
Tail area % of wing area	19.35%	17.24%	18.96%	20.70%
<b>CABIN INTERIOR</b>				
Height	50 in	48 in	49 in	50 in
Shoulder Width	47 in	40 in	42 in	44 in
Center seat spread (yoke center)	22 in	18 in	19 in	21 in
Length	11 ft 8 in (flat)	11 ft 8 in (stepped)	11 ft 2 in (stepped)	12 ft 1 in (stepped)
Maximum Passengers	6	6	4	6
<b>BAGGAGE A&amp;B CAPACITY</b> <small>Includes third row seat on 185 and 206</small>				
Weight	200 lb	170 lb	200 lb	180 lb
Volume	34.8 cu ft	24.75 cu ft	32 cu ft	11 cu ft (39 cu ft total)
Cargo Door Dimention W x H	49 in x 36 in (aft 26")	15.25 in X 22 in	15.25 in X 22 in	43 in x 39 in
<b>WEIGHTS</b>				
Maximum Ramp Weight	3,600	3,350 lb	3,110 lb	3,806 lb
<b>Maximum Takeoff Weight (Gross)</b>	<b>3,600</b>	<b>3,350 lb</b>	<b>3,100 lb</b>	<b>3,789 lb</b>
Maximum Landing Weight	3,600	3,350 lb	2,950 lb	3,600 lb
Usable Fuel Weight (100LL)	672 lb	504 lb	522 lb	522 lb
Usable Fuel Volume	112 gal	84 gal	87 gal	87 gal
Basic Empty Weight	1,850 lb	1,850 lb	2,000 lb	2,365 lb
Useful Load	1,750 lb	1,500 lb	1,110 lb	1,441 lb
Full Fuel Payload	1,078 lb	996 lb	588 lb	919 lb
Wing Loading @ Gross Weight	19.35 lb/sqft	19.3 lb/sqft	17.8 lb/sqft	20.7 lb/sqft
<b>PERFORMANCE</b>				
Max Endurance Range	1,042 nm	721 nm	930 nm	660 nm
Max Speed Range	752 nm	576 nm	773 nm	632 nm
Takeoff Distance	1,200 ft	1,365 ft	1,514 ft	1,970 ft
Ground Roll	650 ft	770 ft	795 ft	1,060 ft
Landing Distance	1,200 ft	1,400 ft	1,350 ft	1,395 ft
Ground Roll	480 ft	480 ft	590 ft	735 ft
Service Ceiling	19,000 ft	17,150 ft	18,100 ft	26,000 ft
Maximum Climb Rate	1,500 fpm	1,010 fpm	924 fpm	960 fpm
Maximum Limit Speed	175 kias (201 mph)	155 kias (178 mph)	175 kias (201 mph)	182 kias (209 mph)
Stall Speed	40 kcas (46 mph)	49 kcas (56 mph)	49 kcas (56 mph)	57 kcas (66 mph)
Maximum Cruise Speed	165 ktas (190 mph)	145 ktas (167 mph)	165 ktas (190 mph)	161 ktas (185 mph)
Power to Weight/ Power Loading at Gross	11.42 lb/hp	11.17 lb/hp	13.5 lb/hp	11.6 lb/hp
Cruise Speed @ 75% 10,000 ft	150 kt (172 mph)	130 kt (150 mph)	145 kt (166 mph)	150 kt (172 mph)
Fuel Burn @ 75% Power	18 gph 100LL	15.6 gph 100LL	17.8 gph 100LL	19 gph 100LL
<b>POWERPLANT</b>				
Manufacturer	Lycoming	Continental	Lycoming	Lycoming
Model	IO-580	IO-520D	IO-540-AB1A5	TIO-540-AJ1A
Power Output	315 hp	300 hp	230 hp (235 hp)	310 hp (310 hp)
Propeller Manufacturer	MT Propeller	McCauley	McCauley	McCauley
Description	3 blade composite cs	2 blade aluminum cs	3 blade aluminum cs	3 blade aluminum cs



# BUSHLINER CYCLONE 1850

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## AIRCRAFT OVERVIEW

### Maintenance

- Inspection requirements are a condition inspection performed annually by an A&P.
- Services can be performed by the owner.
- Replacement parts are readily available from Bushliner Aircraft and suppliers.
- Brand new airframe will not corrode or quickly fatigue under normal use.

### Longevity

- Mission ready for decades of use on floats, wheels or skis.
- Upgradeable with yet-to-market modifications.
- Familiar airframe with a global service network already in place.

### Documentation

- ✓ Material traceability.
- ✓ New logbooks and C of C's
- ✓ Up-to-date illustrated parts catalogs and service manuals.

### Insurance

- Insurance requirements are similar to those of a legacy 185. Please contact us for details.

### Financing

- Financing is available for factory built aircraft. Please contact us for details.

# BUSHLINER CYCLONE 1850

## AIRCRAFT COST COMPARISON

Aircraft	Legacy 180/185	Bushliner 1850EX	Notes
Acquisition cost	\$200,000	\$300,000	
Repairs	\$175,000	\$0.00	
New cables, pulleys, install.	\$10,000	\$0.00	
Other Upgrades, replacement	\$150,000	\$100,000	Assumes same or similar products
Engine Upgrade (new)	\$125,000	\$99,000	Experimental price reduction
Propeller Upgrade	\$20,000	\$20,000	Assumes same or similar propeller
Avionics	\$120,000	\$89,000	Experimental price reduction
Strip, Prime, Paint	\$32,000	\$15,000	1850 is paint only
Certification work	\$75,000	\$0.00	DER's, STC's, IA's
AD Compliance	\$25,000	\$0.00	All AD's complied with or eliminated
<b>TOTALS</b>	<b>\$932,000</b>	<b>\$623,000</b>	
<b>Summary:</b>			
AGE	50 YEARS	NEW	
TTAF	6,000 HOURS	0	
ENGINE TSNW	0	0	
Timeline from today	4 Years	2-4 Years	

# BUSHLINER CYCLONE 1850

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## SPECIFICATIONS- HISTORY

The Cyclone began production in 1992 as a replica of the Skywagon A185F, offering the same advantages with improved performance as a brand new aircraft. The performance increase came primarily from a longer wing, an extra foot per side at the root of the wing, not at the wing tip, thus a longer flap, better STOL, cruise, payload and fuel capacity, without reducing aileron control.

Upon the acquisition of Cyclone by Bushliner Aircraft, the design has been further improved, and dubbed the Bushliner 1850 Cyclone.

Figures vary depending on engine, and other equipment.





# BUSHLINER CYCLONE 1850

## SPECIFICATIONS- RANGE MAP



Interactive range map available [Click Here](#)

### Inner Circle

750 NM OF ESTIMATED RANGE SHOWN BASED ON 5 HOURS OF FLIGHT AT 160 KIAS, 20 GPH.

### Outer Circle

1,000 NM OF ESTIMATED RANGE SHOWN BASED ON 7 HOURS OF FLIGHT AT 144 KIAS, 16 GPH.

\*Range may be affected by equipment and operation

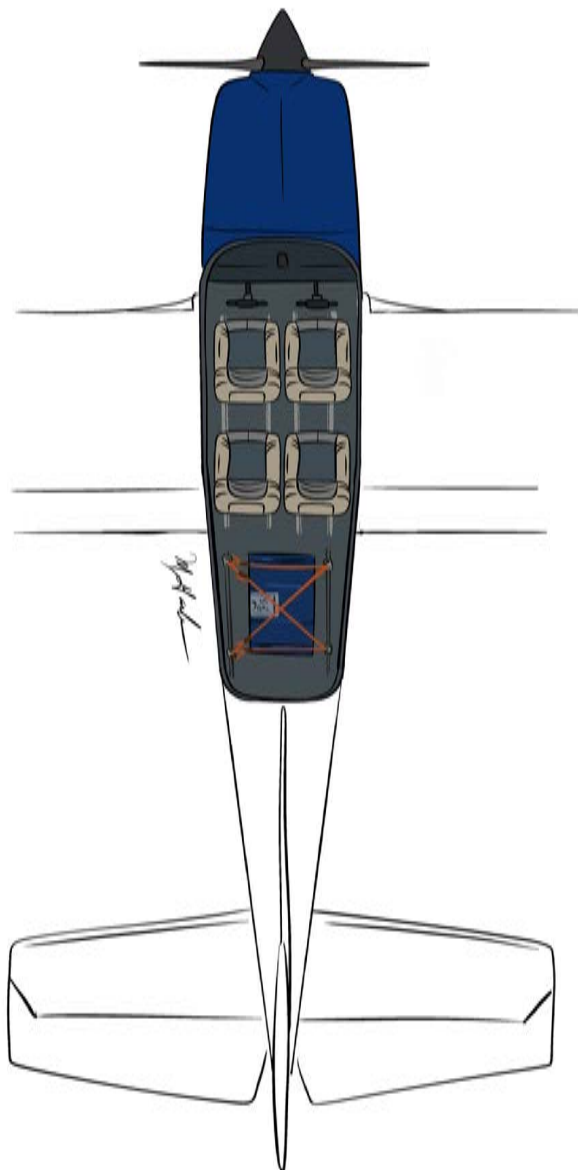
# BUSHLINER CYCLONE 1850

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## STANDARD EQUIPMENT

### Cyclone 1850 Fuselage

- ✓ Fabricated from 2024T3 aluminum, primed prior to assembly.
- ✓ Seaplane kit standard.
- ✓ Large 48" cargo doors for easy cargo loading.
- ✓ High-strength mil-spec fasteners for durability.
- ✓ Machined NextGen Instrument Panel for a modern and sleek appearance.
- ✓ Fueling steps for convenient access.
- ✓ Constructed in professional precision jigs.
- ✓ Completely new components.

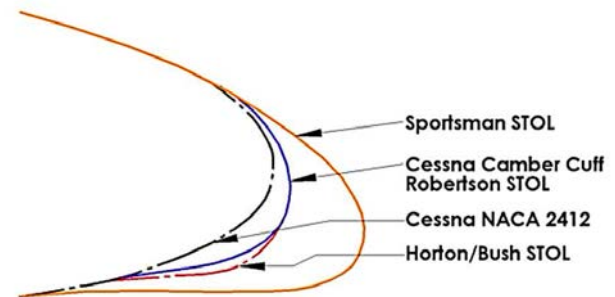


# BUSHLINER CYCLONE 1850

## STANDARD EQUIPMENT

### Wings

- ✓ Sportsman STOL airfoil for improved performance.
- ✓ Bushliner flaps- 1 foot longer than those on a legacy aircraft.
- ✓ Ailerons with anchor retention hinge pins for secure operation.
- ✓ Aileron gaps sealed for improved aerodynamics.



### Tail

- ✓ Extended dorsal fin for improved yaw control, without impacting crosswind component.
- ✓ Laminar flow rudder for increased authority at slow speeds and high AOA.
- ✓ Horizontal stabilizer trim (no trim tab).

### Flight Controls

- ✓ Dual yoke flight controls.
- ✓ Dual toe brakes for efficient braking.
- ✓ McFarlane cables, pulleys, and mil-spec hardware.



# BUSHLINER CYCLONE 1850

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## STANDARD EQUIPMENT

### Undercarriage

- ✓ Upgraded landing gear boxes for additional strength.
- ✓ Locking tailwheel provision.
- ✓ Choice of gear, wheels, and tires to suit terrain.\*
- ✓ Compatible with floats and ski's certified for the Cessna 185.\*



### Fuel System

- ✓ Two 56-gallon integral wing tanks with a total capacity of 112 gallons.
- ✓ Fuel selector valve with options for Left, Right, Off, and Both positions.
- ✓ Gravity feed fuel system.
- ✓ Upgraded fuel lines, filters and fittings.
- ✓ CIES fuel senders compatible with selected avionics.\*

# BUSHLINER CYCLONE 1850

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## STANDARD EQUIPMENT

### Composites

- ✓ Cabin and cargo doors.
- ✓ Cowling on Lycoming models for weight reduction and improved aerodynamics\*
- ✓ Exterior fairings for improved aesthetics and aerodynamics.
- ✓ Flight controls and tail surfaces.

### Cabin

- ✓ Dual swing-up cabin doors for easy access. Configureable as standard doors if preferred.
- ✓ Massive 48" wide cargo doors for easy and direct cargo loading.
- ✓ Ten feet of flat floor space including extended baggage area.
- ✓ Articulating pilot seats.
- ✓ Pilot push-to-talk button and AP disconnect provisions in the control yoke.
- ✓ Tinted windows for UV protection.
- ✓ Hard points for cargo tie-down or cargo nets.

\*Provisions supplied, may require package selection IE type, style, color or equipment defined by client and are additional to the base price.

# BUSHLINER CYCLONE 1850

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## STANDARD EQUIPMENT

The JAARS S-Frame Seats are FAA certified seats designed to protect the occupant in the event of a crash. Each Cyclone 1850 comes with two pilot seats, and two mid row seats. Third row seating can be purchased additionally.

Features:

- **Crashworthiness:** The S-Frame Seats are designed to be more crashworthy and have been tested to withstand forces of up to 30 Gs. This means they provide improved safety and protection for occupants in case of an accident.
- **Modular Design:** These seats are easily removable and can be reinstalled in various cabin configurations. Unused passenger seats can be folded and stored in the aircraft's cargo compartments. This modularity allows for flexibility in configuring the cabin for different purposes.
- **Weight Savings:** The S-Frame Seats are lighter than other seats. This reduction in weight can have benefits for the aircraft's performance and fuel efficiency.
- **Seat Design:** The S-Frame design of these seats allows them to absorb impact forces in an accident gradually, reducing the risk of serious injury to the occupant. This is in contrast to the original seats, which lack crush zones and can shear suddenly under extreme loading conditions.
- **Seat Track Compatibility:** These seats are designed to fit into a medium-strength Brownline-style cargo and seat track, which is stronger than the original Cessna T-rails. The seat track has a load capacity rating of 4,500 lbs and provides additional cargo tie-down points. An STC (Supplemental Type Certificate) for the seat track installation (JAARS STC SA1335SO) is required before installing these seats.
- **Crew Seat Adjustability:** The crew seats are adjustable in terms of height, back angle, and fore & aft positioning. This adjustability allows for a more comfortable and customizable seating experience for the crew.
- **Safety Belts:** All seats come equipped with an AmSafe 4-point shoulder harness/belt assembly. The lap-belt portion attaches to the seat frame, while the shoulder harness attaches to an installed hard point in the cabin ceiling. This enhances passenger safety during flight.
- **Cargo Anchoring:** Additional cargo anchor plates are installed on the cabin walls and ceiling, facilitating the secure transport of various cargo loads. This enhances the aircraft's versatility for both passenger and cargo operations.
- **Usability:** These modifications enhance the usability of the aircraft. It can be configured in an all-cargo layout, an all-passenger layout, or a combination of both. The foldable design of the passenger seats allows for convenient storage when not in use.





# BUSHLINER CYCLONE 1850

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## STANDARD EQUIPMENT

- **Seat Weights** (fully upholstered with shoulder harness assemblies):
- Crew Seats: 20.7 lbs (9.4 kgs) each, which is 5.5 lbs lighter than articulating Cessna crew seats with seat belts.
- Middle Passenger Seats: 13.5 lbs (6.1 kgs) each, which is 3 lbs lighter than Cessna 2nd row seats with seat belts.
- Aft Passenger Seats: 12.0 lbs (5.5 kgs) each, which is the same weight as the Cessna 3rd row seats with seat belts.



Aft seats easily fold and stow.



### Standard Aircraft Tracks

Standard Aircraft Tracks are used in the securement of cargo and interior assemblies. They are designed to provide 12 feet of reliable and durable anchor points to assist with nearly any type of securement job.

These tracks can be used with a number of different types of fittings that promote both safety and security as they work together to create a smooth and unchallenging hold over whatever it is that needs securing.

# BUSHLINER CYCLONE 1850

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## STANDARD EQUIPMENT

### 1850EX

□ \$308,000 Cyclone 1850EX Kit only (Plus options)

#### **Experimental Homebuilt Amateur Built Aircraft**

The aircraft is delivered as a kit to you, additional equipment may be purchased from the Bushliner 1850 Equipment Selection Guide, or you may source your own. Any non-bushliner packages are the customers responsibility to determine applicability.

The 1850EX is perfect for the experienced builder or mechanic with similar experience and has an estimated completion time of 1,000 hours plus or minus depending on skill and approach.

\*All orders for additional equipment are due 12 months prior to your delivery window.\*



Aircraft will arrive in green primer with standard equipment



### 1850FX



\$520,000 Cyclone 1850FX including FAB program

#### **Experimental Factory Amateur Built Aircraft**

The aircraft is completed at a Bushliner facility with limited owner participation as required by the FAA. The owner will not be required to perform complex or high risk tasks that can affect the quality of the end product.

This requires selections of equipment from the 1850FX Equipment Selection Guide. If a selection is not made, the default option is shown in **green**.

\*All selections are due 12 months prior to your delivery window.\*

#### **FAB Program**

With the Bushliner FAB program you will learn not only how to complete the remaining 51% of tasks required, but gain additional experience that makes you a more knowledgeable and safer aircraft owner and pilot.

Owner's will be required to attend two five day visits to complete their aircraft.

The first visit is prior to paint and is focused on structural assembly, with other tasks required such as assembling seat frames, landing gear, etc.

While you are away, our team paints the aircraft, manages upholstery, and prepares for your next visit.

The second visit focuses on finishing the aircraft, mounting the engine, propeller, doors, wings, windows, rigging flight controls and installing parts that were prepared on your first visit such as the landing gear and interior.

# BUSHLINER CYCLONE 1850

## EQUIPMENT SELECTION GUIDE

### Firewall Forward Options

#### ☐ **\$132,332 Lycoming IO-580 Engine Package**

- ✓ 315+ Horsepower normally aspirated.
- ✓ Dual Exhaust.
- ✓ Lycoming Electronic Ignition
- ✓ Sky-Tec Starter
- ✓ 14V EarthX Battery



# BUSHLINER CYCLONE 1850

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## EQUIPMENT SELECTION GUIDE

### Engine Add-Ons

- ❑ \$1,618.00 Engine & Cabin Pre-Heater for Lycoming Engines
- ❑ \$25,560 Supercharger- Normalizes to 8,000'- Four Blade Propeller Recommended
- ❑ LY-CON Performance Tune

THUNDERBOLT- Lead times expected to exceed 36 months. We recommend taking delivery and upgrading to a thunderbolt at the time of overhaul.

### PROPELLERS

- ❑ \$26,678 MT 3 Blade Expedition
- ❑ \$35,084 MT 3 Blade Expedition + Reverse
- ❑ \$39,106 MT 4 Blade Expedition
- ❑ \$48,750 MT 4 Blade Expedition + Reverse



# BUSHLINER CYCLONE 1850

## EQUIPMENT SELECTION GUIDE

### Landing Gear Note: Gearbox beef-up pre installed. Includes tail spring.

- ☐ \$32,868 7" Extended Titanium landing gear (Includes titanium tail spring)
- ☐ \$22,368 Shock Monster All-Terrain Suspension (Includes titanium tail spring)

### Tailwheel

- ☐ \$2,009 10" Tailwheel by Airframes Alaska
- ☐ \$3,109 Baby Bushwheel by Airframes Alaska
- ☐ \$5,408 10" Tailwheel by TLGW
- ☐ \$6,074 14" Tailwheel by TLGW



### Tires Note: Gross weight of 26" and 29" tires is 3,600LBS, other sizes may limit aircraft gross weight.

- ☐ 8.50 X 6 Goodyear
- ☐ \$3,850 26" Alaskan Bushwheels (HT)
- ☐ \$4,320 29" Alaskan Bushwheels (HT)
- ☐ \$4,600 31" Alaskan Bushwheels (HT) (Caution, gross weight limited to 3,000 LBS)

# BUSHLINER CYCLONE 1850

## EQUIPMENT SELECTION GUIDE

### Wheels & Brakes (Required for 1850FX)

- ☐ \$5,823 Beringer Wheels and Brakes (Includes axels, parking brake and master cylinders)

### Select Color

#### Navy Blue

- ☐ \$0 Black (Secondary Default)
- ☐ \$0 Red (Primary Default)
- ☐ \$550 Orange
- ☐ \$550 Electric Blue
- ☐ \$550 Yellow
- ☐ \$550 Forest Green
- ☐ \$550 Purple





# BUSHLINER CYCLONE 1850

## EQUIPMENT SELECTION GUIDE

Shipping and installation is not included in the purchase of skis & floats.

### Floats

- ☐ \$125,000 Aerocet amphibious 3400 floats.
- ☐ \$60,000 Aerocet straight 3500L floats.



### Skis

- ☐ \$6,750 L3000 Airglass straight ski.
- ☐ \$22,125 LH4000 Airglass hydraulic ski
- ☐ \$2,700 Hydraulic Pump for LH4000



# BUSHLINER CYCLONE 1850

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## EQUIPMENT SELECTION GUIDE

### Wings (Includes Vortex Generators)

- ☐ \$5,775 Slats
- ☐ (Pending) Extended Wing Tips
- ☐ \$12,563 Speedbrakes

### Lighting

- ☐ \$8,929 AeroLED's Nav, Strobe, Position, Landing and Taxi lights in each wing, Quasar LED wingtips.

### Cabin & Airframe

- ☐ \$7,000 Rear Skylight
- ☐ \$650 Rosen sun visors with third axis
- ☐ \$1,995 Seaplane brace wires

# BUSHLINER CYCLONE 1850FX

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## FINISH & TRIM

### Exterior Paint Scheme (Pattern of paint lines)

Note: N Number will replace scheme name on fuselage.

Pricing is based on colors and complexity. Grays/ Whites are the least expensive, while metallics and reds cost significantly more. Additionally deeper colors weigh more than yellow and white shades.

- ☐ \$15,000 Glacier
- ☐ \$15,000 Denali
- ☐ \$17,000 Yellowstone
- ☐ \$19,000 Mojave
- ☐ \$22,000 MOAB
- ☐ Existing scheme with custom colors (Material costs may vary)
- ☐ \$1,000 Custom scheme design; see following pages, (material and additional customizations may vary final price, scheme design due separate to other payments, revisions included, price per scheme)



**MOAB**  
Fire Red P7140  
Satin Black CAS1001BL  
AC Titanium Pearl 814562



# BUSHLINER CYCLONE 1850FX

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## FINISH & TRIM



**GLACIER**  
Gamma Gray P1234  
Crevasse Teal CAS419BL



**DENALI**  
Fighter Blue P6155  
Flag Blue P6203



**YELLOWSTONE**  
Tuscany Yellow CAS1012BL  
Satin Black CAS1001BL



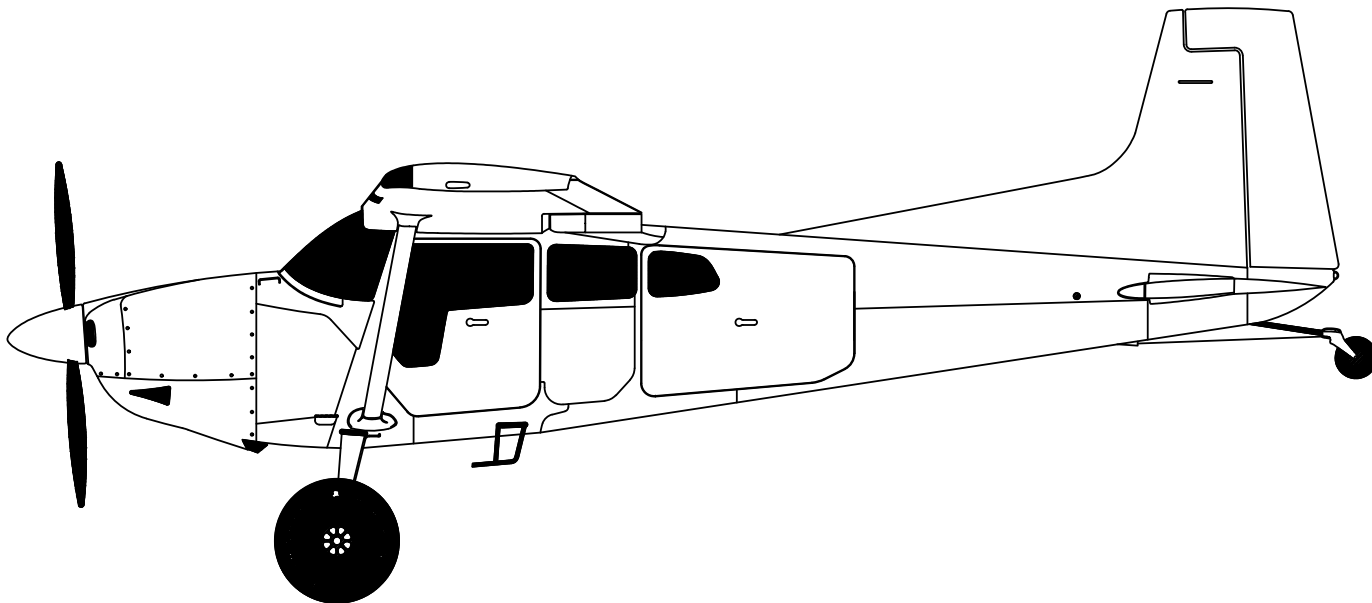
**MOJAVE**  
Prominent Orange 751494  
Phantom Gray Pearl 816046

# BUSHLINER CYCLONE 1850FX

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## FINISH & TRIM

## CUSTOM SCHEME & COLORS



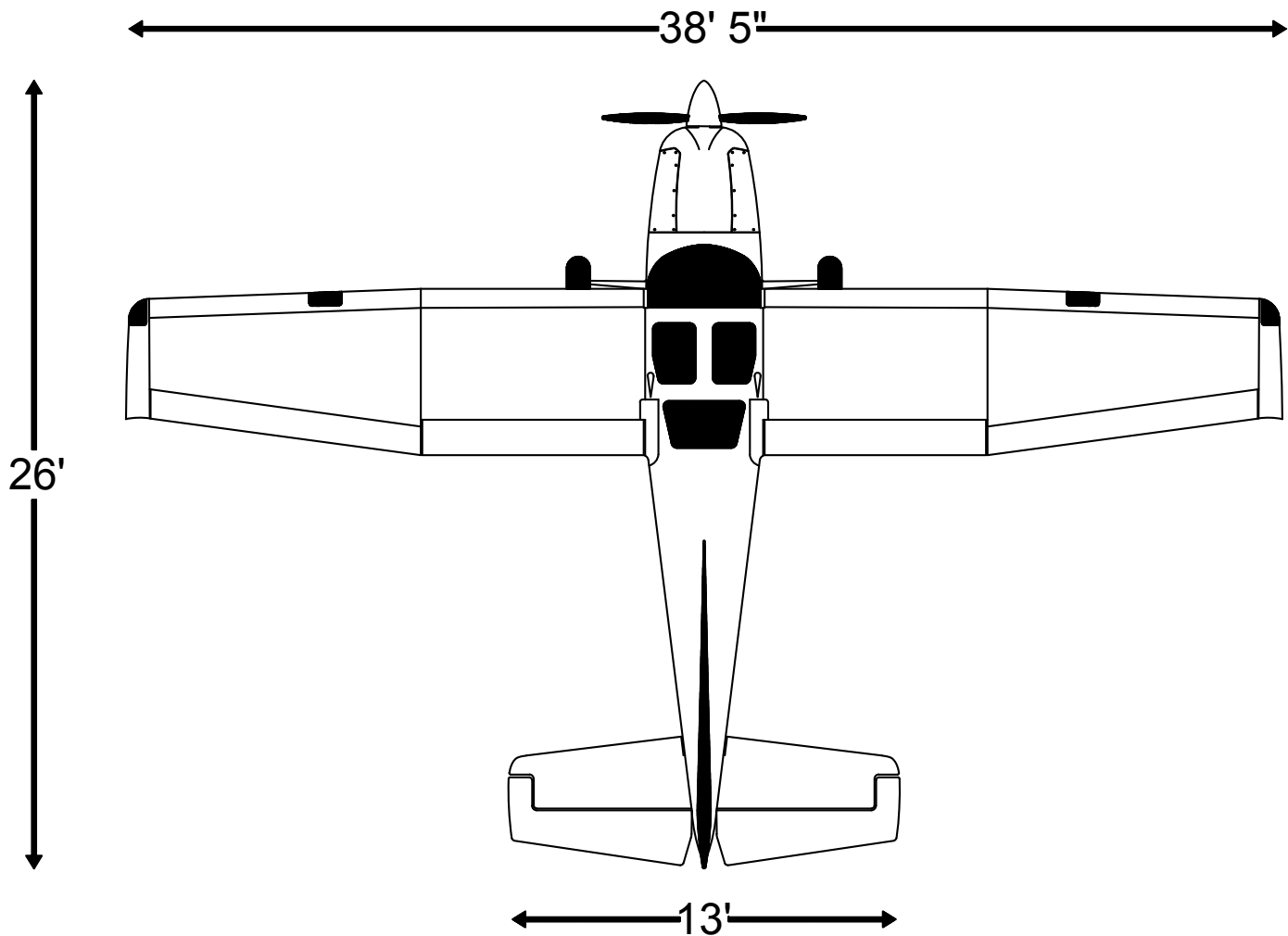
Please draw your design and we will have one of our specialists interperate the intent and design your scheme. Additional fees may apply.

- ☐ Color 1 code \_\_\_\_\_
- ☐ Color 2 code \_\_\_\_\_
- ☐ Color 3 code \_\_\_\_\_
- ☐ Color 4 code \_\_\_\_\_

# BUSHLINER CYCLONE 1850FX

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## FINISH & TRIM



# BUSHLINER CYCLONE 1850FX

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## FINISH & TRIM

### Seat Color

Seat frames are black and non-changeable. Standard upholstery shown is included in the FAB cost.

- ☐ Charcoal/Black (not shown)
- ☐ Blue/Charcoal/Gray
- ☐ Charcoal/ Red
- ☐ Orange/Charcoal/Gray
- ☐ Charcoal/ Gray
- ☐ Custom colors (Options presented by upholstery shop) (Cost may vary)

### Seat Options

- ☐ \$15,950 Add third row folding seats- upholstered (1850FX)
- ☐ \$9,950 Add third row folding seats not upholstered (1850EX)
- ☐ (Pending) Add heated seats to pilot seats



# BUSHLINER CYCLONE 1850FX

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## FINISH & TRIM

### Seatbelt Color

Seatbelts are four-point shoulder harnesses.

- ☐ \$0 Standard Black
- ☐ \$300 Custom Color (per seat)

Example colors shown below.

Additional colors are found here: [https://basinc-aeromod.com/color\\_swatches.php](https://basinc-aeromod.com/color_swatches.php)

Please write in color code: \_\_\_\_\_ Apply to \_\_\_\_\_ Seats Total \$ \_\_\_\_\_



#2396  
BLACK



#8034  
EARL GREY



#8130  
CESSNA TAN



#8006  
TAN



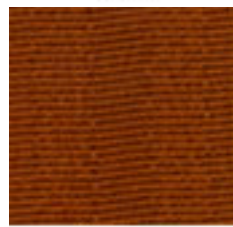
#8101  
MEDIUM SAGE



#8011  
DARK BLUE



#3041  
CRIMSON RED



#2530  
MEDIUM SADDLE



## 20 Series Multicolor



White/White #20-02 - White



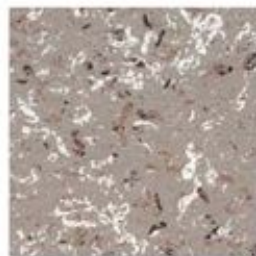
Marble Stone #20-63 - White



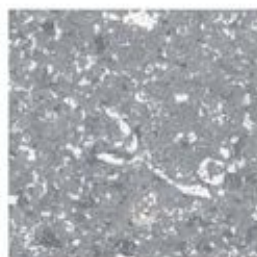
Camille White #20-54 - White



Apollo Gray #20-11 - Gray



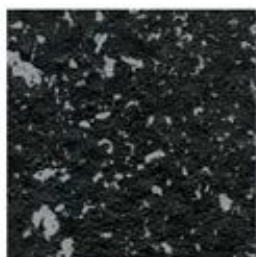
Medusa Gray #20-45 - Gray



Silver Gray #20-72 - Gray



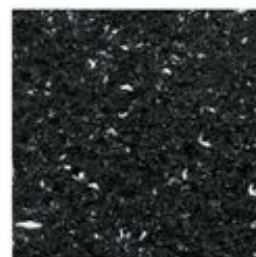
Gray Stone #20-64 - Gray



Onyx Black #20-71 - Black



Lilith Charcoal #20-59 - Black



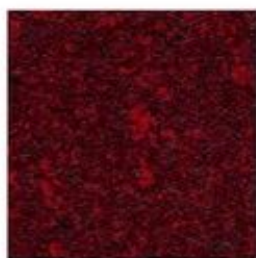
Hamlet Black #20-42 - Black



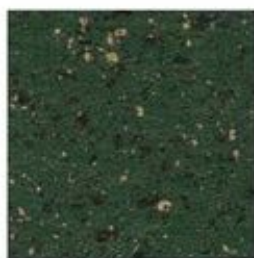
Black/Black #20-06 - Black



Desert Camo #20-80 - Black



Dark Red #20-78 - Black



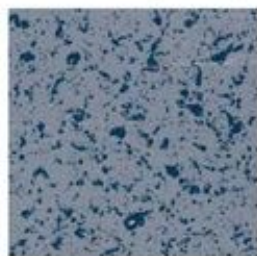
Jungle Camo #20-79 - Black

Colors shown are representative of the actual spray outs of Zolatone product colors. Slight adaptations may have occurred due to the variables associated with the reproduction and printing process.

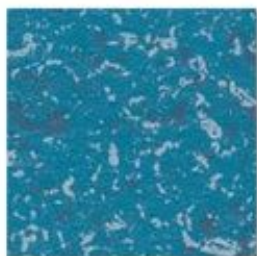
Recommended Base Color for each 20 Series follows the Product Name and number; i.e. White/White #20-11 - Gray

**Also available as custom orders with a minimum batch of 25 gallons.**

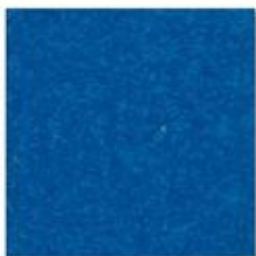
Note: Available in gallons or quarts with minimum batch order.



Basic Blue #20-74 - Gray



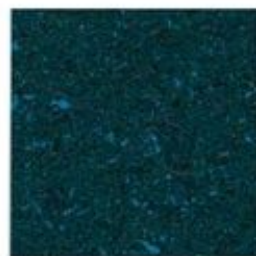
Bright Blue #20-77 - Gray



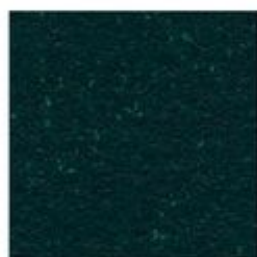
Admiral Blue #20-88 - Gray



Midnight Blue #20-84 - Black



Teal Green #20-82 - Black



Emerald Green #20-85 - Black



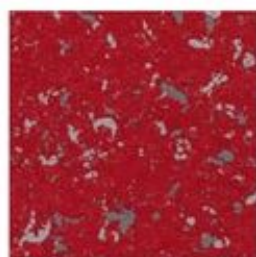
Bright Yellow #20-89 - White



Harvest #20-86 - White



Char Brown #20-87 - Gray



Bright Red #20-75 - Gray

## FINISH & TRIM

### Interior Paint (Zolatone)

#### Elevate Your Aircraft Interior.

Zolatone is not just any paint; it's a masterpiece in itself. Crafted from 100% acrylic, this innovative paint is a textured blend of captivating shades and layers of colored particles. It's more than just paint; it's a transformation for your interior spaces.

As experts in aircraft interiors, we understand the importance of quality and aesthetics. That's why we choose Zolatone. For aircraft, the #1 choice and highly praised color is "Lilth Charcoal." This elegant hue appears as a deep black or dark gray, but it has lighter flakes that work their magic, reflecting enough light to keep your cabin bright and inviting.

#### Easy Maintenance and Touch-Up

Life happens, and sometimes your walls bear the brunt of it. No need to worry. Zolatone is not just a pretty face; it's practical too. When the inevitable scratch or blemish appears, Zolatone makes touch-up a breeze. Your interior will stay as stunning as the day it was painted.

- ☐ Lilth Charcoal #20-59 (Recommended)
- ☐ Custom Color please write in color code: \_\_\_\_\_

# BUSHLINER CYCLONE 1850FX

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## FINISH & TRIM

### Flooring type and Color

- ☐ **BALTIMORE OPUS- AVM 282 G (Vinyl)**
- ☐ **Iron Mountain AV163-998 (Carpet)**



- ☐ **Custom material please write in code: \_\_\_\_\_ (cost may vary)**

A full list of available materials is available here:

Vinyl: <https://douglassinteriorproducts.com/product-category/aviation/aviation-batiflex-flooring-by-gerflor/>

Carpet: <https://douglassinteriorproducts.com/product-line/color-study-30/>

Other: <https://douglassinteriorproducts.com/product-line/av155/>



# BUSHLINER CYCLONE 1850FX

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## FINISH & TRIM

### Instrument Panel Color

- ☐ Forged Charcoal (Recommended)
- ☐ Black Jack
- ☐ Sandbox
- ☐ Custom Color please write in color code: \_\_\_\_\_



Additional colors are found here: <https://superioraircraftcomponents.com/superior-premium/>

Custom luxury panels available on request for more intricate designs.

Please write in color code: \_\_\_\_\_

Note: Glareshield will match seat upholstery.



## FINISH & TRIM

### Avionics

If avionics are updated we will automatically upgrade you to the latest edition if possible. Additional costs may occur.

#### Standard Equipment- All Nav Packages

- ✓ PFD Garmin G3X GDU 460
- ✓ Audio Panel GMA245R
- ✓ NAV/COM/GPS/WAAS #1 GTN750XI
- ✓ Transponder GTX 45R
- ✓ EFIS GARMIN G5
- ✓ Autopilot GFC500 with Pitch, Roll, and Yaw
- ✓ Garmin Engine Monitoring
- ✓ GSB 15 DUAL A & C
- ✓ Heated GAP-26 Pitot Tube
- ✓ SMART GLIDE AND TO/GA BUTTON



GARMIN NAV III WITH MFD \$99,000

## FINISH & TRIM

### Antennas

- ✓ DUAL GPS/ VHF ANTENNA
- ✓ COMANT VOR/LOC/GS ANTENNA
- ✓ COMANT DME / TRANSPONDER ANTENNA
- ✓ GA 57X (GDU 455/465 Only)

### Equipment Selection:

- ☐ \$79,000 Garmin Nav I
- ☐ \$94,000 Garmin Nav II NAV/COM/GPS/WAAS #2 GTN650XI
- ☐ \$99,000 Garmin Nav III NAV/COM/GPS/WAAS #2 GTN750XI
- ☐ \$-4,820 REMOVE MFD G3X GDU 460 (Included in pricing shown)
- ☐ \$2,255 Artex ELT 1000 with antenna USA
- ☐ \$2,553 Artex ELT 1000 with antenna International
- ☐ \$779 Sirius XM/ Weather
- ☐ \$335 AOA indicator



GARMIN NAV II WITH MFD \$94,000



GARMIN NAV I WITH MFD \$79,000

# BUSHLINER CYCLONE 1850

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## REGISTRATION

### Registration (1850FX Only)

- ☐ **United States N Registration**
- ☐ **Canada**
- ☐ **Other \_\_\_\_\_ (Additional fees may apply)**

### Custom N Number

If a custom N Number is desired you may request up to three numbers for consideration at the FAA website. **The acquisition and renewal of a custom N Number is your responsibility.**

- ☐ **No custom N number**
- ☐ **I own a custom N number and it is \_\_\_\_\_**

### FAA Statement:

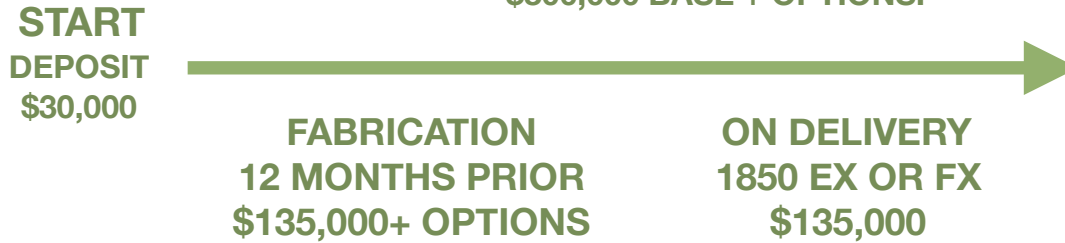
A special registration number is an N-Number that you select from the [List of Available N-Numbers](#) for immediate use on a specific aircraft or to reserve in your name for future use. The fee for reservation or assignment of a Special Registration Number is \$10.00. Special registration numbers may be:

- used to change the N-Number currently on your aircraft.
- assigned to a new home-built, import, or newly manufactured aircraft in preparation for registering that aircraft.
- reserved for one year. Upon reservation, we will mail a confirmation notice to the requester. A renewal notice will also be sent prior to the expiration date. An [on-line reservation request program](#) is available. Reservations may be renewed for additional periods of one year. The renewal fee is \$10 each year. An [on-line renewal program](#) is available.

### PAYMENT STRUCTURE

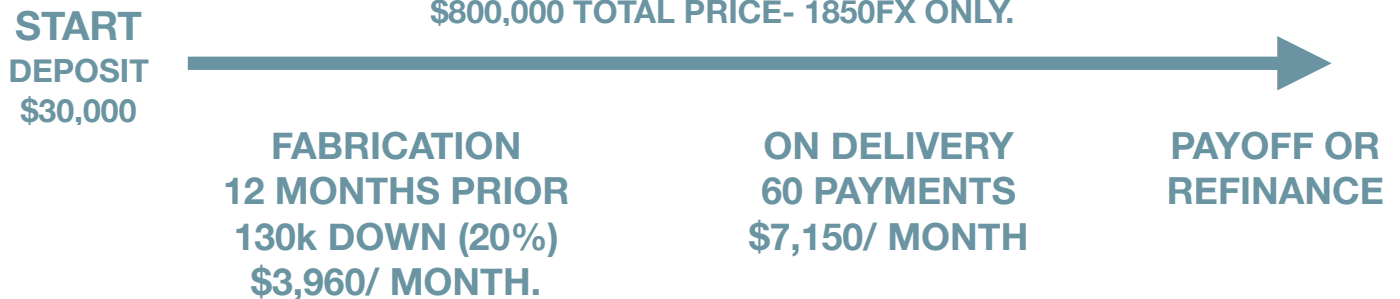
#### CASH OPTION

\$300,000 BASE + OPTIONS.



#### FINANCING OPTION

FINANCING EXAMPLE BASED ON  
\$800,000 TOTAL PRICE- 1850FX ONLY.



# BUSHLINER CYCLONE 1850

COMING SOON



## TURBINE BUSHLINER CYCLONE 1850

### AIRCRAFT



Certification	Experimental
Model	Bushliner Cyclone 1850
Type	Single Engine Land & Sea
Crew	4-6

### POWERPLANT

Engine	Pratt & Whitney PT6-20
Power	550 shaft horsepower
Torque	1315 LBS of torque
Thrust	2551 LBS of Static Thrust
Propeller	93 to 99 inch, 3 or 4 blade

### PERFORMANCE

	IAS	TAS at 12,500
Maximum Speed	210 MPH	260 MPH
Redline Speed	210 MPH	260 MPH
Maximum Structural Cruising Speed	170 MPH	215 MPH
Stall Speed	54 MPH	
Rate of Climb	3400 FPM	
Cruise Climb	2000 FPM up to 12,500 feet MSL	
Endurance	4 to 5 hours	
Range	860 statute miles	
Ground Roll Take Off	125 feet	
Ground Roll Take Off Full Gross	280 feet	
Landing Distance	280 feet	
Best Angle of Climb	80 MPH	
Best Rate of Climb	110 MPH	
Fuel Burn* (PT6)	25 GPH*	
Fuel Burn* (Lycoming 580)	17 GPH*	

\*30% more fuel burn but 30% faster all the time and zero problems with maximum-gross high-density altitude departures

### WEIGHTS

Empty Weight	1950 turbine
Gross Weight	3600 wheels/3750 floats
Useful Load	1650 wheels/1200 amphib



## BUSHLINER CYCLONE 1850

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Bushliner Aircraft LLC. reserves the right to change suppliers or add, modify or discontinue options without prior notice. Optional equipment must be selected 12 months prior to scheduled delivery date if shipment with the kit or installation during FAB desired. Selection of options may affect the weight and balance of the aircraft. Installation of equipment not offered for purchase in this document will not be performed by Bushliner Aircraft. Sales are subject to the Bushliner Aircraft Terms and Conditions.

Should more detailed information be required, it can be obtained by contacting:

Bushliner Aircraft Company  
E-Mail: [sales@bushliner.com](mailto:sales@bushliner.com)