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The Cessna 421 Golden Eagle is a remarkable six or seven seat twin-engined light transport aircraft developed in the 1960s by Cessna. Its pressurized version was designed to provide a comfortable flying experience for passengers. The aircraft's design has undergone several refinements over the years, with notable upgrades in 1969 and 1971. The initial model, the Cessna 421A, featured "Stabila-Tip" fuel tanks on the wingtips and electro-mechanical landing gear similar to those found in the Cessna 310. The aircraft was an instant success, selling over 200 planes in its first year. The design was further improved in 1969 with a three-inch stretch of the fuselage, additional fuel capacity, and increased gross weight. The Cessna 421B, introduced in 1971, saw significant changes, including an increase in empty and gross weight, a wider wingspan, and a longer service ceiling. The aircraft's nose was also stretched to accommodate a larger baggage section. This new design made the plane more efficient and capable of handling various weather conditions. In 1975, the Cessna 421C emerged, featuring wet wings, no wingtip fuel tanks, and modified landing gear. Later models were equipped with equipment enabling flight into known icing conditions. The aircraft's production ended in 1985 after delivering over 1,900 planes. Some Cessna 421s have been modified to accept turboprop engines, making them similar to the Cessna 425, which is a turboprop development of the 421. The aircraft features an all-metal low-wing cabin monoplane with retractable tricycle landing gear and powered by two Continental GTSIO-520-D engines. Overall, the Cessna 421 Golden Eagle is a testament to innovative design and engineering. Its various models have catered to different needs and preferences, making it a popular choice among pilots and aircraft enthusiasts.Lycoming LTP101 turboprop engines, also known as R421BL and R421CL for conversions of 421B and C respectively.[4] Riley Turbine Eagle 421 Conversion of Cessna 421C aircraft by fitting two 750hp Pratt & Whitney Canada PT6A-135 turboprop engines, formal designation R421CP.[4] Excalibur 421 Re-engined 421C with Pratt & Whitney Canada PT6A-135A or PT6A-112 turboprops, supplemental type certificate held by Excalibur 421 LLC of Paso Robles, California.[7] In 2013 it was announced that Aviation Alliance are acting as program managers for the Excalibur 421 upgrade programme.[8] Advanced Aircraft Regent 1500 Production of the Riley Turbine Eagle 421 conversion by Advanced Aircraft Corporation.[9] Map with nations whose militaries use the Golden Eagle Bahamas Royal Bahamas Defence Force[10] Bolivia Bolivian Air Force at least one 421B was in use.[11] Bolivian Army[12] Cambodia Royal Cambodian Air Force[13] Ivory Coast Ivory Coast Air Force[14] New Zealand Royal New Zealand Air Force three 421C.[15] No. 42 Squadron RNZAF Pakistan Pakistan Army at least one 421 in use.[16] Philippines Philippine Army One unit 421B in service used for COMINT.[17] Turkey Turkish Army Aviation at least three 421Bs in use.[18] Zimbabwe Air Force of Zimbabwe at least one 421A in use.[19] Data from Jane's All The World's Aircraft 1976–77[20] General characteristics Crew: One or two Capacity: Six passengers Length: 36 ft 4+5⁄8 in (11.09 m) Wingspan: 41 ft 1+1⁄2 in (12.53 m) Height: 11 ft 5+3⁄8 in (3.49 m) Wing area: 215 sq ft (20.0 m2) Empty weight: 4,501 lb (2,042 kg) Max takeoff weight: 7,450 lb (3,379 kg) Fuel capacity: 206 US gal (172 imp gal; 780 L) normal (usable capacity), 262 US gal (218 imp gal; 990 L) with optional wing tanks Powerplant: 2 × Continental GTSIO-520-L turbocharged, fuel injected and geared flat-six engines, 375 hp (280 kW) each Propellers: 3-bladed McCauley constant-speed propellers Performance Maximum speed: 256 kn (295 mph, 474 km/h) at 20,000 ft (6,100 m) Cruise speed: 240 kn (280 mph, 440 km/h) at 25,000 ft (7,600 m) (75% power) Range: 1,487 nmi (1,711 mi, 2,754 km) at 25,000 ft (7,600 m), econ cruise speed Service ceiling: 30,200 ft (9,200 m) Rate of climb: 1,940 ft/min (9.9 m/s) Takeoff distance to 50 ft (15m): 2,323 ft (708 m) Landing distance from 50 ft (15 m): 2,293 ft (699 m) Related development Cessna 411 (unpressurized predecessor to 421) Cessna 401 (unpressurized, smaller-engine predecessor) Cessna 402 (unpressurized, smaller-engine predecessor) Cessna 414 (smaller-engine variant of 421) Cessna 425 (turboprop variant of 421) Aircraft of comparable role, configuration, and era Aero Commander 600/700-series Beechcraft Duke Beechcraft Queen Air Piper PA-31 Navajo Aero Commander 690-series Piper CheyenneISBN 0-85130-210-6. Hatch, Paul F. (November 28, 1987). "World Air Forces 1987". Flight International. Vol. 132, no. 4090. pp. 36–106. ISSN 0015-3710. Simpson, R. W. (1995). Airlife's general aviation : a guide to postwar general aviation manufacturers and their aircraft (2nd ed.). Shrewsbury: Airlife. ISBN 978-1853105777. Taylor, John W. R., ed. (1976). Jane's All the World's Aircraft 1976-77. London: Jane's Yearbooks. ISBN 0-354-00538-3. Taylor, John W. R., ed. (1982). Jane's All the World's Aircraft 1982-83. London: Jane's Publishing Company. ISBN 978-0-7106-0748-5. Taylor, John W. R., ed. (1988). Jane's All the World's Aircraft 1988-89. Coulsdon, UK: Jane's Defence Data. ISBN 0-7106-0867-5. Cessna 421 Golden Eagle available for viewing at Wikimedia Commons