



豪客750继承了风靡50年之久的125系列商务机的出色可靠性，并凭借一流的航程等诸多优势横扫中型市场。

The Hawker 750 comes from the same rugged heritage as the 50-year-old 125 Series of jets and offers good value in the midsized market in terms of factors such as range.

标题：宽敞的机舱令豪客750物超所值

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三年多以前，豪客比奇公司推出了无可争议的125系列最佳商务机：豪客750。出色的性能和合理的价位使这种中型飞机成为市场中的一匹黑马。

豪客系列飞机自1962年起逐步完善。多年来，其翼型、发动机和系统性能均已得到显著提升，凭借坚固的整体结构和一流的可靠性，它们已成为多家主要的分权所有的私人飞行服务机构的首选机型。当转向商务机后，这些特征就成为所向披靡的优势。

凭借出色的可靠性，该系列飞机早已成为在全球范围内适应远程和严酷飞行环境的首选机型，750当然也不负众望。该机型（配置齐全的价格为1330万美元）能比同尺寸、更豪华、航程更远的豪客900XP节省270万美元的成本，价格与其他制造商出品的两种外形更小的飞机不相上下：赛斯纳公司1200万美元的奖状XLS+型和庞巴迪公司1300万美元的里尔60XR型。

虽然750的经济性不如奖状，速度稍逊里尔，但它仅凭重要的一项就打败了二者：机舱容积。豪客飞机的乘客舱是604 ft³（17.1 m³），而奖状的是461 ft³（13.1 m³），里尔的是453 ft³（12.8 m³）。豪客的净空高度也更胜一筹。如果算上洗手间内的系带座椅，它能提供九人的座椅配置。通常情况下，豪客非常适合四位乘客进行长途旅行。

在标准配置下，当穿过主机舱门时，你会发现一个雅致的前厨房，其内部的微波炉、咖啡机、冰屋等用品一应俱全，行李柜与小壁橱相对而设。座椅区包括五张能自动倾斜和旋转的办公座椅，舱尾是一张可供小憩的三位长沙发，其后部是洗手间和能在飞行途中随时进入的小行李舱。与之前型号相比，洗手间内的橱柜为乘客提供了存放梳洗用具和私人物品的更多实用功能。

舱内的电子设备可通过罗克韦尔·柯林斯 Airshow 21机舱管理系统控制。乘客利用操作简单的主触摸屏即可控制温度、照明和娱乐功能。

750虽然不如900XP豪华，但对大多数用户而言已经足够了。您能选择五种基

本的配色方案，订购升级换代的皮革和布料。“这种飞机的配备相当齐全，基本上能满足各类客户的各类定制需求，”豪客公司市场营销部副总裁Ron Gunnarson说。

他补充道，国际客户通常还会另外订购航电设备，像高频无线电和备用自动方位仪。罗克韦尔·柯林斯公司的Pro Line 21航电系统能满足大部分应用的需求。它配备了四个LCD显示器（8×10 in），用于显示电子导航图、湍流探测气象雷达和地图叠置分析，以确保飞行员能对飞行状况了如执掌。

豪客也是首架采用霍尼韦尔TFE731涡扇发动机（60年代末开发）的商务机。这种发动机在当时是“效率革命”的杰出代表。安装它的新一代6-8座商务机仍可通过《三级噪声标准》的认证。750上采用的TFE731-5BR发动机的油耗比800系列豪客采用的731发动机的油耗低20%，但它仍能确保飞机在19分钟内爬升至37000 ft（11278 m）。

在多数飞行任务中，750仅比XLS+快一点，但远远落后于里尔60。750的最高巡航速度是465 knots（861 km/h），而远程巡航速度要慢30 knots（55 km/h）。如果是跨国飞行，那可能要很长一段时间。但大部分豪客飞机都只用于短途飞

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性能参数	
价格（一般配置）	1330万美元
座位	8-9 人
机组乘员	2 人
航程（四位乘客）	2195 nm (4062 km)
最高巡航速度	465 knots (861 km/h)
行李舱容积	79 ft ³ (2.2 m ³)
机舱	
长度	21.4 ft (6.5 m)
宽度	6 ft (1.82 m)
高度	5.9 ft (1.75 m)
容积	604 ft ³ (17.1 m ³)

资料来源：豪客比奇公司

Hawker 750 price is right for performance plus cabin space

by Mark Huber

Just over three years ago, Hawker Beechcraft began delivering what is arguably the best of the venerable 125-series aircraft: the Hawker 750. Performance and price both help to make this midsize-cabin model a strong contender.

Hawkers have been around since 1962. Over time, they have received improvements in airfoils, engines and systems, and their rugged construction and reliability have made them the mainstay of several fractional-ownership fleets. When it comes to business jets, they are tanks.

Thanks to their dependability, they have been a popular choice for operations in remote and harsh environments worldwide, and the 750 is proving to be no exception. At \$13.3 million (typically equipped), the model costs \$2.7 million less than the same-sized, more luxurious and longer-range Hawker 900XP and about as much as two smaller aircraft from other manufacturers: the \$12 million Cessna Citation XLS+ and Bombardier's \$13 million Learjet 60XR.

The 750 isn't as economical as the Citation or as fast as the Learjet, but it beats

AT A GLANCE	
Price (typically equipped)	\$13.3 million
Passenger seats	8 to 9
Crew	2
Range (four passengers)	2,195 nm (4,062 km)
Maximum cruise speed	465 knots (861 km/h)
Baggage volume	79 cu ft (2.2 cu m)
Cabin	
Length	21 ft 4 in (6.5 m)
Width	6 ft (1.82 m)
Height	5 ft 9 in (1.75 m)
Volume	604 cu ft (17.1 cu m)

Source: Hawker Beechcraft

both in one important category: cabin size. The Hawker's passenger cabin is 604 cu ft (17.1 cu m), while the Citation's is 461 cu ft (13.1 cu m) and the Learjet's is 453 cu ft (12.8 cu m). Headroom is better in the Hawker as well. Passenger seating capacity is nine if you count the belted lavatory seat. Realistically, this is a comfortable airplane for four passengers on a longer trip.

Enter through the main cabin door and, in the standard layout, you'll find a small forward galley with microwave, coffee maker, ice drawer and stowage cupboards opposite a closet. Seating consists of five reclining slide-and-swivel executive seats and an aft, three-place divan that is large enough for snoozing. Behind that is the lavatory and a small baggage hold that you can access in flight. Compared with those on previous models, the cabinets in the lavatory provide more functional stowage for personal items.

Cabin electronics are handled via the Rockwell Collins Airshow 21 cabin management system. The simple-to-use system's master touch-screen controls temperature, lighting and entertainment.

While the 750 isn't as plush as the 900XP, it is more than adequate for most users. You can choose from five basic color pallets and order upgraded leathers and fabrics. "The airplane comes so well equipped, there really aren't a lot of options," said Ron Gunnarson, vice president of Hawker marketing.

Gunnarson added that international customers typically order additional avionics, such as high-frequency radios and backup automatic direction finders. However, the Rockwell Collins Pro Line 21 avionics system is adequate for most applications. It features four eight-by 10-inch LCD displays and can show

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行，像从芝加哥到亚特兰大的旅行，它的速度劣势绝不会耽搁乘客10分钟以上。

像所有125系列的豪客飞机一样，750不会让用户在乘客全满还是油箱全满之间纠结。这种飞机允许同时选择二者。当加满燃料时，它的有效载荷是2250磅（1021千克）。但在行李舱容积方面，750却面临和旧型号一样的挑战。与之前的700、800和900系列相比，750配有一个独立的可加热的外部行李舱，其容积为500磅（227千克），而且能容纳高尔夫球具等大宗物品。加上机舱内47 ft³（1.3 m³）的传统行李柜，750的行李舱总容积可达79 ft³（2.2 m³）。

航程也是如此。取下220加仑的机身油箱能增大机舱面积，当搭载四名乘客时，与900XP的航程2600 nm（4815 km）相比，750的航程会缩短至2195 nm（4065 km）。搭载八名乘客时，航程仍能超过2000 nm（3700 km）。加装豪客比奇公司提供的可选翼梢小翼时，能使航程增加100 nm，飞行时间减少5%。

用户可选购售价295000美元的翼梢小翼，以保证以更低的气流速度提高飞机的操控性能。即使不安装它们，750的航程也远远超过同价位的其他型号飞机。

先不说航程，取下中央油箱的飞机变得更轻巧，根据具体载荷不同，750现在能在更短的机场跑道上降落，这在旧型号的豪客飞机上是不可能的任务。当以26950磅（8500磅燃料）的重量满载飞行时，750能轻松降落在5000 ft跑道上。它甚至还能在砾石和草坪地带降落，这对里尔60系列是不可想象的。

多年前，在从阿拉斯加返航时，我驾驶一家小型单引擎飞机在加拿大西北部人烟稀少的Hay River附近满是粗糙砾石带的简易机场降落。当时我没看见有其他飞机，当机场服务人员问候我时，我随口说道：“看来我的飞机是几周来第一架降落于此的飞机。”“哦，不”，他说道，“一小时前有一架飞机刚刚降落，是一架豪客。”

我一点也不奇怪。



罗克韦尔·柯林斯公司的Pro Line 21航电系统能满足大部分应用的需求。它配备了四个LCD显示器（8×10 in）。

The Hawker 750's Rockwell Collins Pro Line 21 avionics system, which is adequate for most applications, features four eight- by 10-inch LCDs.



豪客750的经济性不如赛斯纳的奖状XLS+，速度稍逊庞巴迪的里尔60XR，但它仅凭机舱容积就打败了二者。

The Hawker 750 isn't quite as economical as the Cessna Citation XLS+ or as fast as the Bombardier Learjet 60XR, but it trumps both in cabin size.

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electronic navigation charts, turbulence-detection weather radar and map overlays for superior pilot situational awareness.

Hawkers were one of the first business jet models to use the Honeywell TFE731 turbofan engines developed in the 1960s. They represented quantum leaps in efficiency and they enabled a new generation of six- to eight-passenger corporate jets that can still pass Stage III noise requirements. The iteration of the engine on the 750, the TFE731-5BR, burns 20 percent less fuel than the 731 engines on 800 series Hawkets while still enabling climbs to 37,000 feet (11,278 m) in 19 minutes.

That said, the 750 is only marginally faster than the XLS+ on most missions and considerably slower than a Learjet 60. Maximum cruise speed is 465 knots (861 km/h) and long-range cruise speed is 30 knots (55 km/h) slower than that. However, most Hawker flights are considerably shorter, and on a trip from, say, Chicago to Atlanta, the speed disadvantage won't cost you more than about 10 minutes.

Like all 125 series Hawkets, the 750 doesn't force operators to choose between full passenger seats and full fuel tanks—this airplane allows for both. With full fuel, payload is an impressive 2,250 pounds (1,021 kg). However, also like its predecessors, the 750 remains challenged when it comes to baggage capacity. Unlike previous 700, 800 and 900 series siblings, the 750 has a separate, heated, externally accessed baggage compartment that holds up to 500 pounds (227 kg) and can swallow items as bulky as

golf clubs. Combined with the traditional 47 cu ft (1.3 cu m) of stowage space in the cabin, this gives the 750 a total of 79 cu ft (2.2 cu m) of baggage space.

It comes as the expense of range. The 220-gallon fuselage fuel tank is removed to make the space, reducing the 750's range with four passengers to 2,195 nm (4,065 km), compared with the 900XP's 2,600-nm (4,815-km) range. Range with eight passengers still exceeds 2,000 nm (3,700 km). You can increase range by 100 nm and slash time-to-climb 5 percent by adding aftermarket winglets from Hawker Beechcraft.

The aircraft's optional \$295,000 winglets also produce modest handling improvements at lower airspeeds. Even without them, the 750 can fly farther than any comparable airplane near its price.

Range aside, taking out the center fuel tank makes the airplane lighter and, depending on how heavily it's loaded, the 750 can now get into airports with shorter runways. Fully loaded at 26,950 pounds (8,500 of that is fuel), the 750 can easily negotiate 5,000-foot runways. It can also land on gravel and grass strips, something best not tried in a 60-series Learjet.

Once, on a flight from Alaska, I landed a small single-engine propeller airplane on the rough gravel strip at sparsely populated Hay River in Canada's Northwest Territories. No other airplanes were in sight and, by the way the airport attendant greeted me, I thought mine had been the only airplane to come in for weeks. Not so, he said: "We had another airplane in here about an hour ago—a Hawker."

I should not have been surprised. □

标题：《商务航空旅游》杂志是您私人航空旅行的专业顾问

本文最早刊登于《商务航空旅游》杂志——它是AIN集团旗下的公司，该集团还出版《ABACE展会新闻》，并提供全球各地知名航空展览的每日简讯，以及按月发行的《国际航空新闻》。

在本届上海举办的亚洲商用航空会议暨展览会（ABACE）上，您可以选择迄今为止第一本中文版《商务航空旅游》杂志提供的年度购买指南。它旨在为中国的私人飞机用户提供最全面的购买指南，便于其了解目前市场上最知名的商务机。目前尚无其他私人航空杂志以如此客观、独立的视角提供如此详尽的航空资讯。

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—Jeff Burger

BUSINESS JET TRAVELER HELPS PASSENGERS MAKE THE MOST OF PRIVATE AIR TRAVEL

This article first appeared in *Business Jet Traveler* magazine—part of the AIN group, which also produces **ABACE Convention News** and many other daily editions at leading air shows around the world, as well as the monthly editions of **Aviation International News**.

Here at the ABACE show in Shanghai, you can also pick the first ever Chinese-language edition of *Business Jet Traveler's* annual Buyers' Guide. This has been produced to give Chinese private aviation users the most comprehensive guide to buying and using business aircraft available today. No other private aviation magazine covers this mode of transportation in such detail and with such objectivity and independence.

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—Jeff Burger