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With its longer legs, higher full-fuel payload, and advanced cockpit, the M600 seems to be an optimization of the basic M-series design concept.

practice makes perfect. Anyway, look at the video and judge for yourself (www.aopa.org/pilot/M600).

The new warranties—five years on everything but the engine, with its seven-year/2,500-hour warranty—sweeten the deal. It would be nice, though, if some of the options were standard—fire detection, TAWS-B, XM WX Satellite Weather, L-3's WX-500 Stormscope, and Jeppesen's ChartView, for example. Right now, the M600 is Piper's top-of-the-line offering. With its longer legs, higher full-fuel payload (N403MM's was 658 pounds; the M500's is listed as low as 340 pounds), and advanced cockpit it seems to be an optimization of the basic M-series design concept.

However, designs have their limits, and derivatives can lose ground in the marketplace. The next step up in

M600S COME with your choice of three interior design schemes. This one is called "Firenze." Six USB charging ports are standard—two in the cockpit, four in the cabin.

capability will certainly require a massive redesign. Or a completely new airplane.

Piper hints strongly that future designs are on the drawing table. One official even went so far as to suggest a jet—but not a revival of the single-engine PiperJet/Altaire, which was put on hold five years ago. Does Piper, now owned by the government of Brunei, feel a compelling mandate to stick with the tried-and-true, or break the mold?

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