



A wide double-door opening on the new six-seat Beechcraft Bonanza 36, coupled with a high useful load, will appeal to commercial operators and to anyone needing a flying shooting brake. See news item below

New Bonanzas Beechcraft has added two aerobatic and a stretched-for-commerce version to the single-engined Bonanza line. The aerobatic machines are the E33B and E33C with 225 h.p. and 285 h.p. fuel-injection Continental engines respectively, and with two occupants they are cleared for all normal positive-g manoeuvres, slow rolls, limited inverted flying (within the limits of ordinary fuel and lubrication systems) and spins. Changes to the aircraft include strengthening of the aft fuselage and flying controls, and the provision of shoulder harnesses and quick-release door hinges. The normal four/five-seat A to B capabilities of the aircraft are unimpaired.

For the expanding general purpose utility market, Beechcraft has introduced the Bonanza 36. The fuselage is 10in longer, a large double-door opening aft gives access for the loading of freight, stretchers and so forth. Power is a 285 h.p. Continental, and the useful load and speed are higher than for any previous Bonanza.

Brush Up Your Techniques With PPL holders of a wide range of experience in mind, the BLAC Midlands Council is organising a two-day "Flying Training Clinic" to be held at Halfpenny Green Airfield on July 20-21. The programme will include flight and ground instruction in special techniques, coaching for the r/t test, and flight safety talks. A full prospectus, application forms and price list can be obtained from BLAC headquarters, 75 Victoria Street, London SW1, or from Mrs V. Todd, Halfpenny Green Aerodrome, Bobbington, nr Stourbridge, Worcestershire. Application should be made by July 7.

Production Aerostar Data N588TS is the first production Aerostar Model 600 and was completed in May. Two previous Aerostars were constructed, the prototype Model 360, powered with 180 h.p. Lycoming IO-360s, and a static test airframe. The Model 600 is powered by 290 h.p. IO-540s and the Model 601, the first of which is to fly soon, will have turbo-supercharged 540s. Claimed performance is as follows: top speed, 260 m.p.h. at sea level; 250 m.p.h. at 10,000ft on 70 per cent power, 240 m.p.h. on 65 per cent power and 225 m.p.h. on 55 per cent power. The range on 65 per cent power is 1,400 miles. Climb at gross weight (5,500lb) is 1,850ft/min;

More views of the promising Ted Smith Aerostar Model 600. Left, on the tarmac at the Reading Show. Right, the fully equipped panel. See news item, "Production Aerostar Data," above



service ceiling, 22,000ft; stall speed (undercarriage and flaps down, 77 m.p.h.; minimum control speed, 92 m.p.h.; take-off over 50ft at gross, 1,025ft; landing over 50 ft, 1,100ft; empty weight, 3,425lb; useful load, 2,075lb; wing span, 34ft 2½in; wing area, 170 sq ft; wing loading 32.3lb/sq ft; power loading, 9.5lb/h.p.; aspect ratio, 6.83; length, 34ft 10in; height, 12ft 1in; usable cabin length (including rear utility shelf), 12ft 6in; cabin width, 3ft 10in; cabin height, 4ft. As recorded in *Flight* last week, a fresh injection of capital into the Aerostar programme should see this advanced-performance aircraft on the market within the next year.

PD-808 Crash While approaching to land at San Sebastian airport, northern Spain, on June 18, the Rinaldo Piaggio PD-808 I-PIAI crashed into high ground some three miles from the runway. The six occupants were killed. On board was the Italian industrialist Lino Zanussi (to whom the aircraft was being demonstrated), his company pilot, and Rinaldo Piaggio chief test pilot, Davide Albertazzi.

The crash occurred on a flight from Madrid. The aircraft had airport, northern Spain, on June 18, the Rinaldo Piaggio PD-808 because of intense thunderstorms, and the approach to San Sebastian was also in very bad weather, it is reported. Neither airfield is particularly well served by approach aids—only MF-beacon let-downs in each case with recommended cloud-base minima of about 1,000ft.

Davide Albertazzi had led the development flying on the PD-808, and he will be remembered for a most spirited display of the aircraft during the 1966 Farnborough Show.

The 10,000th Cessna 182/Skylane (top) was delivered recently. The first Model 182 (lower) was introduced in 1956

