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 normal 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 10 in 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. JO-540s and the Model 601, the first of which is to fly soon, will have turbosupercharged 540s. Claimed performance is as follows: top speed, 260 m.p.h. at sea level; 250 m.p.h. at 10,000 ft 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 (5,500 lb) is 1,850 ft/min.

The 10,000th Cessna 182/Skylane (top) was delivered recently. The 1st Model 182 (lower) was introduced in 1956.