



Scheduled for market release next May, Cessna's "push-pull" Skymaster (two 210 hp Continental 10-360 engines) taking off with front engine stopped and propeller feathered.

Million-Dollar-Plus Cessna Deal

THE Cessna distributors in Australia (Rex Aviation Ltd.) and New Zealand (Rural Aviation Ltd.), both headed by Miles King, recently signed up for 60 single-engine aircraft — the largest single export order ever negotiated by the Cessna Aircraft Co. With a retail sales value of well over \$1,000,000, the order is composed of 23 Model 172s, 3 Model 150s, 17 Model 205s, 7 Model 185-Skywagons and 10 Model 182s. All aircraft will be delivered by February next.

Rex Aviation was also the principal in the second largest international order received by Cessna. In February, 1961, a shipment of 37 single-engine aircraft — the largest single shipment of business aircraft ever to leave the United States — arrived in Australia.

AN INTERESTING NEWCOMER

NEWS that a demonstration tour by the German Bolkow Junior is planned for the near future (see AIRCRAFT for September, 1962) has focused considerable attention on this most interesting light aircraft.

The Junior is quite different in conception from most other two-seaters currently being offered. It is very compact, with a wing span of only 24 ft. 4 in., and is designed to carry two people and their baggage as quickly as is economically possible on a 100 hp engine. Construction is all metal, and consists basically of a very strong frame to which wings, landing gear, fuel tank, harnesses and baggage compartment are attached. The fuselage is slab sided, but not unattractive as one might expect. A slab tailplane is also used. A tricycle undercarriage with hydraulically operated hand and parking brakes is fitted. The main gear is formed of flexible tubes, and the nosewheel is steerable.

On production aircraft the single piece windshield and canopy will be tinted, and hinge rearwards to give access

to the cockpit. Baggage space is located behind the two seats, and is big enough to take a set of golf clubs. The shoulder-mounted wing features a drooped leading edge, and is cut away slightly at the root for maximum downward visibility. They can be folded to ease hangarage problems — and costs.

Aside from its unconventional construction and layout, the most outstanding feature of the aircraft is its performance. Powered by the well-proven Rolls-Royce Continental 0-200 engine of 103 hp, it has a maximum speed of 144 mph and a maximum cruising speed of 133 mph — making it approximately 5 mph faster than most of its competitors. Rate of climb is 900 ft./min. at sea level, and the Junior takes off over a 50 ft. screen in only 800 feet. Although it is capable of being spun, stalls are most docile, and there is no tendency to drop a wing. It will be certificated for aerobatics in Germany.

The standard aircraft sells for DM 26,500 from the factory — less than £A3000. It is quite comprehensively equipped for an aeroplane of this class, with navigation lights, aural and visual stall warning indicator, dual controls, and cabin heater all being fitted as standard. A small set of tools, pitot cover, picquetting equipment, and a leather document case are supplied with the aircraft. A good selection of optional equipment is available, including glider towing attachments.

The Bolkow Junior has created considerable interest in Europe, and it will most certainly be carefully scrutinized by the light aircraft fraternity when it arrives in Australia. It will undoubtedly give a few anxious moments to manufacturers and distributors of competitive products.

Bolkow are also in production with a four seater, but this will most likely not be seen in Australia because of its wooden construction. Designated the 207, it is a most elegant aircraft in the traditional style. It is powered by a Lycoming 0-360 engine of 180 hp driving a Hartzell constant speed propeller, and sells in Germany for approximately £A6,200. Maximum cruising speed is 146 mph.

CONRAD FERRIES AZTEC B TO AUSTRALIA

LAST month a Piper PA-23 Aztec B, piloted by Max Conrad, flew into Archerfield after an uneventful 32-hour Pacific crossing, and soon after completed a round-Australia demonstration tour accompanied by executives from the Australian Piper distributing organisation, Messrs. Fred Marginson, managing director, and Ken Holt, general sales manager.

The new Piper Aztec B breaks out of the four to five place limitation which has been characteristic of the new generation of light business twins which have been so popular among business firms in expediting personnel transportation. The new aeroplane sits six people in three rows of two each in a comfortable seating configuration. Two front seats for pilot, co-pilot or passenger and the two middle seats are each individually adjustable on tracks fore and aft, and are designed with three position reclining backs. They are contour shaped in sports car bucket seat configuration for added comfort. The third rear seat is a couch type arrangement the full width of the cabin. It accommodates two people commodiously. If desired, the rear seat can be quickly removed to provide exceptional cabin roominess for four people. The centre seats can also be easily removed if cargo is to be carried, providing 80 cub. ft. of cargo space. The Aztec B, a derivation of the popular Piper Aztec which has been in service for over two years, is powered with two 250 hp six-cylinder Lycoming 0-540 engines driving Hartzell constant speed, full-feathering propellers. This gives the aircraft a 205 mph cruising speed at 7000 ft. at 75% power and a



The Bolkow Junior displayed in Europe. Basic data follows:— Dimensions: Span, 24 ft. 6 in.; length, 18 ft. 5 in.; height, 6 ft. 6 in.; wing area, 94 sq. ft.; wing loading, 13.5 sq. ft.; power loading, 12.3 lb. sq. ft. Weight summary: Empty weight, 750 lb.; occupants, 340 lb.; fuel, 126 lb.; oil, 9 lb.; baggage, 45 lb.; gross weight, 1270 lb. Performance: Max. speed, 144 mph; max. cruising speed, 133 mph; never exceed speed, 190 mph; rate of climb (sea level), 900 ft./min.; service ceiling, 15,000 ft.; takeoff dist. to 50 ft., 800 ft.; landing dist. from 50 ft., 650 ft.; takeoff roll, 450 ft.; landing roll, 330 ft.; and range, 470 st. miles.



Clarence Burke (right) with Vernon Bordman (left), Houston distributor for Navion Aircraft, and Jeremias de Paula Martins, Navion distributor in Brazil, before take-off from Houston in VH-WWE, partly visible at right.



Max Conrad (centre) at the Adelaide Airport during the Piper Aztec demo. tour, with John Freeman (left), manager of United Aviation Services (SA), and Ken Holt, general sales manager for Piper distributors, Piper Aircraft Australia.

top sea level speed of 215 mph. Fuel is carried in four 30 gal. fuel tanks — two in each wing — for a total of 120 gal. providing 5 hours range at maximum cruise, or up to 9 hours at economy cruise. Service ceiling is 22,500 ft. Single engine absolute ceiling is 8800 ft.; 7500 ft. service ceiling at maximum gross weight and over 10,000 ft. at the more normal gross of 4400 lb. It has good short field characteristics, requiring 1100 ft. from standing start to clear a 50 ft. barrier on takeoff. Empty weight is 2900 lb. and gross 4800 lb.

For Max Conrad, now 59, the subject of our front cover, long-distance ferry flights are commonplace. He has:

- Made 99 solo crossings of the Atlantic;
- Flown solo across the Pacific nine times;
- Gained the round-the-world solo record of 8½ days;
- Set numerous long-distance solo records, including a 7600-mile hop from Morocco to California in 68 hours.

Conrad has his own ferrying company in Los Angeles. He is one of nine pilots "on deliveries" and engaged in general charter work. Mrs Conrad is the business manager. "A slave-driver," says her husband, "She made me do seven Atlantic hops in one month—June—this year."

He will, none-the-less, take her with him when he chalks up 100 Atlantic flights in January next year.

The two have 10 children and 10 grandchildren, and it was his wife who inspired him to begin song-writing while he flew long jaunts alone over the ocean. They were separated for about a year when Conrad, in 1948, decided to form his own ferrying organisation. Mrs Conrad and their children were living in Switzerland, while Conrad himself was tied to a regular USA charter company.

Missing his family, and then flying long, lonely routes to see them in Europe, he began composing songs on a harmonica while he lofted over the Atlantic. Some he has incorporated into an album titled "Let's Fly," the sales of which raise funds for the Winona Experiment—a scheme he has to teach flying to children in his home town and to give them an abiding interest in aviation.

Some of the songs—My Cabin Window, The Flyer's Rosary—are the best way to hear Conrad tell his thoughts and feelings while flying a long way alone.

FIRST NAVION HERE

The first Navion to be seen in Australia (VH-WWE) arrived last month, following a delivery flight by Clarence Burke. This interesting five-seater, powered by a 260 hp Continental, will be the subject of a handling assessment in an early issue. **END.**

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