



The Navion Aircraft Corporation of Seguin, Texas, is still building the former North American Navion of 20-year-old basic design. The Model H, demonstrated at the recent Reading, Pennsylvania, Show, is in production at the rate of one a week, and 18 have been built. A 285 h.p. Continental IO-520-B powers the five-seater, which has an ex-works basic price of \$25,900 (£10,800)

SPORT

AND

BUSINESS

Turbo Commander Engine Change Owners of Turbo Commanders are being offered a change of engine to zero-hour Garrett AiResearch TPE 331-43As with a new warranty and a recommended TBO of 1,500hr. The TPE 331-43 engines at present in the Turbo Commander have a recommended TBO of 1,000hr. The higher-performance -43As are offered at a cost of only \$10 per hour for the time flown on each existing engine. There is no charge for installation or supply. Approximately 90 Turbo Commanders are eligible for the change.

Eagle's First £1 million Sales In just 18 months from taking over the Beechcraft distributorship for the UK and Ireland, Eagle Aircraft Services Ltd has topped the first £1 million-worth of aircraft sales. The total is made up by orders for some 30 aircraft—the latest is a King Air, the first for the British Register and due for delivery to Kenwood Ltd towards the end of the year.

Rally to Geneva The first Intercontinental Geneva Rally is to be held during the weekend of August 24-25. The competitive element is a spot-landing competition on arrival at Geneva-Cointrin (the airport is limited to aircraft fitted with VHF com radio). Participants will stay at the Intercontinental Hotel. Intending British entrants should contact the BLAC, 75 Victoria Street, London SW1, for entry forms and further details.

Another new type seen at the Reading Show was the National Sport Aircraft company's Genie (left) an entirely new two-seat fully aerobatic machine powered by a 200 h.p. Lycoming IO-360. It is planned to fit the new AIO-360-18 aerobatic engine in production aircraft; certification trials are not yet complete, but it is hoped to produce Genies at the rate of up to 15 per month at an ex-works price of \$14,950 (£6,250). Construction is all metal; the aerobatic gross weight is 1,950lb, empty weight 1,330lb and touring gross weight 2,660lb. Right, Aerostructures, of Bankstown, NSW, Australia, have produced a new conversion for the Chipmunk known as the Sundowner. Changes include metal covering of the wings, a new canopy, additional tankage located at the tips, and a 180 h.p. Lycoming O-360 powerplant under a glass-fibre cowling



Balloons at Ardingly The first international balloon meeting in Britain since the BBC race in 1965 is planned for this weekend at Ardingly, Sussex. The British Balloon and Airship Club hopes that six balloons will fly both tomorrow, July 19, and Saturday, July 20. Take-off will be at about 5 p.m., the competition will consist of a precision landing at a pre-arranged spot. The entrants are Jo and Nini Boesman (Netherlands), Charles Dollfus (France), Fred Dolder (Switzerland), Alfred Eckert (Germany), François Schaut (Belgium) and Anthony Smith (UK). In order that members of the BB&AC may have a chance of meeting the distinguished foreign balloonists there will be an informal get-together in the balloon marquee at 1 p.m. on Saturday. The balloonists will be staying at the Country House Hotel, Crowborough, some 17 miles from the site at Ardingly.

Sale at Dijon Next weekend (July 20-21) the Centre Est Aéronautique Company, manufacturers of the high-performance Jodel range, is holding a clearance sale of secondhand aircraft. Some 20 of all types will be on view at the Val Suzon airfield, Dijon. Among the more expensive is a three-year-old DR.250 which has flown 540hr; it is priced at £3,500 including a VHF com radio. At the bottom end of the price-scale is a Piper J3 with 685 hours' flying since a major overhaul; £600 is being asked. Importation into Britain would add some 14 per cent to these prices, but anybody interested should check the exact amount of duty with HM Customs.

UK Touring Guide 1968 The fifth edition of Bob Pooley's *UK Air Touring Flight Guide*,* to be published this month, will include details and diagrams of 125 civil airfields in Britain, together with the latest information about 51 military airfields at which private aircraft are accepted. There will also be a list of 115 private airfields, 43 gliding sites and 20 heliports.

To Help the Uninitiated Learning to fly has been given the *Know the Game* treatment in a new booklet† aimed to provide most of the answers for people who, keen to make a start, may not have a helpful friend to guide and advise. This is not a textbook on flying and airmanship but a general description of the learning-to-fly process. By this approach the authors (unnamed) manage to answer the vague and groping questions so often posed by the interested layman. (Where do you learn to fly? How much does it cost? What licence do you need? Can anyone fly? Do you always need radio? How do you avoid colliding with other aircraft? Do you just get in and go?)

This book should help any prospective pilot to decide whether he is fit and qualified to fly, whether he can afford it, and how to make use of the skill once he has acquired it. There is a brief but helpful introduction to basic technicalities and a good list of recommended further reading.

**UK Air Touring Flight Guide*, fifth edition, published by the Light Aircraft Publishing Company, Elstree Aerodrome, Boreham Wood, Herts, price £1.

†*Learning to Fly* (in the *Know the Game* series), published by Educational Productions Ltd in collaboration with the Air League, and the price is 3s 6d in the paperback edition.