



Two rugged trainers with the accent on aerobatic capability. The Fuji FA-200 (above) is making its first Show appearance while the familiar lines of the Zlin 526 (below) have been altered by the introduction of a Lycoming engine



SUPERSONIC SALON

PRIVATE AIRCRAFT

THE STATIC PARK is strong on numbers but the lack of sparkle reflects the recession in general aviation during the two years since the last Salon. Cessna has the largest collection of light aircraft, the Reims-built products being supported by the 414 and 310 from the parent company. The Cardinal RG and Stationair represent the extremes of development of the single-engine line, the latter clearly showing the capacious cabin which is its strongest selling point. Piper is displaying a full range from its Geneva sales centre, supported by an Arrow 200 in the new orange house colours of CSE. Pride of place goes to the Aztec E on its first European public showing although the model has been available since the beginning of the year. A PA-39 Twin Comanche is on view but the single Comanche has not been included this year. The basic Cherokee 140 has now been christened "Flitelin" and is on display in two-seat form.

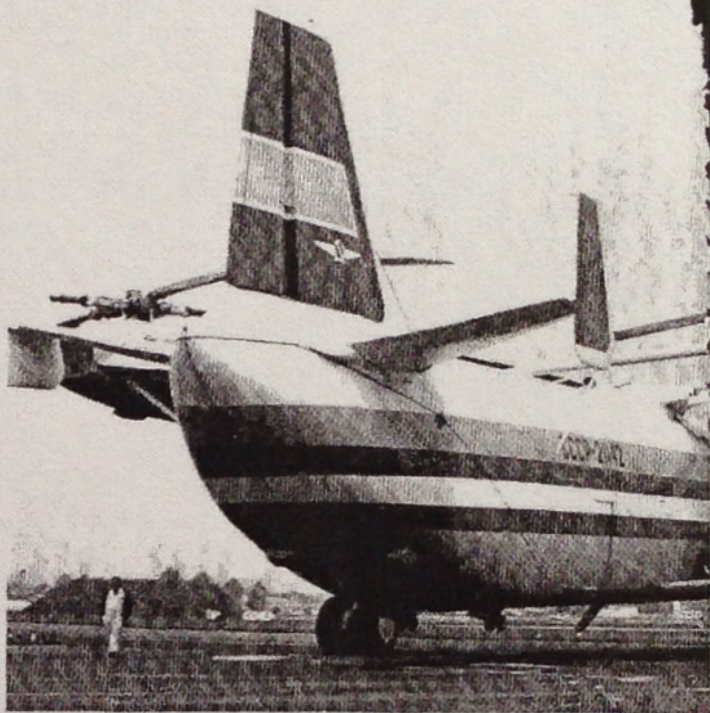
The Wing Derringer is an American newcomer which was creating a lot of interest for its small size and the superb quality of the finish. It is shown as a two-seat touring aircraft with comprehensive avionics and ample baggage space in which form it will sell for a little over \$50,000; a four-seat version is to follow shortly. Wing has components for 25 aircraft but production plans are dependent on current market surveys and proposals for a military model. Another wholly new type making its first public appearance is the Partenavia P.68 Victor, a clean high-wing six-seater with two 200 h.p. Lycoming engines and a notably roomy cabin. The smooth flowing nose line gives very good visibility and the company has high hopes for success in the light air-taxi role. Production is dependent on Partenavia moving from its present factory to a new facility on Naples airport which is scheduled for occupation early in 1972.

Fuji Heavy Industries is one of the firms comprising the joint Japanese effort at the Show and two examples of the FA-200 Aero Subaru are in the static park. There is little externally to distinguish the 160 and 180 models which are

larger than is fashionable with this class of trainer and the rugged construction appears unnecessarily clumsy for aircraft weighing only 2,535lb, 1,150kg.

From Czechoslovakia, Omnipol has twin Zlin variants in the static park and a flying demonstrator. The two-seat 526-L is Lycoming-powered and appears to have even more dorsal fin area than ever along the rear fuselage. For the ultimate competition aircraft Zlin offers the 526-AFS with the M-137 Avia engine and a neat single bubble canopy.

The host nation is well represented by the complete Socata range from the 100 h.p. Rallye Club to the ST-10 Diplomate, a luxurious four-seat touring design with electrically retracted undercarriage. The characteristic large canopies of the Commodore and Minerva make for airy cabins but space for the rear passengers is spoilt by structural cross members. The seven-seat Rallye 7 is not represented in the static park but it is making spirited flying demonstrations.



CIVIL HELICOPTERS

WITH THE Mi-12 helicopter big enough to nestle beside rather than under the C-5A in the static park, one could be forgiven for missing the rest of the rotary-winged contingent, but there are a number of interesting types flying, in the static park, and on paper.

Sikorsky is now seriously proposing the S-65-40 derivative of the CH-53, able to carry 42 passengers up to 200 miles at around 152kt, 280km/hr. Tooling is in the detailed planning stage. The S-200 compound derivative would take 100 passengers at about 260kt, 480km/hr. Sikorsky is having tentative discussions with BEA, KLM and Air France about the S-65, and has models in these colours on its stand. The company still feels the helicopter is a valid commercial concept for Vtol city-centre flying and is eagerly awaiting Pan American's report to the CAB about the feasibility of operations within the US north-east corridor.

The company feels the authorities, especially in London