

■ ■ Now, there is a "stretched" *Bonanza*.

A new model, bearing the famous *Bonanza* name, was introduced in June to some 200 dealers and distributors and members of the aviation press at the Beech Aircraft Corporation plant in Wichita, Kan.

The *Bonanza* fuselage has been lengthened by 10 inches, giving the cabin six cubic feet additional space and allowing the seating of six persons. The stretching process has been done at a cost of only 31 pounds additional weight.

With a top speed of 204 m.p.h. and a cruising speed of 195 m.p.h. at 75% power (187 m.p.h. at 65% power), *Bonanza* 36 was built with the air-taxi market mainly in mind. It can be converted quickly into a high-performance cargo carrier. Seats five and six can be folded and pushed back; seats three and four can be removed. Gross weight of *Bonanza* 36 is 3,600 pounds and carries a useful load of 1,620 pounds. Power is provided by a 285 h.p. Continental IO-520-B fuel-injection engine. This is the same power plant used in Model V35A *Bonanza*. *Bonanza* 36 was developed from the basic V35A design, Larry A. Ball, product manager-*Bonanza* sales, said.

Suggested retail price of the *Bonanza* 36 is \$40,586, including the avionics package.

Model 36's rear double doors, designed to facilitate cargo loading, attracted unusual attention at the initial showing. These doors provide a 12-square-foot opening on the right rear side of the cabin. In addition to being fully certificated by the FAA at full gross weight of 3,600 pounds, with no limitation of performance, the 36 was approved for flight with the double doors open. This will permit airdrops from the plane with a minimum of trouble.

The *Bonanza* 36 is equipped with the same landing gear used on the Beechcraft twin-engine *Baron*. This rugged gear is an improved version of the landing gear used on the T-34 *Mentor*. A further inducement to the air-taxi trade is the plane's maximum landing gear extension speed of 175 m.p.h. "This will allow easy sequencing among big jets for swift operation in and out of major air terminals," Ball said.

In addition to the 80-gallon fuel tanks, optional equipment for the *Bonanza* 36 includes complete instrument flight equipment and autopilot, Beechcraft Constant Copilot wing leveling device and the "Magic Hand" landing gear system (which prevents a belly landing if the pilot forgets to lower the gear).

The standard avionics package includes 360-channel communications-navigation transceiver, 100-channel navigation receiver, omni converter-indicator and accessories.

Development of the *Bonanza* was a fairly well-kept secret. Dealers were notified about a month before the June sales meeting. The uninformed knew something was underway at the Beech

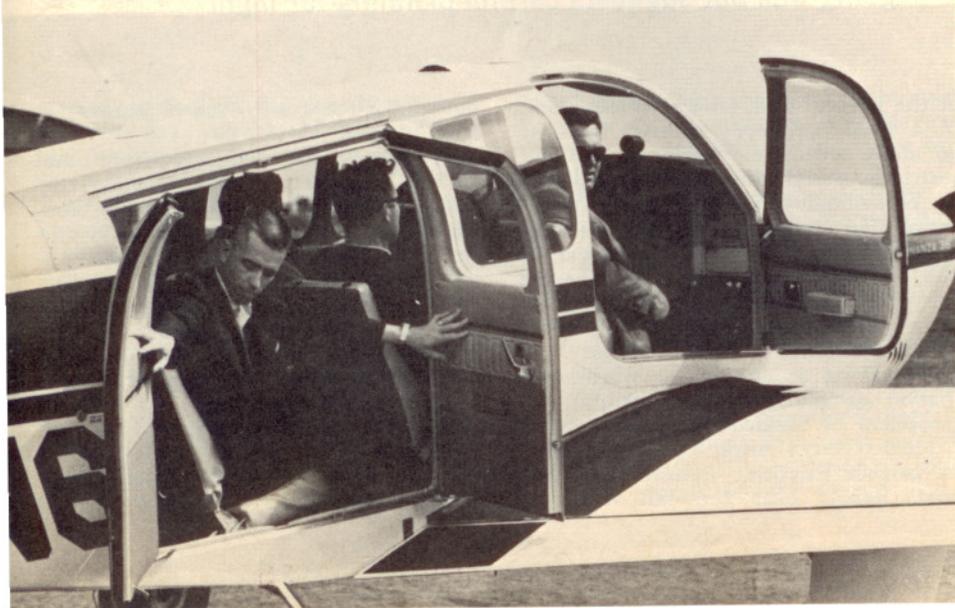


Beechcraft's new Bonanza 36 in flight. Note the additional windows.

The New Bonanza 36

Beechcraft's newest single-engine high-performance plane is aimed at air-taxi market. V35A's fuselage stretched 10 inches, double cargo doors added in development of six-place aircraft. It has a top speed of 204 m.p.h.

Double cargo doors, almost four feet wide, make loading of bulky cargo easy. Passengers appreciate the wide opening, too. The new plane carries a useful load of 1,620 pounds.



plant, but most believed that it had to do with aerobatic *Bonanzas* (which also were announced at the June meeting). Very few knew in advance that a six-place stretched *Bonanza* was in the making.

Reaction at the sales meeting was instantaneous. Those who saw and flew the *Bonanza 36* were enthusiastic. Dealers saw it as a product that would move quickly—not only by purchases of the plane by air-taxi operators, but also by private owners who like the idea of having a larger and more versatile *Bonanza*. Dealers and distributors flew away 26 *Bonanza 36*'s from the meeting. A production schedule calling for building around 400 of the 36's this year has been set up.

Announcement of two new aerobatic *Bonanzas* came as an anticlimax to the formal introduction of the *Bonanza 36*. The new E33B and E33C series (formerly *Debonairs*) have been licensed for aerobatic flight with deliveries of the new models scheduled for this month.

Beech now has three single-engine planes licensed for aerobatic flight. In addition to the E33B and E33C series, the recently introduced *Musketeer Sport III* has been licensed for aerobatics. The aerobatic Beechcraft *Bonanzas* are powered by standard Continental fuel-injection engines, the E33B at 225 h.p. and the E33C at 285 h.p. When operated under the aerobatic regulations of FAA, the *Bonanzas* will be licensed for such maneuvers as rolls, inside loops, Immelman turns, Cuban eights, split-S turns, snap rolls, spins and limited inverted flight.

The aerobatic *Bonanzas* were developed because of the increased emphasis on unusual attitude recovery in civilian, military and airline training, Larry Ball said, plus the growing number of pilots who do aerobatics as a recreation.

"These new aerobatic models are the first business aircraft to offer true sport flying with no sacrifice in utility," he said.

Structural changes made to obtain aerobatic licensing include the addition of aft fuselage structural members and modification of ailerons, horizontal stabilizer, vertical stabilizer and rudder for additional strength. A larger rudder cable also is used.

Both models retain the standard four to five-place *Bonanza* configuration. When operated as utility planes, the E33B has a useful load capacity of approximately 1,196 pounds and the E33C, 1,400 pounds.

Standard equipment on the aerobatic *Bonanzas* will include shoulder harnesses for both front seat passengers (operation in the aerobatic category is limited to the pilot and one passenger), quick release cabin door and a "G" meter for gravitational pull during maneuvers.

Suggested selling price for the aerobatic *Bonanzas* will be \$33,250 for the E33B and \$36,650 for the E33C. These prices include standard avionics.

C.P.M.