that the optional electric flaps seem pointless.

ZYO, Field Aviation's demonstrator, had only a single nav-com, giving it a useful load of 1,097 lb. (In the utility category, gross is restricted to 2,375 lb.) That's enough for four 170 lb. passengers, 100 lb. of baggage and 51 US gals. of fuel. Even at low altitudes (2,500 ft.), you can go 790 miles in 5.4 hours. Price is Cdn. $31,393.

The Super R has a fuel capacity of 60 US gals., the largest in its class. This gives you unusual flexibility. You can trade range for load, as your business requires.

Indeed the whole appeal of the plane is the performance it delivers at a relatively modest cost. Based on a 400 hr./year utilization, Beech estimates the direct operating costs as $8.08 US per hour. Hangar rent and insurance would add $4.25 per hour, for a total of $12.33. No allowance is included for depreciation.

Back in Montreal, we touched down near a taxiway and expedited off the runway. Thanks to the Super R, we'd inspected one field, and made visits to two other Eastern Townships cities in three hours — less than half the time of a car trip.

"That was great," said our passengers. "How do we go about learning to fly?"

PWA to get 5th 737

Pacific Western Airlines, Ltd., Canada's largest regional carrier, has announced purchase of its fifth Boeing 737 twinjet. The new aircraft will be delivered in April, 1972, and will be the first in Canada with the wide-body interior patterned after the 747.

PWA has operated 737s since December 1968, flying out of operating centres at Vancouver and Edmonton over 8,000 miles of routes stretching beyond the Arctic Circle.

The new twinjet will be the airline's first "Advanced" 737, with the contemporary "superjet look" interior that affords passengers increased headroom and better cabin lighting. The "Advanced" 737, offering a 15 per cent improvement in landing and takeoff performance, will give Pacific Western the capability to carry 5,000 pounds more payload over a given range.

Changes incorporated in the "Advanced" 737 include more efficient high-lift devices on the wings; revised main landing gear struts; a new anti-skid system, and the first fully automatic brakes in airplane history. On a wet runway, PWA's new 737 can stop about 700 feet shorter than current twinjets. Maximum taxi weight will be 116,000 pounds.

Canada planning CF-5 sale to Venezuela

By John Gellner

At the time of writing, it appeared certain that the sale of Canadian CF-5 jet fighters to Venezuela would be concluded, and the broad outlines of the deal were already pretty clear. Chances were high that the deal would have been officially confirmed by the time this issue went to press.

Under it, Canada will apparently deliver at once, from existing stocks, a couple of two-seaters and 16 single-seaters. Canadair Ltd. (and presumably Orenda Ltd., which built the engines under license) will produce 20 new two-seater CF-5s, of which Venezuela will get two and the Canadian Armed Forces 18. In the latter, the "mix" will then be 42 two-seaters and 73 single-seaters, which, it seems, is just about what is required.

As far as money is concerned, it looks as if the Venezuelans will be paying something like $38 million for their 20 CF-5s, with support equipment and spares for the projected lifetime of the aircraft. Since the two-seaters are more expensive than the single-seaters, there will be a bill to the Canadian taxpayer, too, and it may come as high as $10 million.

Against that stand distinct advantages. The Canadian Armed Forces will receive the kind of aircraft they need. Canadair will be kept busy, possibly for a year-and-a-half, building the airframes and assembling 20 aircraft, and Orenda producing probably 50 J-85-15 engines (40 plus the customary 25 percent spares). Other suppliers in the Canadian aerospace industry, which has been on the downgrade lately, will get badly needed orders.

All in all, it looks like an advantageous deal, for Venezuela which would be getting good aircraft right off the shelf, and for Canada as well.

To appreciate the significance of the Venezuelan sale, one has to go a little way back. The CF-5s were ordered at a time when the organization of a highly mobile and flexible Canadian intervention force, for a variety of tasks headed by peace-keeping under the auspices of the United Nations, had the highest priority. The CF-5 was meant to be the close support aircraft of that mobile force. Accordingly, 89 out of the 115 CF-5s ordered were single-seater aircraft. Only 26 were two-seaters, for conversion training primarily, and in a pinch for the kind of reconnaissance mission that is better performed by an aircraft carrying an electronics equipment operator.

Since then, there has been a shift in priorities, first announced by the Prime Minister April 6, 1969, and explained in detail last August in the White Paper on Defence. The weapon-carrying tasks of the CF-5 were retained, but seem to be limited to the two squadrons earmarked for the Canadian contribution to the defence of the northern flank of NATO. The "quick reaction photographic reconnaissance" mission will now be performed as part of the general surveillance of Canadian territory, air space and sea approaches which has been given the highest priority. In addition, CF-5s will be used as advanced trainers, gradually replacing the faithful old T-33 first introduced about 20 years ago.

This added function cannot be performed adequately with the present "mix" in the CF-5 force — there just would not be enough two-seaters. Consequently, plans were made to convert some of the single-seaters. It was estimated that this would cost anywhere between $12 and $14 million.

Okanagan fleet grows

Okanagan Helicopters Ltd. is adding two more Sikorski S58-T twin-turbine helicopters to its fleet next spring.

The new machines are the same as the three Okanagan put into operation earlier this year.

"The performance of this helicopter, especially in offshore work, in the Arctic and in forestry operations, has been excellent," said Okanagan marketing manager Fred Moore.

The S58Ts are valued at about $500,000 each.

They can carry a maximum load of 5,000 pounds or 17 passengers, have a range of 320 miles and a cruising speed of 110 m.p.h. They are the second largest helicopter operated by Okanagan.