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Page 156

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**CESSNA 421 WILL SELL FOR \$159,000, BE ON MARKET NEXT SUMMER**

Cessna Aircraft Co. this week placed a price tag of \$159,000 on its new pressurized business twin, the Model 421, and termed the figure a "price breakthrough" for an airplane in this category.

The firm also reported that the Model 421 is scheduled for introduction during the summer of 1967. When Cessna first announced plans for the airplane, it said the Model 421 would not reach the market until next winter. This week's report indicates that development is proceeding more rapidly than originally planned.

Frank Martin, v.p.-marketing, termed the 421 the lowest-priced pressurized twin available, and said the price will give the new model a place in a market served previously only by unpressurized twins.

Two pressurization systems will be offered for the Model 421. With the standard system, the cabin will be unpressurized until the aircraft reaches an altitude of 8000 ft. An 8000-ft. cabin altitude then will be maintained up to an airplane altitude of 20,100 ft. for a maximum pressure differential of 4.2 psi.

The optional pressurization system will permit the selection of any cabin altitude from sea level to the point where the 4.2 psi differential maximum is reached. A sea level cabin can be maintained to an airplane altitude of 9025 ft. with this system. Cost of the optional system has not yet been established.

The Model 421 is powered by the same 375-hp Continental GTSIO-520-D turbo-charged engines that are used on the Model 411. The pressurization system is designed as an integral part of the Turbo System package, with pressurization air bled from the turbocharger intakes. Because there is no mechanical or hydraulic connection, Cessna said there is no reduction in engine horsepower to supply pressurization. Either part of the dual system can maintain cabin pressurization, Cessna said.

Although designed for a maximum pressurization differential of 4.2 psi, the Model 421 cabin has been tested to 9.4 psi, Cessna added.

The new Model 421 is similar in appearance to the Model 411, which previously was the top of the Cessna line and is priced at \$108,950. However, the Model 421 will utilize the large vertical stabilizer developed for the Model 401/402 (TWBA, Nov. 4).

The Model 421 has a top speed of 275 mph at 16,000 ft. and a gross weight of 6800 lbs. Its cabin is 14 ft. 6 in. long and 4 ft. 7 in. wide.

The new model is the seventh of eight twins which Cessna has said it will offer in 1967. Also introduced to date have been the Models 401 and 402, the 411, the Super Skymaster, the 310L and the Executive Skyknight. Details of the eighth twin are yet to come, but it is expected to fit at the lower end of the twin line.

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Danna K. Henderson, Editor  
James E. Skinner, Midwest  
Gordon Fletcher, West Coast

Wayne W. Parrish, Editor-in-Chief  
William V. Henzey, Editorial Director  
Vernon Taylor, East Coast

WING AIRCRAFT'S DERRINGER NEARS CERTIFICATION--Flight tests of the second prototype of the twin-engine, two-place Derringer are in the final stages at Torrance, Calif., and test pilot William Taylor thinks there is a good chance certification will be awarded around the first of the year.

Another of those dream airplanes--this the dream of George Wing, president of Hi-Shear Corp.--the Derringer, like its firearm namesake, is carefully put together to provide "the ultimate in action and in design sophistication."

The action will include a high-speed cruise of 230 mph at 75% power and 8000 ft., a normal cruise speed of 218 mph, a 1000-mi. range with 45-min. reserves, and a service ceiling of 21,500 ft. Design sophistication--as befits an aircraft-building offshoot of a firm dedicated to manufacturing top quality fasteners for space and commercial aviation vehicles--includes chemically milled, stretch-formed skin panels, flush riveting, elbow height refueling and waist-high engine nacelles. Wing likes to point out that construction detail in the Derringer receives the same attention as in a century-series fighter.

The Derringer's two 160-hp Lycoming IO-320 engines burn 18.5 gph. The aircraft has a wingspan of 29 ft., is 23 ft. long, and will sell for around \$30,000. Wing is not too worried about placing such a price tag on a two-place airplane. He feels the Derringer will provide single-engine economy with multi-engine safety, and his market surveys show that 57% of the trips in 4/7-place aircraft are made with two or fewer people.

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STANDARD NOISE ABATEMENT PROCEDURES SOUGHT FOR BUSINESS JETS--The National Business Aircraft Assn. is asking its members to flight-test a series of noise abatement procedures as a prelude to possible development of a standard procedure for nationwide use by business jets. The program is in response to an FAA request to NBAA for a set of recommended noise abatement procedures.

At present, NBAA pointed out, noise abatement requirements are established by airports on an individual basis and usually apply across the board to all jets. The requirements often do not take into account the greater maneuverability and other characteristics of the smaller business jets.

NBAA feels that airline pilots have an opportunity to become familiar with varying procedures at airports which they fly into on a regular basis, but that a standard procedure is needed for business jets which often operate into unfamiliar airports. The Association hopes to develop a single procedure which can be used at all airports, and which both assures operational safety and contributes to noise abatement.

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LEAR JET MODEL 24 MODIFIED FOR AIR TAXI OPERATIONS--A modification to the Lear Jet Model 24, designed to reduce gross weight from the present 13,000 lbs. to 12,500 lbs. to make the aircraft eligible for use in air taxi service, has been announced by Lear Jet Industries. The modification involves altering the airplane's fuselage tank float switch to reduce usable fuel.

The new version will be designated the Model 24A and retains its transport category (FAR Part 25) certification. Model 24s now in operation can be modified to the Model 24A configuration at a cost of \$1500.

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TWO-PLACE LARK 95 GOES INTO PRODUCTION--Helton Aircraft Corp. of Mesa, Ariz., reports the start of production of the Lark 95 sports trainer. The first 16 airplanes have been delivered to the firm's newly established dealers, and a production rate of 20 per month is planned by January, according to Col. Homer H. Helton, president.

The low-wing Lark 95 features side-by-side seating and is certificated for acrobatics. It has a maximum speed of 145 mph at 9500 ft. and a cruising speed of 132 mph. Power is supplied by a 90-hp Continental C-90. Price, while not specified by Helton, is said to be as low as that of any two-place trainer on the market.

EJA PLANS BOEING JET PURCHASE, MERGER HEARINGS REVEAL--Executive Jet Aviation has signed a contract with The Boeing Co. for two 707s and two 727s to be used by Johnson Flying Service, it was revealed as hearings got under way this week before the Civil Aeronautics Board on the question of EJA's purchase of the supplemental carrier. The hearings are expected to last into next week.

The four jets, on which EJA has placed a \$150,000 deposit, would be used to expand Johnson's MAC and civilian inclusive tour operations. Bruce Sundlun, an EJA director, also revealed that FAA approval of EJA's use of Falcon executive jets was withheld initially because FAA felt EJA's operations were "common carriage," but that in June EJA was granted authority to operate as a "commercial operator."

Main issue at the hearings revolves around the control relationships between EJA and the Pennsylvania Railroad. EJA maintains the interests of the railroad have been confined from the onset to nonvoting stock and to debt, which "insulated EJA entirely from any possible control" by the railroad. The supplemental airlines participating in the case have asked that the railroad be required to divest itself of its EJA interests.

Robert Johnson, president of Johnson Flying Service, revealed during cross-examination that he will remain with the new firm, if CAB approves the acquisition, as director of the Missoula, Mont., operations which the firm performs for the Forest Service.

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FAA CREW AIDS DOWNED DANISH LIGHTPLANE PILOTS--Two Danish pilots who made a forced landing recently in a Cessna 172 on the rugged northeast coast of Canada were aided in surviving their ordeal by the crew of an Atlantic City-based FAA DC-4 which was checking nav aids in the area.

FAA said the DC-4 crew heard the 172's distress call and witnessed the forced landing. The FAA crew dropped heavy clothing and tools to the flyers, then circled over the downed aircraft long enough for radar to pinpoint the position for rescue operations. The FAA aircraft then flew to Saglek and picked up Air Force survival gear which was dropped to the stranded men. The two were rescued 24 hours later.

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MOST GENERAL AVIATION ALTIMETERS FAIL FAA TESTS--Some 62% of the altimeters and 61% of the static systems tested under FAA's new criteria for general aviation altimeter systems have failed to meet the new standards (TWBA, July 22), the Agency told TWBA. Most of the rejections came because of leaks or instruments that did not meet specified tolerances. The FAA report was based on tests of 1491 static systems and 2349 altimeters.

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MORROW MOVES FROM FAA AIRPORTS SERVICE TO INTERNATIONAL OFFICE--Cole H. Morrow, director of FAA's Airports Service since 1961, has been transferred to the post of special assistant to the assistant administrator for international aviation affairs. Chester G. Bowers, formerly deputy director, has been named acting director of the Airports Service.

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GLOBAL PRESENTATIONS SEEKS AUTHORITY TO LEASE TO AIRLINES--A New York firm which leases a DC-7 to various corporations for use as a "flying showroom" has asked the Civil Aeronautics Board for an exemption to wet lease the airplane to certificated carriers in an effort to obtain great utilization. Global Presentations told CAB it grossed only \$270,715 for the year which ended in September.

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FAA HAS. . .

Issued an airworthiness directive, effective Nov. 19, requiring repetitive checking of the elevator trim control system on Aero Commander Model 200 airplanes until modification of the system.

TRY FEDERAL SOURCES FOR FUNDS, AAAE ADVISES--Federal community programs offer possible sources of financial aid for airport projects, according to the American Assn. of Airport Executives.

For example, buildings and other facilities might be financed with interest-free advances under the Public Works Planning Advances Law (P. L. 83-560) or with grants under the Public Works and Economic Development Act (P. L. 89-136). Acquisition of land in the airport approach zone might be financed with 50% grants under the Open Space Land program (P. L. 87-70), or through land conservation or recreational-use programs administered by the Dept. of Agriculture, the Fish and Wildlife Service or the Corps of Engineers. Temporary employees could be paid for under the Economic Opportunity Act (P. L. 88-452).

"This certainly doesn't cover all the angles," said AAAE. "There are all sorts of programs that would require a book to detail. And the matter of eligibility is an important factor." Many of the programs outlined by AAAE are applicable only in areas of high unemployment.

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NEW FACILITIES PLANNED BY SOUTHWEST AIRMOTIVE--Planning has begun for a 25,000-sq.-ft. administrative office building at Dallas' Love Field for Southwest Airmotive Corp. SAC Board Chairman Harlan Ray said the new building will permit the firm's widely scattered administrative staff to be consolidated in one location. Also in the mill, said Ray, are additions to SAC's shop space.

Meanwhile, SAC's distribution division has opened a Los Angeles district office headed by Larry Schultz, formerly district manager of the St. Louis office. Other members of the Los Angeles sales force will be Clyde Bishop, Dick Gibboney and Jim Mullens. The office is located adjacent to Lockheed Air Terminal.

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BUTLER WILL SERVICE AIR FRANCE AIRPLANES IN BOSTON--Complete ground service handling for all Air France flights operating out of Boston on a scheduled basis will be provided by Butler Aviation under a new agreement. Butler's services to Air France will include turnarounds, baggage handling, cleaning and air freight handling.

Other airlines serviced by Butler at Logan International Airport on a regular basis are Allegheny, Air Canada, BOAC, Irish International, Alitalia, Lufthansa and Airlift International. Charter and diversion flights are handled for KLM, TCA, World, Capitol, Olympic, SAS, Braniff, El Al and Swissair.

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AAAE SUPPORTS CONCEPT OF REGIONAL AIRPORT MEETINGS--The American Assn. of Airport Executives is lending its support and encouragement to a move to establish a series of regional airport management meetings patterned after the annual National Airports Conference at Norman, Okla.

Tentative plans for regional meetings already have been announced by the Southeastern Airport Managers Assn. in cooperation with Auburn University; the California Assn. of Airport Executives and the University of California; and the Indiana Aviation Conference.

Regional meetings, said AAAE in its current newsletter, would reach airport managers with limited time and money for travel. AAAE will assist in getting regional meetings established and conducted on a regular basis.

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NEBRASKA AIRPORT AVAILABLE FOR LEASE--Arrow Airport near Lincoln, Neb., one of the state's oldest airports, is available for lease. The airport has a lighted, paved 3300-ft. runway, hangars, a shop and an office, a newly remodeled clubhouse and a swimming pool. Information is available from the present airport operator, Bill Kite, 5401 N. 48th St., Lincoln.

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WILCOX NAMES BUTLER AS PARTS DISTRIBUTOR--Butler Aviation's Chicago, Boston and New York facilities have been designated as spare parts stocking points for Wilcox Electric products.

FH-1100 HELICOPTER RECEIVES FAA CERTIFICATION--Fairchild Hiller's five-place, turbine-powered FH-1100 business helicopter this week was awarded its formal FAA certification. Production of 250 of the helicopters, which will sell for \$85,000, is under way at the firm's Hagerstown, Md., manufacturing facilities, and customer deliveries have begun.

The FH-1100, a commercial version of Fairchild Hiller's entry in the Army's light observation helicopter competition, was certificated for a maximum gross weight of 2750 lbs. and a useful load of 1355 lbs. Powered by a 317-shp Allison 250-C18, the aircraft has a cruising speed of 130 mph. Special features include a track-mounted cowling to provide easy access to the engine, a separate 6.6-cu-ft. baggage compartment, and a low-profile instrument console. A stability augmentation system is standard equipment.

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THREE NEW NBAA COMMITTEES FORMED--The National Business Aircraft Assn. reports the formation of three new committees "to help achieve NBAA objectives in three broad action areas." The Corporate Aviation Management Committee will be headed by E. Tilson Peabody of General Motors and will be responsible for planning a corporate aviation management seminar to be held next spring.

Harold Curtis of National Distillers is chairman of the International Operations Committee, which will be the liaison agent with organizations in other countries. The Support Services Committee will be headed by Leonard J. Povey of Mackey Aviation Services and will concentrate on ground support problems.

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ADDITIONAL EXPANSION PLANNED BY CESSNA--Cessna Aircraft Co. this week requested \$1.1 million in industrial revenue bonds from the Arkansas City and Winfield City commissions to finance a proposed expansion program at Strother Field, 40 miles southeast of Wichita. Robert Lair, v.p.-aircraft operations, said the money will be used to acquire land and construct facilities for the expansion of commercial aircraft production. Details of the proposed "rearrangement" of production operations will be announced in the near future, Lair said.

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VAN NUYS TRAFFIC WILL PASS 500,000 MARK THIS YEAR--Air traffic at Van Nuys Airport, the nation's second-busiest general aviation field, continued to show big gains in September. John Dickinson, who manages the airport for the Los Angeles Dept. of Airports, reported 46,071 movements in September 1966, a 30% gain over the 35,404 movements in September 1965.

For the first nine months of 1966, Dickinson said, movements totaled 411,201, up 23% over the 1965 period. An all-time record was set in July 1966 with 60,416 landings and takeoffs.

Van Nuys expects to top 500,000 movements for the first time this year. The 1965 total of 437,563 will be bested when October 1966 figures are in, says Dickinson.

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FSI VERO BEACH BASE TO OPEN IN JANUARY--A 12-acre complex of dormitories and classrooms with an ultimate capacity of 490 students will be opened by Flight Safety Inc. at Vero Beach, Fla., in January. The training base, which will "provide airlines and corporations with a well-trained and steady supply of new young pilots," according to FSI, will use Piper Cherokees and twin-engine Piper Aztecs in its program. The new FSI facility is located across the airport from the Piper Aircraft factory.

When completed, the school will be staffed by more than 100 FSI flight and ground instructors. Manager of the school will be Robert C. Renneker, formerly chief pilot for Nationwide Insurance Co. and a Navy veteran.

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PAC LISTED ON AMERICAN STOCK EXCHANGE--Pacific Airmotive Corp. has announced the listing of its stock on the American Stock Exchange with the ticker symbol "AIR." The firm recently reported nine-month earnings of \$854,000 on sales of \$45.6 million, a 44% increase in both sales and profits over the comparable 1965 period.

SERVICE-EUROLAIR SEEN AS BUSINESS AVIATION BREAKTHROUGH IN FRANCE--A four-year-old French firm, which operates 12 twin-engine and jet business airplanes on a pool basis for French corporations, has made business aircraft usage practical in a country where the size of the companies does not generally permit the acquisition or full employment of such aircraft.

Service, which was established in 1962 and is based at Le Bourget Airport, furnishes crews, maintenance and other services to a number of firms. A subsidiary, Eurolair, sells flying time in excess of that required by the owners of the aircraft operated by Service. Average utilization of the Service-Eurolair operated aircraft is about 500 hours annually for each airplane.

Service, which also is a distributor for the Mitsubishi MU-2 twin-turboprop, is set up in a manner to take into account French regulations which are not well adapted for a new activity such as business aviation. The firm holds a license for charter operations in France and Europe with aircraft weighing less than 12,500 lbs.

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BRITISH AIR TAXI ASSOCIATION FORMED--The major United Kingdom air taxi operators have banded together into the National Air Taxi Association. Founder members include Gregory Air Taxis, King Aviation, Loganair, McAlpine, Mid-Fly, Northern Executive, Polyfoto, Strathair, Tacair and Truman Aviation.

President of the new group is K. Gregory of Gregory Air Taxis. The Association will work toward an interline ticketing arrangement with scheduled airlines. Gregory said the group's purpose is "to insure a high standard of service and competence among members, and the safeguarding of user interests."

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CESSNA BRUSSELS BRANCH WILL COVER NORTH AFRICA--The territory of Cessna Aircraft's Brussels Branch will be extended to cover North Africa in January. The branch, which maintains offices at Brussels-National Airport, sold 174 airplanes in 1964, 218 in 1965, and forecasts sales of 345 airplanes including 39 twins in 1966. The branch supports local dealers and maintains a wide range of aircraft for demonstration purposes.

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TWIN OTTER GOES INTO SERVICE WITH PILGRIM--A de Havilland Twin Otter christened "The Jet Powered Mayflower" has gone into operation with Pilgrim Airlines of New London, Conn. The aircraft, which carries 19 passengers and a two-man crew, will fly six roundtrips on weekdays between Groton, Conn., and Kennedy International Airport. Five roundtrips are scheduled for Saturdays and four for Sundays. The interior, designed by Charles Butler & Associates, features seats canted toward the aisle to provide extra hip and leg room.

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CANADA CANCELS HELICOPTER FIRM'S LICENSE--The Canadian Air Transport Board has cancelled a permit under which Northern Wings Helicopters Ltd. was authorized to operate irregular commercial air service in the province of Quebec. The Board said the authority was cancelled because the firm has not operated the service.

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AIRWORK APPOINTED OVERHAUL AGENT FOR VIPER ENGINES--Bristol Siddeley Engines Ltd. has appointed Airwork Corp. as overhaul agent for all civil Viper engines in service in the U.S. and Canada. Airwork, which will overhaul an estimated 100 Vipers a year, also serves as the agent for the Viper "power by the hour" support program.

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MOROCCAN GOVERNMENT BUYS POTEZ 842--A four-engine Potez 842, outfitted for 16 passengers, has been delivered to the government of Morocco by Potez. The airplane is powered by four Astazou XII turboprops rated at 640 shp each.

MONTANA INAUGURATES HOSPITAL HELIPORT PROGRAM--A statewide program of constructing emergency heliports at hospitals has been announced by the Montana Aeronautics Commission. The program was inspired by the hospital heliport efforts of the Vertical Lift Aircraft Council of the Aerospace Industries Assn.

Charles A. Lynch, director of the Montana Aeronautics Commission, said the Commission will build heliports at any locations where hospital administrators "are willing and anxious to set aside a usable plot of ground or rooftop" for ambulance helicopter operation. The Commission will provide helipad surfacing, safety barriers and markings.

"This program will add substantially to the expedient handling of emergency cases, the increased use of the ambulance helicopter in future years, and the eventual saving of many lives in years to come," Lynch said.

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CAAA PLANS AERIAL APPLICATOR SHORT COURSES--A series of short courses covering the proper and safe application of pesticides is planned for the 12 Western states by the California Agricultural Aircraft Assn.

Preliminary thinking calls for four courses to be held each year, each in a different state, giving each state a course once every three years. A committee headed by Dr. G. F. McLeod is studying dates and class materials for the program.

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AVIATION EXPOSITION AIMED AT GENERAL AVIATION PILOTS--Las Vegas will be the site next April 27-30 of an International Exposition of Flight, which, its backers hope, will create "the largest single gathering of pilots ever assembled in this country." The general aviation event will feature exhibits and programs of interest both to pilots and to the general public. Licensed pilots will be offered a "bargain package plan" under which to attend, said Robb Johnson, chairman of the executive committee.

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DASH 8 JETSTAR CERTIFICATION SCHEDULED FOR MAY--Lockheed-Georgia Co. expects to receive FAA certification for the more powerful Dash 8 version of its JetStar business jet next May. The new version will be powered by four Pratt and Whitney JT12A-8 engines and will have a gross weight of 42,500 lbs.

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CAB TAKES DELIVERY OF NEW KING AIR--Beech Aircraft Corp. has delivered a twin-turboprop King Air A90 to the Civil Aeronautics Board. The airplane, which will be used by the Bureau of Safety, will carry the traditional CAB registration N-2.

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ALLEN AIRCRAFT RADIO WITHDRAWS STOCK OFFERING--Allen Aircraft Radio Inc. has withdrawn its proposed public stock offering of 205,780 shares (TWBA, July 22). A company official told TWBA that AAR plans to re-register the offering, its first, when the stock market firms up.

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OSU ADDS FOUR CESSNA 150S TO TRAINING FLEET--Oklahoma State University has taken delivery of four 1967 Cessna 150s to keep pace with increased enrollment in its aviation department. The new airplanes bring the school's 150 total to 10. OSU also operates a Cessna 310 and a Cessna 182. The aviation department has an enrollment of about 200.

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AVEMCO HEADED FOR RECORD YEAR--The Avemco Group's sales for the first ten months of 1966 have surpassed total 1965 sales, with a gross premium volume of \$1,611,610 as of Oct. 31. Avemco said October sales also set a record.

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UPDATED 'PRACTICAL AIR NAVIGATION' NOW AVAILABLE--The updated 10th edition of Jeppesen & Co.'s "Practical Air Navigation" is now available from Jeppesen dealers.

## OF PEOPLE . . .

Auer, John R.--Named head of the flight standards division by the Nebraska Dept. of Aeronautics.

Brewer, Robert C.--Appointed Western district sales manager by Piper Aircraft Corp.; formerly customer relations director at Piper-Vero Beach.

Dickerson, Robert D.--Named AT-37D project engineer by Cessna Aircraft Co.; formerly project engineer for the Model 400 series.

Hammond, John S.--Appointed corporate director of public relations and advertising by Airwork Corp.

Heilig, Robert B.--Named aviation services division representative by the Nebraska Dept. of Aeronautics.

Keeler, James M.--Appointed Vero Beach plant manager by Karnish Instruments Inc.

Maile, Basil G.--Named assistant director of the AOPA pilot service department; formerly with Flight Safety Foundation.

Musheno, Bruce W.--Appointed sales manager by Karnish Instruments at Lock Haven, Pa.

Powers, Ray P.--Elected executive v.p. by Continental Aviation and Engineering Corp.

Seasholtz, Robert G.--Appointed director of research and development by Karnish Instruments.

Vilello, Ray E.--Named Lock Haven plant manager by Karnish Instruments Inc.

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## AVIATION CALENDAR . . .

- Nov. 18-20 --International Flying Farmers, Annual Workshop, Lassen Motor Hotel, Wichita, Kan.
- Nov. 19 --Dedication of New Terminal, Max Westheimer General Aviation Airport, Norman, Okla.
- Nov. 19 --Palm Springs Municipal Airport, Terminal Dedication and Celebrity Luncheon, Palm Springs, Calif.
- Nov. 19-20 --South Florida Air Fair, Homestead General Aviation Airport, Fla.
- Nov. 28-29 --Assn. of Commuter Airlines, Fall Meeting, Stardust Hotel, Las Vegas, Nev.
- Nov. 28-30 --National Aviation Trades Assn., University of Nevada, AOPA Foundation, Link Foundation, Ohio State University and FAA, Flight Instructor Recertification Course, Nevada Southern University, Las Vegas, Nev.
- Nov. 29-  
Dec. 1 --National Aviation Trades Assn. and National Air Taxi Conference, Annual Convention, Stardust Hotel, Las Vegas, Nev.
- Dec. 2-4 --Will Rogers World Airport, Terminal Dedication and Open House, Oklahoma City.
- Dec. 2-4 --Florida Aero Club, State-Wide Fly-in, Marathon, Fla.
- Dec. 5-7 --Illinois Dept. of Aeronautics, Flight Instructor Clinic, O'Hare International Airport.
- Dec. 7-9 --Connecticut General Life Insurance, Flight Forum Symposium, Hartford, Conn.
- Dec. 13-15 --Massachusetts Aeronautics Commission and FAA, Flight Instructor Refresher Course, Wiggins Airways Hangar, Norwood, Mass.
- 1967
- Jan. 15-18 --Helicopter Assn. of America, Annual Meeting, Holiday Inn-Riviera Hotel, Palm Springs, Calif.
- Jan. 21 --Florida Aerial Applicators Assn., Second Annual Convention, Holiday Inn, Ft. Pierce, Fla.
- Jan. 23 --National AeroSpace Services Assn., Ninth Annual Army Aviation Contract Services Symposium, International Inn, Washington, D. C.