

Activities Quicken In And Around Bankstown

THE recent announcement of DCA's intention to build a sealed runway at Bankstown was the best news heard by Bankstown operators in many a long day. It is understood that tenders for the new runway, which will parallel the existing 11/29 gravel runway, will be called in the next few weeks and that construction is scheduled for completion before the end of 1963. Bankstown's poor serviceability record after rain has been the resident operator's most serious problem in recent years and great relief is being felt by all concerned now that the end to this problem is in sight.

Industry proposals, spearheaded by the Bankstown Airport Chamber of Commerce, has helped the Department of Civil Aviation to recast its planning at Bankstown and abandon its previous plan for six gravel runways in three parallel sets of two for the new plan to build a smaller number of sealed all-weather runways. Although the plan so far announced only mentions the construction of one runway, rumor has it that there is a strong possibility that provision will be made in the estimates for the coming financial year to cover the construction of a second all-weather runway.

Other works in progress at Bankstown include the construction of new concrete aprons and a new public viewing area adjacent to the control tower. A beautification program is also under way and lawns and gardens are beginning to take shape. Considerable progress in this regard is being made along the Marions approach to the aerodrome, where the removal of the unsightly concrete base foundations of the old migrant huts has been completed and the area is now being cleared and levelled prior to the planting of grass.

All this activity is changing the face of Bankstown and it is slowly taking on a new look which it is hoped will be more in keeping with its role as the busiest airport in Australia today.

● As a measure of the increase in activity that is taking place at Bankstown the Illawarra Flying School has announced that the total hours flown by their fleet in 1962 exceeded the figure for 1961 by 1800 hours. Illawarra recently took delivery of six new 1963 Model Cessna 172Ds which have been kept very busy ever since. The size of this re-equipment order, the largest single order ever placed by an Australian aero club or flying school, can be taken as an indication of the way things are looking up in the light aircraft business. A very few years ago such an order would have been unthinkable, but at the present rate of progress it is unlikely that the Illawarra replacement program will remain a record for any length of time.

● A recent addition to the Bankstown based executive fleet has been a super Aztec B, registered VH-PDH which was flown to Australia for delivery to Delta Air Services by the company's well known pilot, Sam Dodd. The de-

livery flight was made the long way round by way of the Atlantic, the UK and the Middle East and was quite uneventful throughout. The Aztec, Papa Delta Hotel replaces the well known Apache which carried the same registration and which has now been sold to a North West Australian operator as Papa Delta India. The new aircraft is the first of the long-nosed Aztecs to be seen at Bankstown and it is a particularly impressive aircraft. It is a full six-seater with ample luggage space in both nose and rear luggage compartment and is fully equipped for IFR operation. Sam Dodd flew solo across the Atlantic, but carried two company passengers from the UK to Australia. Flights over halfway around the world in privately-owned miniature airliners such as the Aztec are becoming so commonplace that they hardly merit a mention in the daily Press.

● Another example of the intercontinental capabilities of the modern light aeroplane was the recent visit to Bankstown of an American engineer and his wife, who had flown the Pacific in their own privately owned Beechcraft twin Bonanza. This couple called at de Havillands for some servicing, indulged in a little local flying and went on their way again on a marathon cross-country that would have made headlines a few short years ago.

● A familiar figure seen back at Bankstown again, after an overseas post graduate medical course, is that of Dr John Morris, energetic president of the North Shore Aero Club. It will be remembered that Dr Morris flew his vintage Monospar ST12 to the UK at the beginning of his overseas trip. Unfortunately the cost of reconditioning the Monospar for the return flight, plus the cost of the flight itself, made the undertaking rather a doubtful proposition and the faithful Monospar has been left in England to be sold. Back in Australia again Dr Morris has resumed the presidency of the North Shore Aero Club and is planning new moves in the campaign to establish an aerodrome at Duffy's Forest on Sydney's North Shore. Dr John Leaver, who was president during Dr Morris's absence overseas, declined re-nomination as president at the recent annual meeting but was elected as club secretary.

The North Shore aerodrome project continues to make slow progress. Not due to any lack of enthusiasm by members of the club, or for that matter, from all those who are interested in private flying in Sydney, but the length of time wasted in the protracted negotiations that have taken place between DCA and the other interested parties makes one wonder whether the Department's heart is really in the proposal. Although recent reports have indicated that construction is likely to begin shortly, the true position is very uncertain. No firm agreement to purchase, or even lease, the site has yet been reached and close observers have expressed doubts as to whether a successful conclusion to the negotiations that have taken place between DCA and the brickworks company which own the property is yet in sight.

All at Bankstown support the move to establish a North Shore aerodrome and there is no doubt that a facility such as this on the northern side of the city would be very beneficial to private flying.

● The running down of the R.A.N.'s fixed wing flying operations has resulted in a considerable reduction in the volume of work passing through Fairey's overhaul and repair facilities at Bankstown. Retrenchments have been inevitable and the company has relinquished the tenancy of two of the hangars previously occupied. The two hangars released by Fairey have now been taken over by Martins Industries and James Air Charter. Martins, who moved across from Camden, where they

A larger cabin area and increased gross weight and useful load highlight many changes in Cessna's model 310H for 1963. Usable cabin area has been increased by 22 in. in length to provide additional baggage area behind the 5/6-seat configurations. Gross wt. has been upped to 5100 lb. giving some 90 lb. load increase. The 310H utilises twin Continental 10-470-D fuel injection engines rated at 260 hp. It is capable of speeds up to 240 mph with an optimum range of 1300 miles. Cruise speed at 75% power at 6000 ft. is 223 mph. A twin-engine service ceiling of 21,000 ft. and a single-engine service ceiling of 7450 ft. is claimed. Cessna introduced the 310 series in late 1954 and over 1800 have been produced since then.





Sud-Aviation has announced that the superb little Gardan GY 80 4-seater is now being built in quantity at the company's Rochefort factory near Bordeaux. No details of a sales campaign or of the price have yet been given, but the aeroplane is to be available with either a 150 hp or 160 hp Lycoming. The cruising speed, it may be recalled, is 130 kt., so that it is a formidable rival to the Super-Rallye.

had built a small batch of the wooden Emeraude ultra lights, aim to continue the limited production of this type at Bankstown. Private owners, who in recent times have found it increasingly difficult to obtain hangar space at Bankstown, were greatly relieved when Martins made a considerable area of the large hangar they now occupy available for private hangarage. Although the problem of private hangarage has thus been temporarily relieved it will be back with us again as the numbers of privately-owned aircraft continue to increase. There is probably no solution to this problem, and private owners will eventually have to face up to the fact of tying down their aircraft in the open, which is the customary practice in the USA where the huge number of privately owned aircraft could never be accommodated in hangars. With this situation in mind, DCA are planning and will soon commence the construction at Bankstown of parking areas with permanent tiedown points.

PIONEER ASSISTANCE

THE sad news of the financial straits of the pioneer Morane-Saulnier company, which seems to have over-stretched its resources with the large-scale production of the successfully selling Rallye, looks like having a happy ending. Another pioneer French constructor, Monsieur Henry Potez, has come to the rescue. The scene is involved and rather peculiarly French. The original M-S company's affairs are being handled by a new firm, Societe d'Exploitation des Etablissements Morane-Saulnier, which will run the Ossun-Louey factory near Tarbes in the Pyrenees. Monsieur Potez has been made the administrator, or trustee, of the new company. It is thought, unofficially, that the Morane-Saulnier floor space will be used for making Potez 840 wings as well as continuing the Rallye production. The delay in Morane-Saulnier's output of Rallyes, which brought the crisis to a head, and was due to suppliers holding back, should now be quickly resolved. J.H.S.

VIVE LE SPORT!

PHOENIX AIRCRAFT LTD., of St. James's Place, Cranleigh, Surrey, UK, has obtained the sole British Commonwealth agency for the American EAA Biplane. This is the snappy single-seater designed and developed by the Experimental Aircraft Association for home con-



The EAA Biplane for which Phoenix hold the agency.

struction. It looks rather like the Boeing "pursuits" of the late twenties, but it is in many ways more modern than many of the post-war ultra-light monoplanes.

The fuselage has a simple welded steel tube structure. The tail unit has tubular spars and profile members with flanged mild steel sheet ribs. The parallel-chord wings have plank spars and simple, substantially similar, ribs. The wing and centre section struts are of N form and are welded streamlined steel tubes. The cellule is braced by streamline wires. The steel tube undercarriage has bungee in tension shock absorbers and doughnut tyres. The tail wheel is steerable. Fabric covering is used save for the engine cowlings. Tail areas and control surfaces are satisfyingly large, and the ailerons occupy the whole of the trailing edges of the lower planes. The wing aerofoil section is thick and well cambered.

Over 1200 sets of drawings have already been sold in the USA. The drawings, which cost £5 sterling from Phoenix Aircraft, are printed in black on 12 white paper sheets and consist of dimensioned engineering drawings, perspective and cutaway assembly drawings and full-scale drawings for the main ribs and jig layout.

There is a wide choice of engines, from the 55 hp Lycoming 0-145-A, the Continental A-65, the A-75 to the 85 hp A-85. Data and performance with this last powerplant are:

Span 20 ft. 0 in., length 17 ft. 0 in., wing chord 3 ft. 0 in., height 6 ft., wing area 108 sq. ft., empty weight 710 lb., gross weight 1150 lb., fuel capacity 17.5 lg, max. speed 128 mph, cruising speed 110 mph, stalling speed 55 mph, rate of climb 900 ft./min., ceiling 11,500 ft., max. load factor 9 g.

NOW IT'S THE GRAND COMMANDER

NEW to the list of executive aircraft is the Grand Commander, six feet two inches longer and some £5000 more in price than the 680F Aero Commander. E. L. Hevmanson and Co., the agents, expect it will have an appeal for the promised third level or supplemental airlines here.

The entrance door is relocated forward of the wing and one-step entry is retained. Baggage compartment



Prototype of the "long fuselage" Grand Commander.

capacity has been increased from 32 cu. ft. to 59 cu. ft. The six feet-odd additional length provides for a cabin length increase of over 40 inches with increased headroom and separate crew compartment.

A wide range of seating is offered, from a two pilot/three passenger configuration up to a single pilot/ten passenger arrangement.

List price in the USA is \$133,500 in standard configuration, deliveries beginning from April. END.