

Model views of the Transavia Airtruk, designed by Luigi Pellerini, under development at the Seven Hills plant.

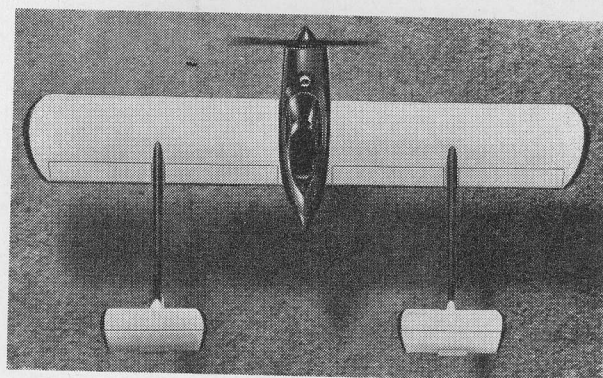
BUSINESS AND PRIVATE AVIATION

Transavia's Airtruk

FURTHER details have been announced of the Transavia Airtruk which is now under construction at a new factory at Seven Hills near Sydney. As announced in our July issue, the Airtruk is the first of a range of new Australian aircraft designed for agricultural and air charter operations which will be built by the Transavia Corporation Pty. Ltd., the newly formed subsidiary of Transfield Pty. Ltd.

The Airtruk has been designed by Transavia's managing director, Mr Luigi Pellerini, following a two year's study of the requirements of Australia's aerial agriculture and air charter industry.

Photographs of a model of the Airtruk disclose that it is of somewhat unconventional appearance. The design features a high cabin to provide greater visibility and safety for the pilot by placing him above the load, twin booms and twin tailplanes to allow easy access to the



hopper when fertiliser is being loaded, and additional seating for two behind the pilot to enable the Airtruk to carry additional personnel on ferry flights.

Transavia Corporation states that the cost of the Airtruk will be below that of other agricultural aircraft which carry a comparable payload. The prototype Airtruk is scheduled to make its first flight before the end of the year. The specifications (performance figures at gross weight unless otherwise indicated) follow:

Length, 22 ft. Wing span, 36 ft. Wing area, 244 sq. ft. Height (to top of cabin), 9 ft. Power, 285 hp Continental. Propeller, McCauley constant speed. Undercarriage, Fixed, trailing, with heavy duty maintenance-free rubber shock absorbers working in shear. Empty weight, 1640 lb. Gross weight (agricultural cat.), 4040 lb. Fuel capacity (standard), 34 gal.; (optional), 60 gal. Top speed, 145 mph. Cruise, 138 mph. Rate of climb (gross weight), 700 ft./min.; (pilot and two passengers), 2000 ft./min. Service ceiling, 14,000 ft. Range (standard fuel), 450 miles. Stall speed (flaps up), 66 mph; (flaps down), 59 mph. Takeoff run, 760 ft. Landing roll, 590 ft.

BANKSTOWN AIRPORT CHAMBER OF COMMERCE

THE third Annual General Meeting of the Bankstown Airport Chamber of Commerce took place in the DCA Conference Room, Bankstown Airport, on July 8. Office bearers elected for 1964-65 were: President, Mr K. Robey; vice-presidents, Messrs. A. D. Simpson and T. Dalton; secretary, Mr D. K. McPherson; treasurer, Mr J. J. Larkin.

In his report the president, Mr K. Robey, stated that it was gratifying to see that the Chamber's efforts during the past two years have not been in vain. The improvements now being effected at Bankstown will greatly benefit both commercial and private users of the airport. The most important development to take place at Bankstown this year has been the completion of the new sealed runway and with the introduction into service of this facility the virtual elimination of the wet weather problems that have handicapped operations from Bankstown in recent years. Plans for further sealed runways and taxiways are now at an advanced stage and the transformation of Bankstown into a



Last month the Department of Civil Aviation took delivery of this S.35 Bonanza from Hawker de Havilland Aust. Pty. Ltd., representatives for Beechcraft in this area. DCA will base it in Queensland for aerodrome (there are 148 Government and licenced aerodromes and over 2200 authorised landing grounds in this State) and pilot checking duties.

modern well equipped light aircraft airport seems assured. With these new improved facilities, Bankstown Airport's prospects for the future as the national headquarters of the rapidly expanding general aviation industry appear to be very bright.

NEW MANAGER FOR RAC OF NSW

AFTER six years as the manager of the Royal Aero Club of NSW, Mr Ken Hammond has resigned to take up an appointment as a director and operations manager of Helicopter Utilities Pty. Ltd.

His successor, Mr Charles E. Edmonson, an ex-RAAF squadron leader and wartime CO of 249 Sqd., will succeed Mr Hammond as club manager. Mr Edmonson completed three operational tours with the RAAF during World War Two and was awarded the DSO. After a short post-war period with the airlines he joined the Snowy Mountains Authority and prior to joining the club held an executive position with Commonwealth Hostels.

BEAVER MODIFICATIONS ORDERED

FOLLOWING a fatal accident to a Beaver cropdusting aircraft operated by Aerial Agriculture Pty. Ltd. at Armidale on July 9, the Department of Civil Aviation grounded all DH Beavers in Australia which had more than 600 hours equivalent strut life.

Preliminary investigation of the accident which apparently resulted from the loss of a wing in flight indicated failure of a wing strut fitting. A previous accident of a similar nature occurred to a Beaver operated by the same company in the same district in September 1963. Beavers recently delivered in Australia have been fitted with a completely re-designed lift strut fitting, and the aircraft which have been grounded by DCA will be fitted with the new type of attachment fitting before they are cleared for further flight.

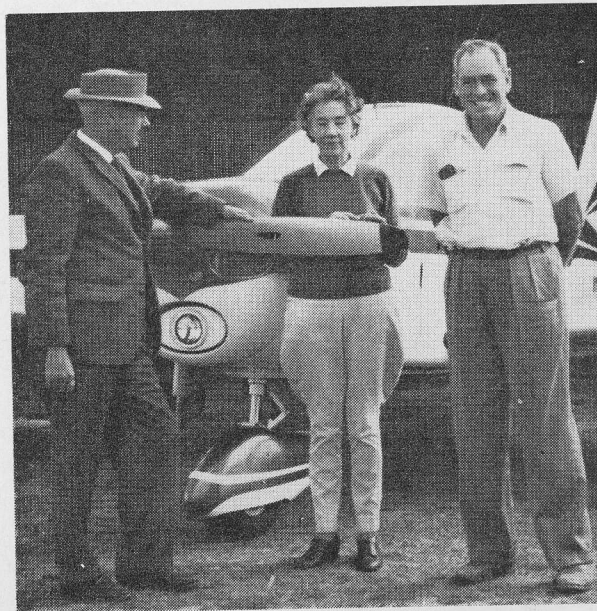
Aerial Agriculture Pty. Ltd. recently placed an order for 24 additional Beaver agricultural aircraft, 12 of which have been delivered to date.

PIPER AT MOREE

MR and Mrs Howard Nicholson of "Kioma," near Moree, NSW, were visited by the Piper demonstration team during the recent Moree Show. Mr and Mrs Nicholson operate their own Piper Cherokee 180 VH-KHN and have constructed a well equipped private aerodrome on their property. Their aerodrome has a hangar, three graded strips, windsocks and excellent approaches for all six landing directions.

Piper activity at Moree during showtime included the display of a 180 hp Cherokee at the showground and demonstration flights from the nearby aerodrome with a Cherokee 235 and a Comanche. The Cherokee on display at the showground was towed from the aerodrome through the streets of Moree under police escort. Piper dealers, New England Aviation Pty. Ltd., claim that this was the first occasion upon which a light aircraft had been displayed at a NSW country show.

Australia wide Piper Cherokee sales up to the end



Mr and Mrs Howard Nicholson and Piper dealer Mr Lew Marriott with the Nicholson's Cherokee 180 at "Kioma."

of July total two 140 hp, two 150 hp, fifteen 160 hp, fourteen 180 hp, and ten 235 hp models — a total of forty-three aircraft.

ITALIAN AMPHIBIAN SOON HERE

THE newly formed Transavia Corporation Pty. Ltd. has announced its appointment as Australian distributors for the Siai-Marchetti Riviera, four-seater amphibian.

The Riviera is built in Italy and is powered by a 250 hp Continental engine with a pusher propeller. The general configuration is similar to that of the well-known Republic Sea Bee amphibian but it is equipped with twin rudders and retractable wingtip floats.

The Riviera will carry four adults and their baggage over 625 miles with standard fuel and oil at speeds up to 177 mph. Takeoff distance on the land is 950 ft. and 1565 ft. on the water. Service ceiling is 18,500 ft.

A demonstration model of the Riviera is being ferried to Australia by the chief pilot of Transavia Corporation, Mr Robert W. Shute. The Australian price for the Riviera is quoted by Transavia as approximately £16,000. END.

The Siai-Marchetti/Nardi FN-333 Riviera amphibian is to be marketed in Australia by Transavia and a demonstrator is to be flown out soon. The landing gear is of retractable nose-wheel type. Two main units are independent but are retracted by a single hydraulic jack, each being buried in the side of the hull.

