



The Federal president of the Royal Flying Doctor Service, Dr. H. G. Dicks (left), accepts delivery of a Beechcraft Baron aerial ambulance from Hawker de Havilland managing director Rollo Kingsford-Smith. Dr. Dicks is a true "Flying Doctor." He is now the only medico in the RFDS who still flies his own aircraft "on the job." Purchased at a cost of £40,000, part of which was subscribed by WA residents served by the RFDS network, the Baron can carry one or two stretcher cases with pilot and attendant at a cruising speed of 225 mph over a VFR range of 1100 miles.

flying done at Moorabbin only. It was an increase of about 1000 hours compared with the home base total the previous year, and it was confidently expected that the 1963-64 target of 16,000 hours would be reached.

RAC/NSW president, Mr Peter Lloyd, reported last month that club members were in the air for a record 12,738 hours last year compared with 10,339 hours in 1961-62. Other record results were the qualification of 79 men and five women members for private licences: 15 for commercial licences and seven for instrument ratings.

RAC/NSW now have 14 aircraft for training and other flying and two additional Airtourer 115s will be delivered during the latter half of August. The new Victas will have a modified exhaust system to reduce noise level. RAC/NSW has now had considerable operational experience with their original Airtourer 115, VH-RSG, and their only complaint has been with regard to the high noise level. Following the delivery of the new aircraft VH-RSG will be returned to the factory for modification.

BEECHCRAFT BARONS DELIVERED TO RFDS

A BEECHCRAFT Baron aerial ambulance for the West Australian section of the Royal Flying Doctor Service of Australia was handed over to the

Federal president of the Royal Flying Doctor Service, Dr Harold G. Dicks, at a special ceremony at Bankstown on July 24. The Baron, registered VH-FDP, was handed over to Dr Dicks by Mr Rollo Kingsford-Smith, managing director of Hawker de Havilland Aust. Pty. Ltd. Shortly after the ceremony VH-FDP left for Western Australia flown by Dr Dicks.

A second Beechcraft Baron ambulance was handed over to the Eastern Goldfields section of the RFDS in Kalgoorlie on July 28. This aircraft is registered VH-FDK.

Both Barons are fully equipped for IFR operation and have modified interior arrangements to accommodate two stretcher cases. A modified loading hatch in the rear fuselage facilitates loading.

Both aircraft are equipped with TactAir T-3 automatic pilots and radio equipment includes a Collins 618F-1A VHF Transceiver, a King KA-11 audio amplifier and a SunAir T-22-RA HF Transceiver with a fixed aerial. VH-FDP is equipped with an ARC 21A ADF and VH-FDK with dual Motorola T-RB ADFs. VH-FDP is to be fitted with DME in Western Australia.

VH-FDP will be based at Port Hedland and VH-FDK at Kalgoorlie. Prior to the acquisition of the Barons the Flying Doctor Service in Western Australia has been operated mainly by single engined equipment.

CONDITIONAL FSL FOR AERO PELICAN

FOLLOWING a personal inspection of the controversial Aero Pelican Airstrip at Belmont (see AIRCRAFT, July, 1963), the Director-General of Civil Aviation, Mr D. G. Anderson, stated that he was prepared to issue a Flying School Licence provided the high tension wires at the highway end of the strip were completely removed. These wires, which had previously been lowered, were believed to have been acceptable in their present form and so, in fact, satisfy DCA requirements for Category 4 operations.

The removal of the wires will be costly and difficult and it is therefore unlikely that flying training operations will take place at Belmont for some time. Mr Anderson had previously stated that he could not see his way clear to issue a Flying School Licence at Aero Pelican because it would present unfair competition to the Royal Newcastle Aero Club at West Maitland.

INSURANCE SURVEYORS

AIRCAR (Australia) Pty. Ltd., which began operations from Melbourne headquarters, last month, is a subsidiary of an international firm specialising in the survey and claims settlement of risks insured under aviation policies and it will develop the same field throughout Australia. The company has announced the appointment of Mr James H. Wilson, a qualified aeronautical engineer and a former TAA pilot, as general manager, and states that arrangements are being made for qualified aero. engineer surveyors in all States who will make interim reports on damaged aircraft, supervise removal and arrange repairs. Final reports and assessments will be completed in Melbourne. Aircar (Australia) Pty. Ltd., head office is located in Building 39, Melbourne Airport, North Essendon.

TWO AUSTRALIANS HONORED

THE Federation Aeronautique Internationale has awarded the Paul Tissandier Diploma to two notable Australian aero club administrators — Mr Eric Furness of Blackwood, South Australia, and Mr Frank Oldfield of Malvern, Victoria. The Diploma awards are



The Alitalia marking on this Macchi MB-326 denotes a new step in airline pilot training. Three of these jet trainers will supplement Alitalia's DC-8 and Caravelle simulators in the training of new pilots and refresher courses for seasoned aircrew. Pupils can now obtain their first, second and third class civil pilots' licences directly on jet aircraft.