

was made at the second meeting of the Organising Committee, following approaches from several States. Among other developments of public interest stimulation, this will permit commercial pilot, Mr Jack MacDonald, who flies with South Australian Air Taxis, to enter his Mustang fighter. The commercial licence holders (ATPs are excluded) will compete in an Open Handicap. The prizes in the section will be — First: £300 and trophy, second: £150 and trophy. Both private and commercial pilots will be able to contest the award of £350 plus trophy for the Fastest Time of the race.

The committee decided to allocate a special section for commercial pilots so that aircraft manufacturers and dealers would have the opportunity to have their own commercial pilots display the latest model aircraft. A spokesman for the committee said it had also been decided to reduce the number of daily £100 awards from five to four each day of the three day event.

The idea of the race was born when Mr Ansett, who won a similar race in 1936, read statistics relating to the development of the light aircraft industry in Australia — with nearly 1600 light aircraft on the Australian register — a rise of 60% since 1958. "In the same period, the number of pilot licences held, apart from airline, transport and helicopter licences, has soared by 45% to 10,246," said Mr Ansett.

Mr Ansett said the light aircraft industry had certainly advanced enormously since the days of the race from Brisbane to Adelaide in December, 1936, in which he flew a faithful but slow two seat Porterfield aircraft. The £500 he won was used to help the development of the then young Ansett Airways. The trophy is proudly displayed in his office. "That prizemoney was a big help to me and I hope that I can now help another pilot who wants to better himself," Mr Ansett added.

The inaugural meeting of the Organising Committee was held at the head office of Ansett Transport Industries in Melbourne last month. It comprised Captain Peter Gibbs, operations manager of Ansett-ANA, his assistant, Captain Norm Murdoch and representatives of DCA, The Royal Federation of Aero Clubs of Australia, the Aero Clubs of Queensland, NSW, Victoria and South Australia.

The committee decided on a route of about 1400 miles, off airline tracks. The aircraft will leave Archerfield Airfield near Brisbane on Easter Saturday, March 28, and fly to Parafield Airfield near Adelaide, via Bankstown (Sydney) and Moorabbin (Melbourne). The aircraft also will land at Tamworth, Wagga and Nhill. A refuelling stop is being considered for Inverell. The race will end at Parafield on Easter Monday.

Aircraft competing in the handicap race must have a range of 250 nautical miles plus the statutory reserve of 45 minutes. Maximum aircraft aww is 12,500 lb. Aircraft must have VHF and use of navigational aids will not be permitted.

Prizes are—Open Handicap: First £1250 and trophy; second £750; third £250; fourth £150; fifth £100. A prize of £200 will be given to a woman entrant for the best performance. If a woman wins the Open Handicap, the £200 special prize will go to the second best woman entrant.

Entries for the R. M. Ansett Air Race will officially open this month. There is an entry fee of £10. Late entries after January 31, 1964, will be accepted until three weeks before the event, but at an increased fee of £20. Entry forms are available from Ansett-ANA offices, Aero Clubs, DCA and the Royal Federation of



Portion of the Hawker DH main Hangar 14 floor at Bankstown is shown above. All types of light aircraft are serviced and overhauled in this new, specially equipped facility.

Aero Clubs of Australia. Rules of the event have been drawn up and ratified at a second meeting of the committee.

Ansett-ANA officials and Aero Clubs have already reported many inquiries by private pilots. The Royal Victorian Aero Club has allocated 14 aircraft for participation in the race and it is expected that all of them will be hired. One particularly interesting aspect is that the Porterfield flown by Mr Ansett in 1936, now owned in Queensland, may again be a starter.

NEW HAWKER-DH FACILITIES AT BANKSTOWN

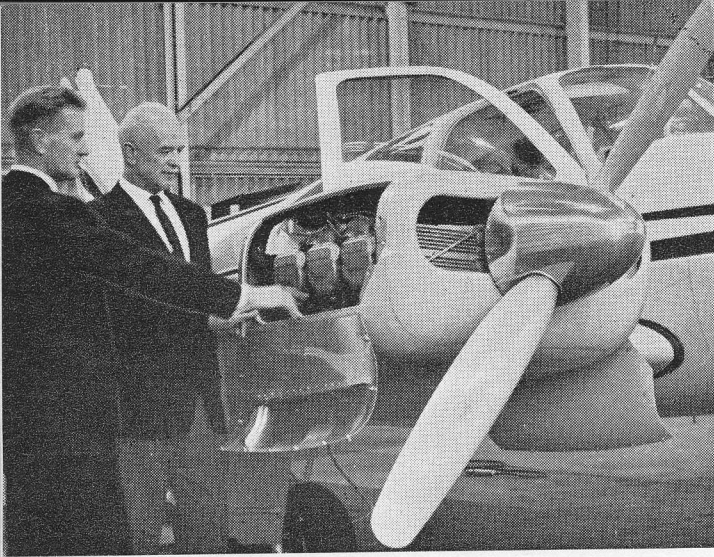
HAWKER de Havilland Australia Pty. Ltd. are now conducting all light aircraft sales and servicing activities for Hawker de Havilland and Beech from Hangar 14 on the northern side of Bankstown Airport — the hangar previously occupied by Fairey Aviation Australasia Pty. Ltd. Increasing activity in both civil and military aviation has resulted in an expansion of radio, electronics, instrument and system overhaul departments at Hawker de Havillands and a shortage of space on the Milperra Rd. side of the aerodrome.

The move to the northern side of the aerodrome was also undoubtedly influenced by the comparative isolation of the Milperra Rd. premises, which is desirable from a military point of view, but most undesirable in the highly competitive field of general aircraft sales.

Hangar 14 has now been completely refitted and equipped as a modern light aircraft sales, servicing and spares centre. The General Aviation Division of Hangar 14 is managed by well known DH personality, Mr Tas Dalton, who is assisted by Mr Bob Rawley as administration officer and accountant. The aircraft sales department is managed by Mr Eric Morris assisted by Mr Barrie Souter and Mr Tony Paull. Others well known DH personalities associated with the new facilities at Hangar 14 are Mr Bill Hales, manager of the spare parts department, who



HAWKER DH GENERAL AVIATION EXECUTIVES — Heading the new set-up at Hangar 14 are from left: "Tas" Dalton, manager of General Aviation Activities; Bill Hales, Spares department manager, now visiting the UK; Jack Mounstephen, servicing superintendent; Jack Wareing, Spares Dept. superintendent; and Jim Edler, in charge of stores.



Brian McCook (left), chief pilot of Territory Airlines, and Brian "Blackjack" Walker, former DH test pilot now on the Sales Staff, study the Continental powerplant of the new Beech Baron which Territory Airlines has just bought.

is presently overseas on a spares provisioning tour, Mr Jack Wareing, spares superintendent, and Mr Jim Edler, stores supervisor. Mr Jack Mountstephen is the servicing superintendent, assisted by Messrs John Ashton and Harry Broe.

The Hawker-DH move to the northern side of Bankstown aerodrome has been hailed as a most progressive one and will undoubtedly bring their general aviation department into much closer contact with both the industry and the flying public.

Hawker de Havilland's report that sales of private and executive Beech aircraft are on the increase and that, now the Musketeer has been cleared for aerobatics, they hope to capture an increasing share of aero club and flying school orders for this type of aircraft. Spares support for the large number of Beechcrafts now appearing on the Australian register is becoming a heavy commitment.

Sales of the de Havilland agricultural Beaver still continue and a large order for twelve of these aircraft was recently placed by Aerial Agriculture Pty. Ltd. of Bankstown. This new fleet of Beavers will be used to replace the existing fleet of miscellaneous agricultural aircraft operated by Super Spread Ltd. of Moorabbin and Robby's Aircraft of Parafield. Both of these companies have been taken over by Aerial Agriculture, and are now subsidiaries. These aircraft will be delivered in two batches of six; delivery of the first batch will be completed in January and the second batch in March.

ROYAL AERO CLUB OF NSW PROGRESS

THE Royal Aero Club of New South Wales annual report and balance sheet for the year ending June



Ian Wilson, Ian A. Wilson Pty. Ltd., Queensland (left), Ron Finn, StolAir, Papua/New Guinea, and Max Herman, Aeroservice Pty. Ltd., Queensland, were among the many operators attending the ACFO annual conference at Sydney.

30, 1963, discloses that the club made a profit of £301 on the year's operation and that this was the seventh consecutive year the club has operated profitably. The president, Mr G. A. Lloyd, stated in his report that abnormal weather conditions and the appalling record of unservicability of the aerodrome at Bankstown during the second half of the year under review restricted flying activities and had a major effect for the worse on members' use of the clubhouse and other facilities.

With an all-weather runway at Bankstown scheduled for completion about the end of the first quarter of 1964 the club's activities will be less subject to restriction during the periods of wet weather. The first stage of the necessary work has commenced, but no real benefit can be expected to affect the current year's trading and, indeed, it may be adversely affected as work progresses.

Club membership during the year under review increased from 1110 to 1187. Since June 30 there had been a further increase in membership to 1234, the highest level in the history of the club.

Despite the long periods of wet weather the club flew 12,737 hours during the year, an increase over last year of 2398 hours. Improved weather since the close of the financial year had permitted the club to fly better average monthly hours for the first four months of this year than those achieved last year. Licences gained by club members increased from 77 in the previous financial year to 106.

During the year the club's fleet of Cherokee aircraft was increased from two to five; the utilisation of the remaining Chipmunks in the fleet continued to be satisfactory, but Mr Lloyd suggested in the report that the incoming committee and future committees should look to the day when this type of aircraft must be replaced with more modern equipment. This section of the club's fleet is now old by any standard.

At the end of June the club's fleet comprised the following aircraft; four Chipmunks, five Piper Cherokees, one Piper Comanche, one Cessna 310, one Cessna 172 and one Victa Airtourer 115.

With reference to the Airline Pilots' Training Scheme Mr Lloyd stated that the last planned course was now in progress and due to graduate early next year. The committee of the Royal Aero Club of NSW through the Royal Federation of Aero Clubs of Australia was currently discussing future plans for this or another type of training scheme which would enable the club's instrument flying school to continue.

ACFO'S INCREASED ACTIVITY

THE president, Mr Robey, said in his annual report that the past year had been a most successful one for ACFO. There had been a significant increase in membership; the New South Wales State branch had been established and ACFO activity had increased in many different fields. Mr Robey said the association had consolidated its position and become firmly established in aviation circles as the leading association representing the General Aviation industry in Australia.

The report also referred to the very successful Symposiums jointly sponsored by ACFO and DCA in both the Queensland and NSW Regions, ACFO participation in the conduct of the Commonwealth Flying Scholarship Scheme and ACFO representation on the Training and Advisory Committee.

Mr Robey stated that in the field of charter operations the State branches of ACFO had been able to assist individual operators in a number of ways including the standardisation of rates and standards of service, etc. Details are at present being worked out regarding an exchange plan of aircraft and pilots which will enable member operators with a surplus of aircraft and crews to make them available to other members at a special fixed scale of charges.

In submitting a draft proposal for an amended Constitution the president stated that "ACFO was outgrowing its childhood, and as the Association expands problems are being experienced that were not foreseen in the beginning. ACFO is developing into an important and influential association which represents wide fields of interest and the original Articles of Association are not entirely suitable for the requirements of the new adult association which is emerging from the formative period through which we have now passed."

After considerable discussion regarding the new Constitution the meeting voted to leave the final ratification of it to the Federal Executive.

Under the new Constitution the Federal Council of ACFO will consist of representatives nominated by each State branch. Because of this projected change an election of office bearers for the coming year did not take place and it was agreed that the present executive would continue in office until the necessary formalities to change the Constitution had been completed and the elections in the State branches had taken place. END.