

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

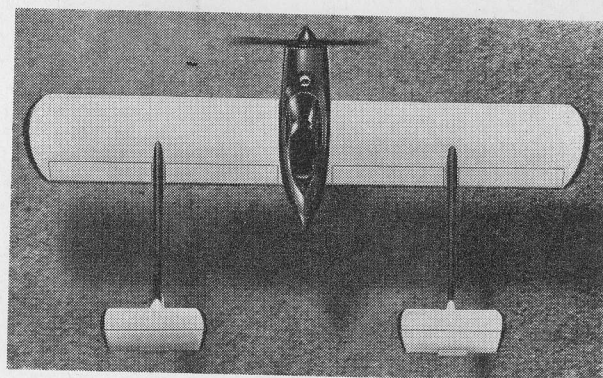
## BUSINESS AND PRIVATE AVIATION

# 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.