

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.

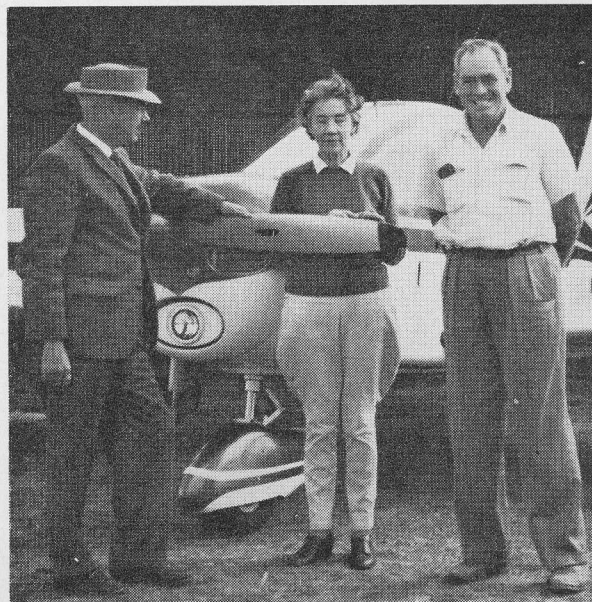
Aerial Agriculture Pty. Ltd. recently placed an order for 24 additional Beaver agricultural aircraft, 12 of which have been delivered to date.

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.

