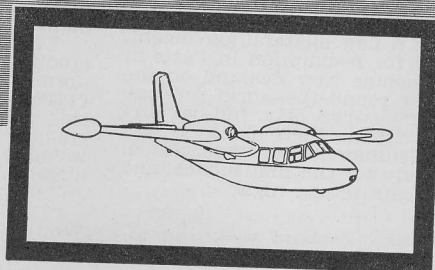


a new
shape
in the
sky



PIAGGIO P.166

EXECUTIVE, P.166

205 *m.p.h.* luxury travel for up to seven passengers. Quiet, vibration-free, panoramic flight with walk-about comfort in an aircraft fitted with cloakroom facilities, buffet and bar.

GENERAL UTILITY OR FREIGHTER, P.166

440 *cubic feet* cargo capacity with quick and easy conversion from a passenger configuration to freight transport or other roles. Fitted with wide double freight doors, the loading and unloading of bulky cargo or stretcher cases is a simple ground level operation. Full dual control for pilot training.

AIRLINE TRANSPORT FEEDERLINER, P.166

Nine passengers and over 300 lb. of luggage can be carried on 650-mile stage lengths in airline comfort.

AERIAL SURVEY, P.166

27,000 *feet service ceiling*. Adapted for use with twin Zeiss cameras and observer sight, or alternatively, Wilde RC-5A camera interchanging with types RC-8 and RC-9. Excellent all-round vision and a blister, permitting easy and continuous downward observation.

NEW GUINEA REPORT

The P.166 operated by Papuan Air Transport — VH-PAP — has to date completed over 800 hours of trouble-free airline service under the most arduous flying conditions to be experienced within the Commonwealth.

In the quarterly period ending March this year, VH-PAP carried:

1,339 passengers
469,257 lb. freight
2,170 lb. mail

The second PATAIR P.166 — VH-PAU — will be delivered at Port Moresby during the first week in June, 1960.

Sales and Service backing in Australasia and South-East Asia is by:

THE BRISTOL AEROPLANE COMPANY (AUSTRALIA) PTY. LIMITED

414 COLLINS ST., MELBOURNE, VICTORIA. SHORT ST., BANKSTOWN, NEW SOUTH WALES

DEAD END VALLEY

WAY IN AND OUT



The P.166 at Tapini. Operational difficulties illustrated here are fairly typical of the outlying parts in the New Guinea/Papua region. On this one-way 12 in 1 gradient strip the procedure is to take-off downhill and turn 90 deg. right to get out. Landing is made uphill.

Patair Proves The Piaggio

It is just over six months since Papuan Air Transport introduced the interesting Piaggio P.166 into operations in New Guinea. This note contains some comment on performance to date, together with some general remarks, on recent Piaggio P.166 developments.

THE first Italian aircraft to appear on the Australian Civil Register, VH-PAP, has been closely watched by potential buyers since it started operations in New Guinea with Papuan Air Transport. Any doubts as to the ability of the P.166 to operate under the arduous conditions obtaining in New Guinea have been quickly dispersed, as the record of serviceability and spares consumption over 800 flying hours is quite exceptional. Mr C. Jackson, managing director of Patair, gave the impression of being unduly optimistic before operations began, as New Guinea is probably one of the world's hardest proving grounds for a new type of aircraft. However, over six months' operation, his enthusiasm has increased rather than abated, and his second P.166 should now be in service.

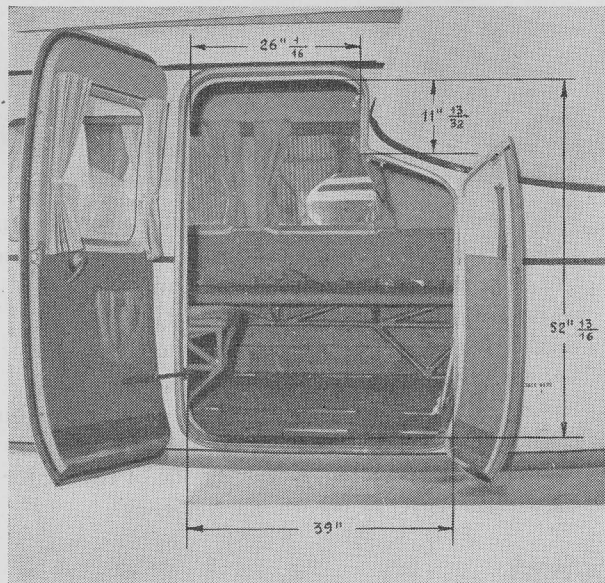
The aircraft has been operating from Port Moresby on passenger/freight operations to Tapini, Waitape, Medang, Berina, Aroa and other outlying parts in Papua. Tapini is 4000 ft. above sea level, and has a strip length of just over 2000 ft. with a 12 in 1 gradient. Operations are

restricted to one way so that it is possible to have both slope and wind factors against the takeoff.

Freight loads carried include materials for hand construction (timbers up to 12 ft. in length), 44 gall. oil drums, refrigerators, dismantled tractors, etc. Loading and unloading of freight presents no problem as the door sills are very low to the ground. The second aircraft is fitted with a large freight door. (See picture.) In the passenger role, up to nine are carried together with baggage and subsidiary freight.

Patair pilots claim that the P.166 is a delight to handle and that the excellent cockpit visibility, together with the aircraft's manoeuvrability, greatly reduce the pilot's load during bad flying weather. The tricycle undercarriage has proved to be of great advantage in

(Continued overleaf)



ABOVE: The special freight door as fitted to VH-PAU, Patair's second P.166, is also a feature of the ambulance version to facilitate loading and unloading of stretcher cases. **RIGHT:** These drawings show assorted P.166 configurations.

