



Australians In London, as seen by Chris Wren, who writes: "In this drawing Lew Ambrose is dealing with the BOAC-Air India-Qantas tripartite agreement now coming into active being. I have also included Julia Bradbury who, although not Australian, has been with Qantas for 12 years and is such an asset to them in London that she just had to be included."

the turboprop Grumman Gulfstream. At present Associated are using a Fokker Friendship, leased for one year from Trans-Australia Airlines. The lease is reported to include the right to buy this aircraft if so desired.

VISIT BY DH.121 TEAM

COINCIDENT with the announcement from London that the Aircraft Manufacturing Company (Airco) is to be dissolved and the manufacture of the DH.121 airliner is to revert completely to the original designers of the aircraft, de Havilland Aircraft Co. Ltd., that company has launched a preliminary sales research campaign aimed particularly at Australia, New Zealand and the United States. Both Australia and New Zealand were visited last month by DH's technical sales manager from Hatfield, Mr Peter Hall, and the company's senior systems engineer, Mr John Wilson, who had exploratory



Sir Roy Dobson (right), vice-chairman and managing director of the Hawker Siddeley Group, paid a visit to the de Havilland Aircraft factory at Hatfield recently to view DH.121 progress. He is seen here with (L-R): Sir Aubrey Burke, chairman and managing director, de Havilland; A. S. Kennedy, director; S. R. Rudge, deputy production manager.

talks with DCA and NZ's CAB, Qantas, TEAL, Trans-Australia Airlines and Ansett-ANA. They stressed their belief that the Series 1 DH.121 would be ideal for Australian operation and were well received. They left Australia on June 25 on their way to the United States for talks with the authorities and the airlines there.

The decision to gradually wind up Airco solves a complication that has arisen following the bigger mergers of last year. In this company DH had a 67½% interest, Hunting 22½% and Fairey 10%. The difficulties of this combination were evident in the fact that DH has now merged with the Hawker Siddeley Group, though retaining its individuality; Hunting is in the British Aircraft Corporation, and Fairey Aviation is now part of the Westland Group. AIRCRAFT understands that plans have been made for Airco to produce the first five DH.121s, to prevent any production schedule upsets, but that the sixth of the new jets will be entirely DH produced and that DH will be in complete control of the project from then on.

MODIFIED DROVER HANDED OVER TO RFDS

AT a special ceremony at Bankstown Aerodrome on Saturday, June 4, the Governor-General, His Excellency Viscount Dunrossil, as Federal Patron of the Royal Flying Doctor Service, accepted delivery of the first re-engined de Havilland Drover from the general manager, Mr Rollo Kingsford-Smith, of de Havilland Aircraft, Mr Rollo Kingsford-Smith. Among the distinguished guests at the ceremony were the federal president of the Royal Flying Doctor Service, Dr G. Bell and Mrs Bell, the deputy-chairman of de Havilland Aircraft, Major Hereward de Havilland and Mrs de Havilland, Mr W. Matthews, president of the New South Wales Section and Mrs Matthews, Dr P. A. Earnshaw, Queensland Section president, Dr George Simpson, hon. secretary of the Royal Flying Doctor Service Federal Council, and members of the NSW Council. The re-engined Drover is the first of six from NSW and Queensland to be progressively modified during the next 18 months.

The federal president of the Royal Flying Doctor Service, Dr G. Bell, referred in his address to the long and valuable association between de Havilland's and the Royal Flying Doctor Service. He stated that de Havilland's had always done their best to meet the special problems associated with aircraft required by the RFDS and in the modified Drover those present saw their latest contribution to the national work being undertaken by the Service.

Mr Rollo Kingsford-Smith said that in designing the



Captain Vic Cover, chief pilot of the Royal Flying Doctor Service, Broken Hill Base, taxis out for takeoff in the first Drover Mk.3 at Bankstown after the official handover.

Drover, de Havilland's gave priority to the requirements of the Flying Doctor organisation so that it would meet their specific needs for air ambulance work. The first Flying Doctor Drover was delivered in 1950 and, since then, Drovers have flown hundreds of thousands of miles on mercy missions. At the time the Drover was designed it was fitted with the pre-war Gipsy engine which is now not powerful enough to meet current day flying requirements. At the request of the NSW section of the RFDS de Havilland's began three years ago to investigate the possibility of installing newer, more powerful engines. After a world-wide search, the Lycoming was selected together with a new type propeller which jointly gives an increase in available power of nearly 40%. The Lycoming engine incorporates all the refinements of postwar design and offers greatly increased safety, speed, flying comfort and range.

Powered by three new Lycoming O-360A1A engines each developing 180 hp the Drover Mk.3 cruises at 140 mph and has a maximum rate of climb of 1040 ft./min. The Mk.3 is fitted with Hartzell constant speed and feathering propellers and has a considerably improved engine-out performance. A flight assessment of the Drover Mk.3 will appear in an early issue.

THE PARACHUTE CHAMPIONSHIPS

AUSTRALIA'S first national parachute championships were held in Victoria on June 12-13 at Pakenham East near Berwick. Over 6000 people watched 16 competitors from the four clubs competing — Queensland Parachute Club, Camden School of Parachuting (NSW), Newcastle Qualified Parachutists Club (NSW) and the Victorian Parachute School.

Competitors jumped from a Fairchild Argus owned by Mr Murray Myers and from a Cessna flown by Mr Dusty Bartlett, an experienced cropduster and former RAAF pilot. F/L Ted Sunderland, RAAF, was in charge of judging.

The title of Australian champion parachutist was won



Miss Peggy Tellick, of British Nylon Spinners (Aust.) Pty. Ltd., with Newcastle parachutists admiring the BNS (A) trophies. The silver cup was for the Championship Team and the tray for the best individual jump. Both trophies went to Newcastle Qualified Parachutists, the individual trophy going to Alan McDonald (white suit, holding cup).

by Alan McDonald of the Newcastle Qualified Parachutists Club. The teams award went to Alan McDonald and Tom Nichols who jumped as 'B' team, Newcastle Qualified Parachutists Club. Trophies, donated by British Nylon Spinners (Australia) Pty. Ltd., were presented by Miss Peggy Tellick.

The meeting was organised by the Victorian Parachute School in conjunction with the Mordialloc Sub-Branch RSL and the Royal Victorian Aero Club whose members staged an air program. Co-managers and parachuting instructors of the Victorian Flying School are two former CMF Commandos, Graeme Grigg and Keith Bulleid. They are both qualified Army parachutists and have each logged over 80 jumps. Only eight of their jumps have been Army-style static-line jumps. The remainder have all been free-fall jumps.

Mr Grigg said that the two NSW clubs and the Queensland club had each been in existence for at least two years. The Victorian club was founded nine months ago. The four Australian clubs had 120 active members.

Mr Grigg said that the objects of the sport were to teach people, both men and women, the art of parachuting and secondly, after they had become qualified parachutists, to learn "sky-diving" which involved control of the body in the execution of briefed manoeuvres in free flight before the parachute was opened. Additionally, the aim in all competition jumping was to land on, or as close as possible, to the X-target in the dropping-zone. A skilled parachutist, in free-fall before pulling his ripcord, could effectively control his heading and his body attitude by using his hands, arms and legs as control surfaces. "In many club events," Mr Grigg said, "the opening of the canopy is merely the end — not the beginning — of the exercise."

In competition jumping, ground observers with binoculars and stop watches judged the performances of competitors. Points were awarded for style and deducted for inadvertent rolls, spins, turns, loss of stabilisation and heading and the distance landed from the aiming point in the dropping zone.

Mr Grigg said that parachutists jumped with two parachutes — a 28-ft. diameter canopy back-pack which allowed a descent of approximately 15 mph and a chest-type reserve pack with a 24-ft. diameter canopy and a slightly faster descent speed. A stop watch and an altimeter were carried on the reserve chute to enable precision jumping and manoeuvres to be carried out and also as a safety check for parachute opening. Competitors packed their own parachutes which cost about £225 for a set of one main and one reserve pack. Crash-helmets were also worn. British and American harness specifically developed for 'sky-diving' was used instead of service-type harness.

Although jumps were usually made at altitudes between 3000 and 5000 ft., they could be made from higher altitudes. Under the operating conditions laid down by the Department of Civil Aviation parachute canopies had to be fully opened and fully developed by not lower than 2000 ft.

Mr Grigg said that 10 jumps qualified a member to wear club parachutist wings. A trainee had to complete at least five static-line, automatic-opening jumps before starting free-fall jumps. The most experienced parachutists in the Australian sport were those with prior service training. Membership of the Newcastle Qualified Parachutists Club was limited to serving Army and RAAF members who were service-trained qualified parachutists. Some of the most experienced Australian parachutists had logged up to 180 jumps. Although entries in parachutists' logs necessarily recorded time by seconds instead of hours, jumps could cost up to £4/10/- each. The Victorian Parachute School, which operated on a non-profit basis, paid its way with demonstration jumping at air pageants and other public occasions. Victorian members had jumped at Mount Gambier, Warrnambool and Launceston, Tasmania, as well as at many Victorian country centres.

Results of the Australian championship at Pakenham East (subject to confirmation): AUSTRALIAN CHAMPIONSHIP PARACHUTE TEAM: 1, Newcastle Qualified Parachutists Club, B Team, Alan McDonald-Tom Nichols, (winners of the British Nylon Spinners (Aust.) Pty. Ltd. Championship Cup); 2, Newcastle Qualified Parachutists Club, A Team, John Philip-Noel Coots; 3, Camden School of Parachuting, A team, Bob Milligan-Andy Ketch. AUSTRALIAN CHAMPIONSHIP: Alan McDonald, Newcastle Qualified Parachutists Club, (winner of the British Nylon Spinners (Aust.) Pty. Ltd. individual Australian champion trophy tray).

Miss Tellick, who presented the BNS (A) trophies, told AIRCRAFT that the Royal Air Force now used all-nylon GQ parachutes for life saving, supply dropping, the recovery of RATO units and for aircraft braking. The brake parachutes ranged in size from 7 ft. 6 in. for the Folland Gnat lightweight fighter to a 45-ft. chute fitted to the Handley Page Victor.

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