

in-flight with air niugini



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THE NATIONAL AIRLINE OF PAPUA NEW GUINEA

Travelodge Port Moresby



Port Moresby, the Nation's bustling capital, now boasts a spectacular new Travelodge tri-arc hotel on a superb hillside location in the middle of the city. This 180 room property, now open for business, offers guests panoramic views of the magnificent



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For further information write to the general manager, Travelodge, PO Box 3661, Port Moresby, Papua New Guinea. Phone: 21 2266 Telex: NE22248

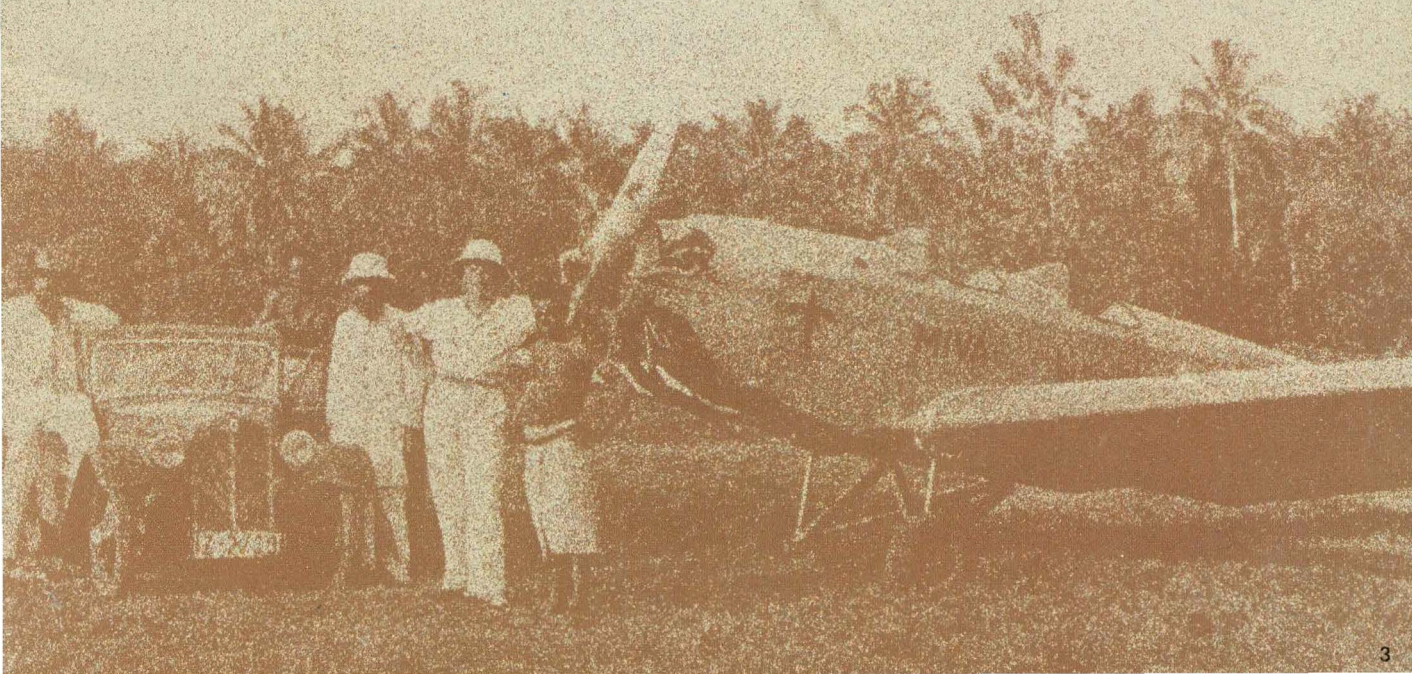
Travelodge

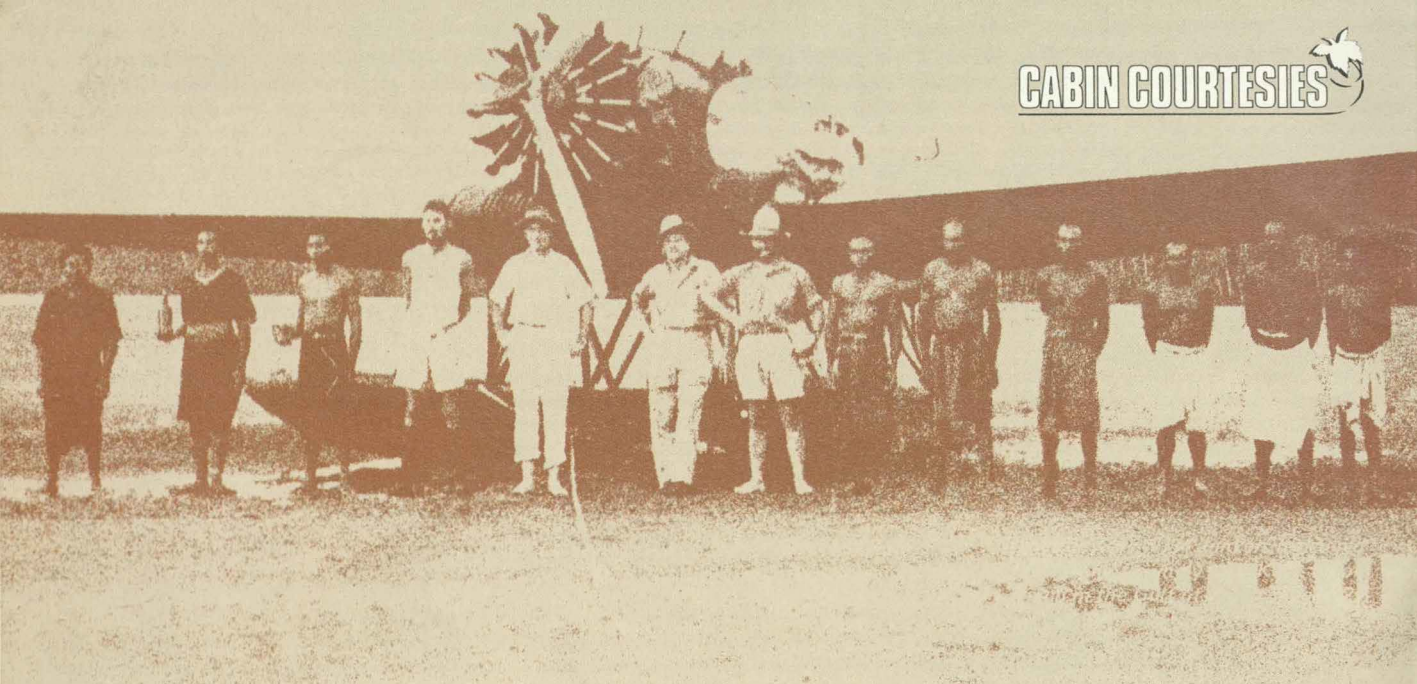
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Welcome aboard

When Papua New Guinea's economy was learning to walk it soon became obvious that it would have to fly. That was back in the gold rush days of the twenties. In 1927 Air Niugini's ancestors took to the air. No more did hardy miners have to slog it out over the mountains from Salamaua on the coast to the goldfields at Wau. Soon those early pioneers of Papua New Guinea skies were setting never-to-be beaten records. There's more about our nation's aviation epic on pages 11 to 13. But in the years since those wing and a prayer days Papua New Guinea has achieved a record of air safety and effectiveness of which we are proud. We are proud, too, that you are aboard. Make yourself at home and relax in the knowledge that behind the charm of our stewardesses is a wealth of expertise and technology which ensures that our Birds of Paradise, on international or domestic routes, live up to the name they have earned. This booklet is designed to tell you about Air Niugini, the services we have to offer on board and on the ground, and the young nation we serve. If you can think of anything we've forgotten in the way of service please do not hesitate to let us know. It may only have been November 1, 1973, when Air Niugini's colours took to the air, but really we have been around for half a century — and in that time we have learned many ways to please you and make your flight safe and comfortable. Welcome aboard our Bird of Paradise.—*Your Captain.*





Aboard your Bird of Paradise

Now that you are aboard your Bird of Paradise and your hand luggage is stored either in the overhead locker or beneath the seat, settle back, do up your seat belt and let Air Niugini do the rest.

- You'll notice our cabin crew are kept right on their toes in the minutes before take-off, so, if you have any special requests which might take time to fulfil, please make them after we are up and away.

After take-off you can adjust the back of your seat to a comfortable position by depressing the button in your armrest. Also fitted to the armrest is a music control socket. Our cabin crew will supply you with a set of headphones which will be collected at the end of the flight. A leaflet will tell you the details of our present entertainment programme. By the way, as long as you are in your seat during the flight, we suggest you keep your seat belt comfortably fastened. Our flight crew can usually spot the bumpier patches but sometimes that clear-air turbulence just can't be picked.

- Above your head is a call button, a reading lamp and an adjustable fresh air ventilator. The sunshade at the window will shield you from excessive glare. In the back of the seat in front of you is a fold down table and in the pocket below you will find a card advising you of safety features of the aircraft and emergency procedures. We would appreciate it if you would take time to read this card carefully.
- Before boarding the aircraft, you will have been asked if you prefer to sit in a non-smoking area. If you are a smoker we would ask you to smoke only when seated. The ashtray is in the arm of the seat beside you. Smoking is not permitted in the toilets, in the aisles or when the no smoking light is on. Take care when lighting your reservoir type lighter as it may leak as a result of pressure changes. Because of a reduction in pressure at

high altitude, your gas lighter will produce a bigger flame than at sea level.

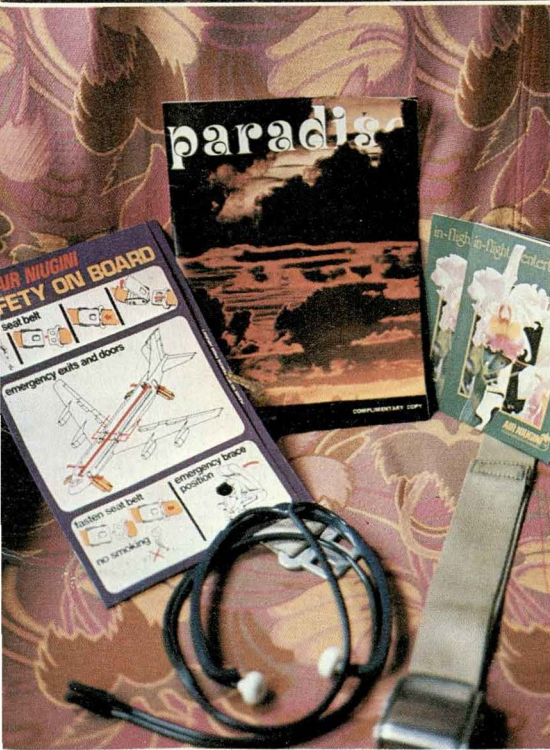
- Our stewards and stewardesses are at your service. Please feel free to call them at any time.
- Air Niugini is proud of the reputation it has earned for its in-flight cuisine. Anyone who, for reasons of health, philosophy or religion, finds our menu inappropriate, may request in-flight food which suits their taste. However such requests must be made when making a reservation.
- Feeding and caring for baby is easy. The baby foods you require should be requested when making your booking. On board we carry safety pins, disposable nappies, cotton wool, talcum powder, blankets, comforters, feeding bottles and a variety of baby foods.
- Toilets for first class passengers are forward of the first class cabin and, for economy passengers, at the rear of the aircraft. Complimentary toilet items are provided.
- Current magazines, playing cards, games and puzzles, writing paper and envelopes are available on request.
- Perfumes and cigarettes are available for sale, duty free, but sometimes quantities may be limited because of weight restrictions.
- You may order a drink from our bar at almost any time during the flight.

IMPORTANT

Should you break your journey for more than 72 hours at any of our destinations it is essential that you reconfirm your onward or return reservation. What you have to do is:

- Contact our reservations office in the city from which your flight departs;
- State your definite intention to make use of your reservations and give your local telephone number and contact address.

Failure to reconfirm will result in the cancellation of your reservation.





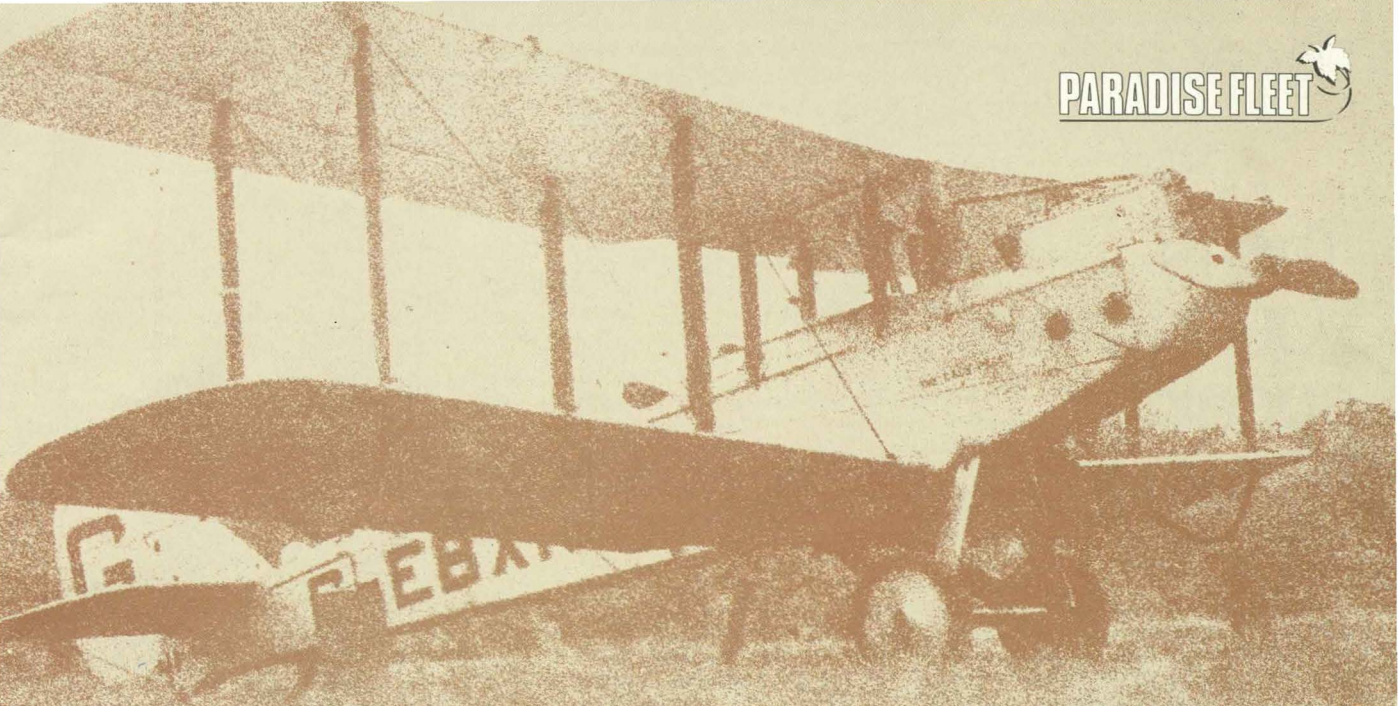
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AVDEV



Our Birds of Paradise

Our biggest Bird of Paradise is a Boeing 707 – 338c jetliner fitted with 119 economy and 20 first class seats. It cruises at 890 kmh (550 mph) at altitudes up to 12,800m (42,000 ft). Each of its four Pratt and Whitney JT 3D-3B engines delivers a thrust of 80 kN (18,000 lbs) burning 6,800 litres (1,797 US gals) of fuel per hour. The aircraft has an overall length of 46.58m (152 ft 10 in) and a wingspan of 44.43m (145 ft 9 in). From the top of the tail to the ground is 12.95m (42 ft 6 in). The maximum take-off weight is 152,500 kg (336,000 lbs) including a cargo load of seven tonnes. Our big Birds of Paradise have Inertial Navigational Systems (INS). A produce of space technology, the INS is the same navigational instrument that assured pinpoint landings of the Lunar modules and the Venus and Mars probes. Using

engine at sea level; maximum take-off weight: 28,125 kg (62,000 lb); cruising speed: 612 kmh (Mach. 75); cruise altitude: up to 9,144m (30,000 ft); passengers: up to 60.



FOKKER F.27 FRIENDSHIP

Wingspan: 29m (95ft 1.8in); overall length: 25.06m (82.25 ft); overall height: 8.71m (28.73ft); fuselage width: 2.55m (8ft 4.5in) inside cabin; engines: two Rolls-Royce Dart Mk532-7 turbines with Rotol four blade constant speed propellers; shaft horse power at take off, up to 1990; cruise speed 220 kts at 6,100m (20,000ft); passengers: 40.



the departure point as a reference, the INS can accurately pinpoint any position on the globe at any time during flight.

FOKKER F.28 FELLOWSHIP MARK 1000

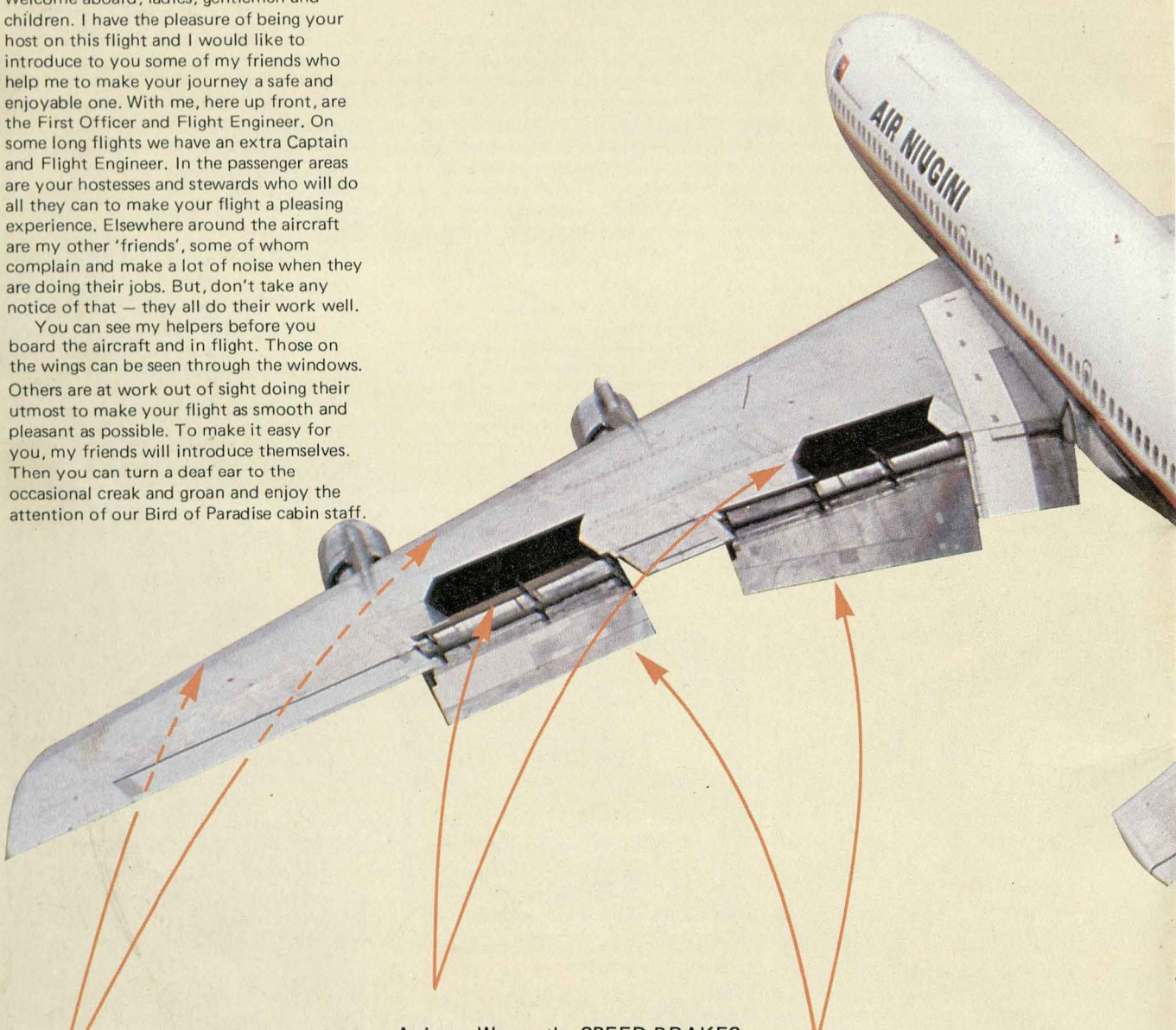
Wingspan: 23.58m (77ft 4.2in); overall length: 27.40m (89ft 10.7in); overall height: 8.47m (27ft 9.5in); fuselage length: 24.55m (80ft 6.5in); fuselage diameter: 3.30m (10ft 9.9in); engines: two Rolls-Royce Spey Junior Mk 555-15 turbojet by-pass; thrust: 4468 kg (9850 lbs) each



This is your captain speaking

Welcome aboard, ladies, gentlemen and children. I have the pleasure of being your host on this flight and I would like to introduce to you some of my friends who help me to make your journey a safe and enjoyable one. With me, here up front, are the First Officer and Flight Engineer. On some long flights we have an extra Captain and Flight Engineer. In the passenger areas are your hostesses and stewards who will do all they can to make your flight a pleasing experience. Elsewhere around the aircraft are my other 'friends', some of whom complain and make a lot of noise when they are doing their jobs. But, don't take any notice of that — they all do their work well.

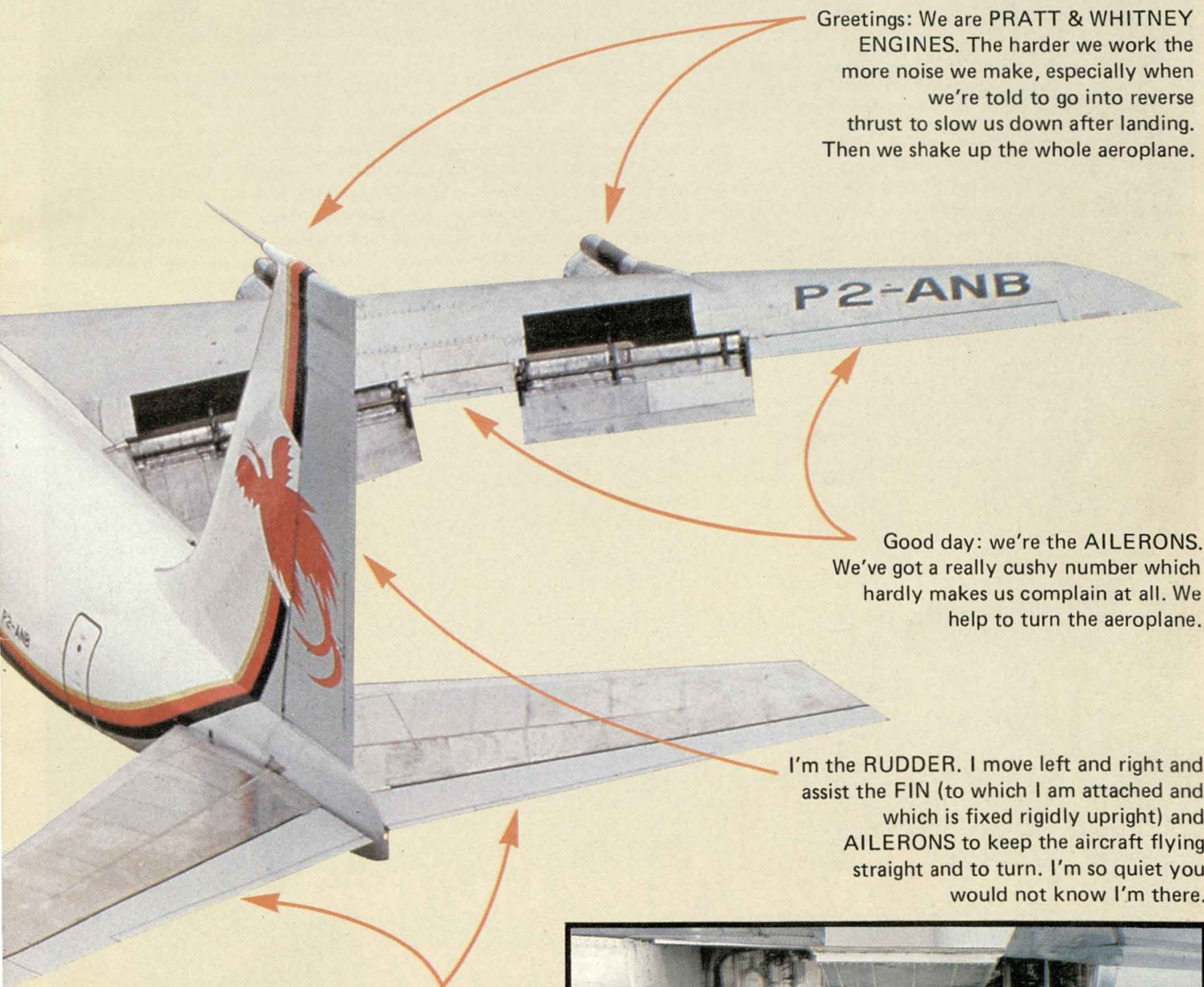
You can see my helpers before you board the aircraft and in flight. Those on the wings can be seen through the windows. Others are at work out of sight doing their utmost to make your flight as smooth and pleasant as possible. To make it easy for you, my friends will introduce themselves. Then you can turn a deaf ear to the occasional creak and groan and enjoy the attention of our Bird of Paradise cabin staff.



Hi: We're the **LEADING EDGE FLAPS**. We don't have a lot of work to do but we grumble a bit when we're called upon. We have to move about a bit on take off and landing.

Apinun: We are the **SPEED BRAKES** and our job is to co-operate with the **AILERONS** to make the aeroplane turn. We also help to reduce airspeed quickly. That's when the going gets really hard for us. It's not easy with all that air rushing past. We rattle plenty and make the aeroplane shake a bit.

Pleased to meet you: We are the **FLAPS** and we work in harmony with the leading edge flaps and help the aeroplane to fly slowly. We move in and out of the wing for take-off and landing. We vibrate a bit and make some noise.



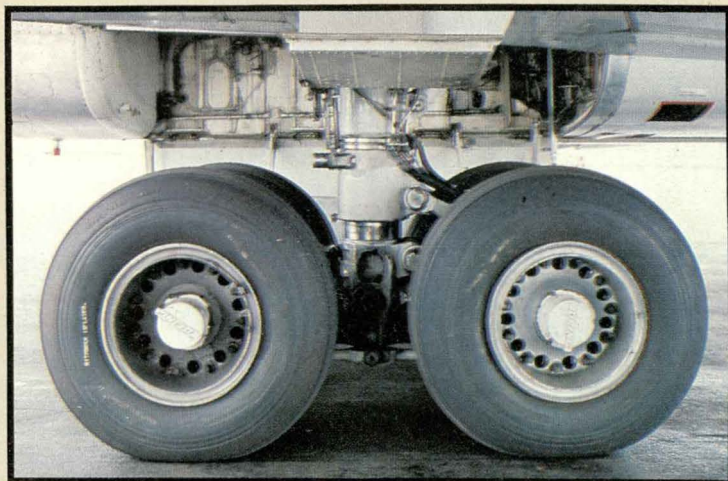
Greetings: We are PRATT & WHITNEY ENGINES. The harder we work the more noise we make, especially when we're told to go into reverse thrust to slow us down after landing. Then we shake up the whole aeroplane.

Good day: we're the AILERONS. We've got a really cushy number which hardly makes us complain at all. We help to turn the aeroplane.

I'm the RUDDER. I move left and right and assist the FIN (to which I am attached and which is fixed rigidly upright) and AILERONS to keep the aircraft flying straight and to turn. I'm so quiet you would not know I'm there.

We're the ELEVATORS. As the name suggests, we raise or lower the nose. I'm quiet when I work, but you can sure feel me — especially when the aircraft lifts its nose off the ground at take-off.

Hello there: We're the LANDING WHEELS. We spend most of our time in the air tucked up under the aircraft like a pair of bird's feet. After take-off, when we are pulled up, and before landing, when we are let down, we make a fine old racket, 'clunking' and 'banging'.





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Telephone: 25 3499, 25 3330, 25 3440

Sixty years of flight

Aviation in Papua New Guinea got off to several false starts. Count Zeppelin was talking in 1913 of introducing balloons but the First World War put an end to that plan. Then, in 1914, two aircraft — a BE2A from the Australian Army's Central Flying School and a Farman flying boat — were shipped from Australia in crates. But that project didn't get off the ground either. Neither aircraft ever flew and both were returned to Australia in their original crates. In 1916 a Swedish scientist wanted to use an aircraft for survey work in Papua but the administrator turned him down. Then a couple of missionaries joined the French air force to learn to fly so that they could put their skills to evangelical use in PNG after the war. One got killed; the other, who did get back to Papua, never flew again.

All this was barely an auspicious start for an island which, for a short period in the thirties, was to lead the world in aviation development and freight carried.

The honour of the first flight in Papua New Guinea fell to Captain Andrew Lang. First commander of the Australian Flying Corps No. 4 Squadron, he took a Curtiss Seagull seaplane, American-made, up over Port Moresby for a half-hour jaunt on August 5, 1922. The Seagull was later used, along with others, in exploration work by a team led by Australian explorer and photographer Captain Frank Hurley.

It was not until September 1926 that the first flight from Australia to Papua New Guinea was made. It is difficult to visualise today the ordeal of Group Captain Richard Williams, his co-pilot, Flight Lieutenant I.E. McIntyre, and engineer, Flight Sergeant Les Tryst. Setting off from Point Cook, Victoria, in a De Havilland 50A on September 25, they hopped up the Australian coast, crossed to PNG via Thursday Island, and landed at Daru and Yule Island before reaching Port Moresby. But that was not their final goal. They pressed on to Samarai, Morobe, Lindenhafen, Rabaul, Nissan and Kieta, before crossing into the then British Solomon Islands Protectorate where, via the Shortlands and Gizo, they eventually made it to the old capital of Tulagi.

There they made an engine change and headed back to Point Cook. The round trip took 127 flying hours. In that time today a traveller could fly from Port Moresby to London and back twice and get to London again.

With the discovery of gold in the mountains inland from Salamaua in Morobe

Province in the mid-twenties, it was not long before thoughts turned skywards in the search for a substitute for the hard-working but expensive to maintain carrier lines moving supplies from coast to diggings.

Cecil J. Levien became the catalyst in the spectacular aviation developments of the next few years. A director of Guinea Gold No Liability, Adelaide, the largest airline mining company operating in Papua New Guinea, Levien got Guinea Airways off the ground with a DH37 in April 1927 with the help of Pard Mustar, a name still remembered in PNG aviation circles.

Hard on Guinea Airways' heels but experiencing the bad luck which was to dog him indefinitely was 'Battling' Ray Parer who shipped a DH4 to Rabaul (as Mustar had shipped the DH37) for assembly and flight to Lae. The DH4 crashed on its first test flight but eventually, with help from all directions, it was ready and able to make the flight to Lae.

For a while Parer had a trouble-free period but then his luck broke again. He never became a serious rival for Guinea Airways.

Other names were becoming household words — Lexius Berlington (better known as Berlington Bertie), A.W.D. Mullins, Skip Mooday, I.H. Grabowsky — and new aircraft were rapidly making their marks, some devastatingly, some successfully. Among the latter were the German-Swedish Junkers. All-metal aircraft, the Junkers were just what the goldminers ordered: they were designed for massive airlift operations. Mustar spotted the advantages they offered and began with a W34. It cost £8000 but he knew that with a payload of around a ton it was good buying.

In 1928, only the second year of commercial operations in PNG, more cargo by weight was lifted than in any other country in the world. The comparison is a little unfair — there were no roads in PNG to allow a siphoning off of freight — but nevertheless the PNG performance was impressive.

Then someone conceived the idea of flying 3000-ton dredges into the goldfields. British and American manufacturers laughed at Mustar when he asked them for an aircraft to do the job. But Junkers had the answer in the G31. Was Mustar ready to pay £30,000? He certainly was. The G31 had three engines and was capable of lifting three tons.

The first G31 flew into Bulolo on March 31, 1931. Within months a second was in-

troduced to the service. On November 27, 1931, with air navigation rules almost non-existent, Ian Grabowsky took on 3½ tons and 60 minutes, fuel for a 45 minute flight and lumbered off into the cloud-capped peaks of Morobe. He made it to the astonishment of all, especially Guinea Airways' opposition.

Nerves of steel and lots of luck were needed for that kind of flying. Usually the nerves held good but not always the luck.

In 1934 Charles Ulm and G.U. Scotty Allan took the first 'airmail' from Melbourne to Port Moresby but it was not until 1938 that a regular Australia-Papua New Guinea service was started.

With the burgeoning of operators — large and small — competition became intense, so much so that from 1928 to 1938 the price of freight dropped from 10.61 pence a pound to a mere 1.94 pence.

In the thirties the operating names along with Guinea Airways included W.R. Carpenter and Co, Pater's Pacific Air Transport, Mandated Airlines, Holden's Air Transport and Stephens Aviation.

The dominance of Guinea Airways is apparent from a fleet and capacity count in 1939, the year the Second World War broke out. Guinea Airways had 20 aircraft including four G31s. Other private operators totalled 23 aircraft among them with a total payload less than that of Guinea Airways. Lutheran and Roman Catholic missionaries had also entered the aviation field, the Lutherans operating out of Finschhafen in Morobe Province and the Catholics out of Alexishafen in Madang Province.

Civil aviation came to a sudden halt with simultaneous Japanese attacks on Salamaua, Bulolo and Lae on January 21, 1942. Among the last civilian pilots in the air at the time of the Japanese onslaught was Bertie Heath, now 86, who left Lae this year to live in Queensland. Heath was on his way into Wau when he spotted three Zeros on his tail. He tried to give them the slip but they followed him into Bulolo where, after he had landed, they blew his aircraft and two others on the strip out of existence.

The war was on in earnest and some of the big names, including Guinea Airways, although it was not known at the time, had been committed to history.

After the war the Australian government, as colonial master of PNG, refused permission to Guinea Airways to resume operations. Throughout the war Qantas, now Australia's national airline, had been developing its operations and, with the cessation of hostilities, was in a good position to operate the PNG network.

After the thrilling thirties, postwar Papua New Guinea saw a much more sedate and solid growth of aviation, a process still going on today. By 1950, Qantas, which had taken over the W.R. Carpenter Australia-PNG service, had Douglas Skymasters travelling between Sydney and Lae. Qantas continued to dominate the aviation scene until 1960 when the Australian Government decreed that the national airline would fly

only international routes. (PNG was regarded by Australia as 'domestic'.) This allowed Trans-Australia Airlines and Ansett to move in on both the Sydney-Lae and the PNG internal scene. TAA and Ansett-ANA introduced first the DC6Bs onto the Australia-PNG service, then Lockheed Electras. The first pure jets on this service, Boeing 727s, began operations in the second half of the sixties.

Until its departure in 1960, Qantas had been running a highly developed second-level domestic service. Among the aircraft it used were DC3s, DH84 Dragons, DH83 Fox Moths, Avro Ansons, Lockheed Lodestars, a variety of De Havilland aircraft (Drovers, Otters, Beavers, Sea-Otters), and Sandringham and Catalina flying boats.

TAA were granted rights over Qantas' PNG domestic network. Ansett-ANA, momentarily at a serious disadvantage, corrected the situation by its parent company buying out Mandated Airlines and forming what became known as Ansett-MAL which was eventually renamed Ansett Airlines of Papua New Guinea in 1968.

It was a time for great change. Ansett tried to introduce the military Caribou — making it the first airline in the world to use it as a commercial aircraft — but this venture was eventually knocked on the head by aviation regulations. Then Bristol freighters came on the scene and did sterling work, particularly in and out of the Highlands, for many years. In 1967, both Ansett-MAL and TAA introduced the Dutch turbo-prop Fokker Friendship F27s. The De Havilland Twin Otter arrived the same year.

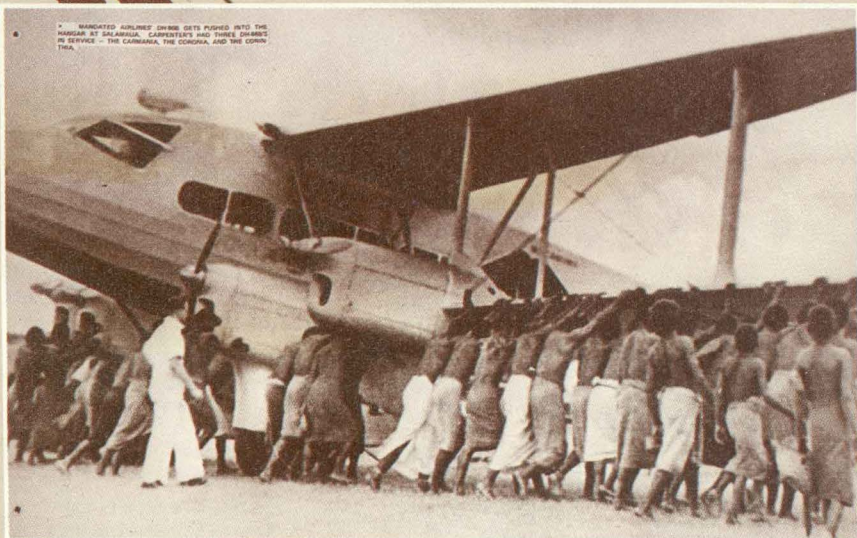
Political events were rapidly taking

Papua New Guinea to self-government and, symbolic of the transition to nationhood, was the formation of Air Niugini in November 1973 involving a merger of TAA and Ansett.

Air Niugini also took over international services. In 1974 Air Niugini's only international routes were to Brisbane, Sydney, Cairns, Jayapura and Manila. Now its Boeing 707s and Fokker Fellowship F28 jets also fly to Kagoshima, Hong Kong, Singapore, Jakarta, Hawaii and Honiara.

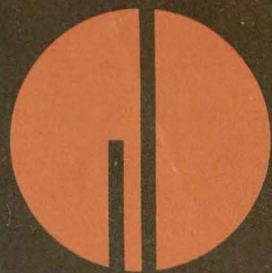
Providing back-up to Air Niugini's second level domestic services are several third level operators, the two biggest being the Goroka-based Talair and Port Moresby-based Douglas Airways. Christian missions also are active in third level aviation, particularly Mission Aviation Fellowship, Wirui Air Services, the Madang Mission and the Lutheran Air Service.



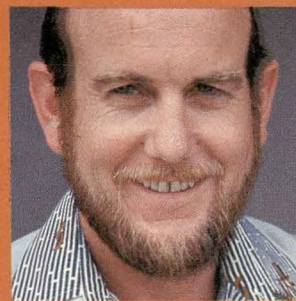


Guinea Airways Junkers loads dredging equipment at Lae destined for the goldfields at Wau during the historical airlift which set never-to-be beaten records; inset: Mandated Airlines DH86B being pushed into its hangar at Salamaua

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Weatherwise

Papua New Guinea lies wholly within the tropics – which means that generally it is hot. It also means that in some places it hardly ever stops raining. But that's not the whole scene. Some Highlands areas, for example, have pleasantly mild days and, sometimes, frosty nights.

Though there are no desert areas, Papua New Guinea has its dry spots. Around Port Moresby a meagre, by tropical standards, 1000 mm (40 inches) of rain falls annually and, for much of the year the ground cover is brown. Yet, only 300 kilometres to the northwest, rainfall exceeds 9000 mm (360 inches). There are not many places around the world where it rains more than that.

With rain there has to be cloud. Papua New Guinea, thanks to its lofty ranges, is the cloudiest place in the world for its size.

Papua New Guinea, apart from some areas where it is difficult to detect the difference, has two seasons each year. They are defined by the direction of the major airstreams – a northwest season and a southeast season.

The central mountain chain on the mainland acts as a barrier to these airstreams. Generally speaking, the northwest season is

the wet season for places north of the ranges and the dry for areas south of the ranges. This, of course is an over-simplification and many exceptions to the rule exist.

The daily pattern, particularly during the wet season, is for clouds to build up around mid-day bringing, by mid-to-late afternoon, showers and thunderstorms, sometimes going on into the night. Clouds have generally disappeared or become very scattered by mid-morning. Then the whole process starts all over again. However, there are many exceptions to this pattern.

All information supplied by the PNG National Weather Service.

Average Monthly Rainfall (mm)

For simplicity, ports have been given wet and dry seasons but usually there is a transitional period between seasons (25 mm = 1 inch approx.).

WET **DRY**

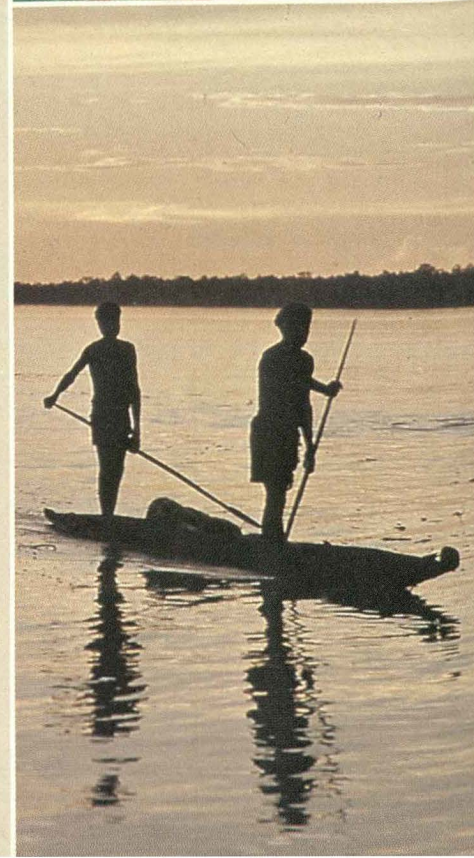
Av. monthly max/min deg C

Av. rel. humidities % 9 am/3 pm

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
DARU	280	258	325	321	223	108	93	52	42	55	111	204	
	32	32	31	31	30	29	29	29	30	31	32	32	
	23	23	23	23	24	23	22	23	23	24	24	24	
	85	87	86	83	82	83	81	79	78	76	75	81	81
	74	74	75	76	78	79	77	75	74	72	70	73	75
GOROKA	230	254	265	204	113	54	49	74	121	154	171	243	
	26	26	26	26	26	25	25	25	26	26	26	26	
	15	15	15	15	15	14	14	14	14	14	14	15	
	87	87	89	87	85	87	83	83	82	82	80	86	85
	58	60	61	57	57	56	55	53	54	56	53	60	57
GURNEY	148	175	196	261	356	329	308	342	501	375	112	121	(Alotau)
HOSKINS	610	646	632	368	163	125	128	135	140	140	217	430	
KAVIENG*	321	285	298	299	260	242	229	226	191	240	244	326	
	30	30	30	30	30	30	30	30	30	30	30	30	
	23	23	23	23	23	22	22	22	22	22	23	23	
	83	82	82	80	81	79	82	82	79	78	79	80	80
	70	71	76	76	76	76	74	74	71	72	76	79	75



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
KIETA*	259	259	301	295	233	250	259	243	210	250	242	233	
LAE	267	231	324	403	424	414	501	517	473	386	346	332	
	31	31	31	30	29	29	28	28	29	30	30	31	
	24	24	24	23	23	22	22	22	22	23	23	24	
	78	78	80	81	84	87	90	87	84	79	78	80	82
	69	69	70	71	72	73	74	74	73	70	69	70	71
LOSUIA	425	431	380	337	332	306	306	270	271	257	239	268	
	30	30	30	30	29	28	28	28	29	29	30	31	
	24	24	24	24	24	24	24	24	24	24	24	24	
	82	85	85	85	83	84	84	85	83	82	80	82	83
	79	81	81	83	83	81	83	81	81	80	79	78	81
MADANG	359	292	344	443	337	209	166	128	144	301	387	379	
	30	30	30	30	30	30	30	30	30	30	30	30	
	23	23	23	23	23	23	23	23	23	23	23	23	
	86	85	86	86	86	86	87	84	81	81	81	83	84
	75	75	75	76	75	74	75	75	74	74	74	75	75
MANUS*	270	260	305	287	215	308	335	291	257	230	240	311	
	30	30	30	30	30	30	30	30	30	30	30	30	
	24	24	24	24	25	25	25	25	25	25	24	24	
	80	80	82	80	79	80	80	80	79	76	78	80	80
	77	77	79	79	78	76	78	76	76	75	77	80	77
MT HAGEN	264	271	285	253	184	119	131	171	221	221	208	258	
	24	24	24	24	24	23	22	23	23	24	24	24	
	13	13	13	14	13	12	13	13	13	13	13	13	
	87	88	88	89	89	90	92	90	87	83	82	83	87
	68	65	69	71	65	67	69	66	66	63	62	66	67
POPONDETTA	291	268	294	240	195	112	85	99	171	177	264	335	
	32	32	32	31	31	31	30	31	31	31	31	31	
	22	22	22	22	21	21	21	21	21	21	22	22	
	86	84	86	78	86	81	87	82	81	80	77	82	83
	64	66	71	71	72	72	67	67	67	67	69	71	69
PT MORESBY	169	221	191	167	51	40	20	34	40	40	69	156	
	32	32	31	31	31	30	30	30	30	31	32	32	
	23	23	23	23	23	22	22	22	22	23	23	23	
	78	82	83	81	80	79	76	76	74	72	68	73	77
	66	68	69	70	70	70	66	66	67	65	62	63	67
RABAU	230	244	256	209	129	114	104	103	94	118	173	238	
	31	31	31	31	31	31	30	31	31	32	31	31	
	23	23	23	23	24	23	23	23	23	23	23	23	
	79	80	80	80	79	79	80	77	76	75	75	79	78
	75	74	75	75	73	71	74	71	71	72	74	76	73
VANIMO	263	258	368	241	190	175	198	154	183	158	185	264	
	30	30	30	30	31	30	30	30	30	30	30	30	
	23	23	23	24	24	23	23	23	23	23	23	23	
	89	87	87	84	83	84	84	86	84	82	81	84	85
	79	78	78	78	77	78	80	80	80	78	78	76	78
WEWAK	143	128	155	173	219	203	184	195	206	225	207	147	



We try harder in Papua New Guinea

AVIS Port Moresby: 258299
Lae: 422468
Goroka: 721084
Mt Hagen: 551350
Wewak: 862128
Rabaul: 921131
Kieta: 956175
Kavieng: 942122
Madang: 822804

AVIS
NATIONWIDE

AIR NIUGINI
THE NATIONAL AIRLINE OF PAPUA NEW GUINEA





JAYAPURA 4 km

VANIMO

Bewani Sissano

WEST SEPIK

Imonda Lumi

Amanab Nuku

Green River

May River Sepik

Ambunti

Telefomin Oksapmin

Ningerum Runginai

Kiunga

Nomad

Lake Murray

Lake Kutubu

Lake Murray

Western Fly

Morehead

DARU

Daru Island

Mulgrave Island

Moa Island

TORRES STRAIT

Prince of Wales Island

Horn Island

CAPE YORK

CAPE YORK PENINSULA

AUSTRALIA

KAGOSHIMA 4912 km

FUKUOKA

Manus Island

LORENGAU Momote

MANUS

380 km

450 km

280 km

WEWAK

Kairiru Island

5100 km

Maprik

Angoram

EAST SEPIK

Manam Island

Bogia

Amboin

CENTRAL RANGE

Lake Kopyago

WABAG

Wapenamanda

MADANG

MADANG

Karkar Island

Bagabag Island

Long Island

Umboi Island

Stassi

WEST NEW BRITAIN

Talase

Tari

MOUNT HAGEN

WESTERN HIGHLANDS

MENDI HIGHLANDS

Kundiwa

CHIMBU

Mt Wilhelm

GOROKA HIGHLANDS

Kainantu

Okapa

Kaiapit

Nadzab

Sialum

Finschhafen

LAE

MOROBE

HUON GULF

Salamaua

Mumeng

Bulolo

Wau

Morobe

Mt Albert Edward

NORTHERN POPONDETTA

Kokoda

Mt Victoria

Sogeri

OWEN

Tufi

Wanigela

Cape

Rabaraba

Gurney

Stanley Range

Kwikitia

Kupiano

MANILA HONG KONG

3925 km

5040 km

4520 km

WESTERN HIGHLANDS

Kiwai Island

GULF OF PAPUA

SINGAPORE

5450 km

440 km

5100 km

420 km

300 km

800 km

565 km

840 km

2750 km

2090 km

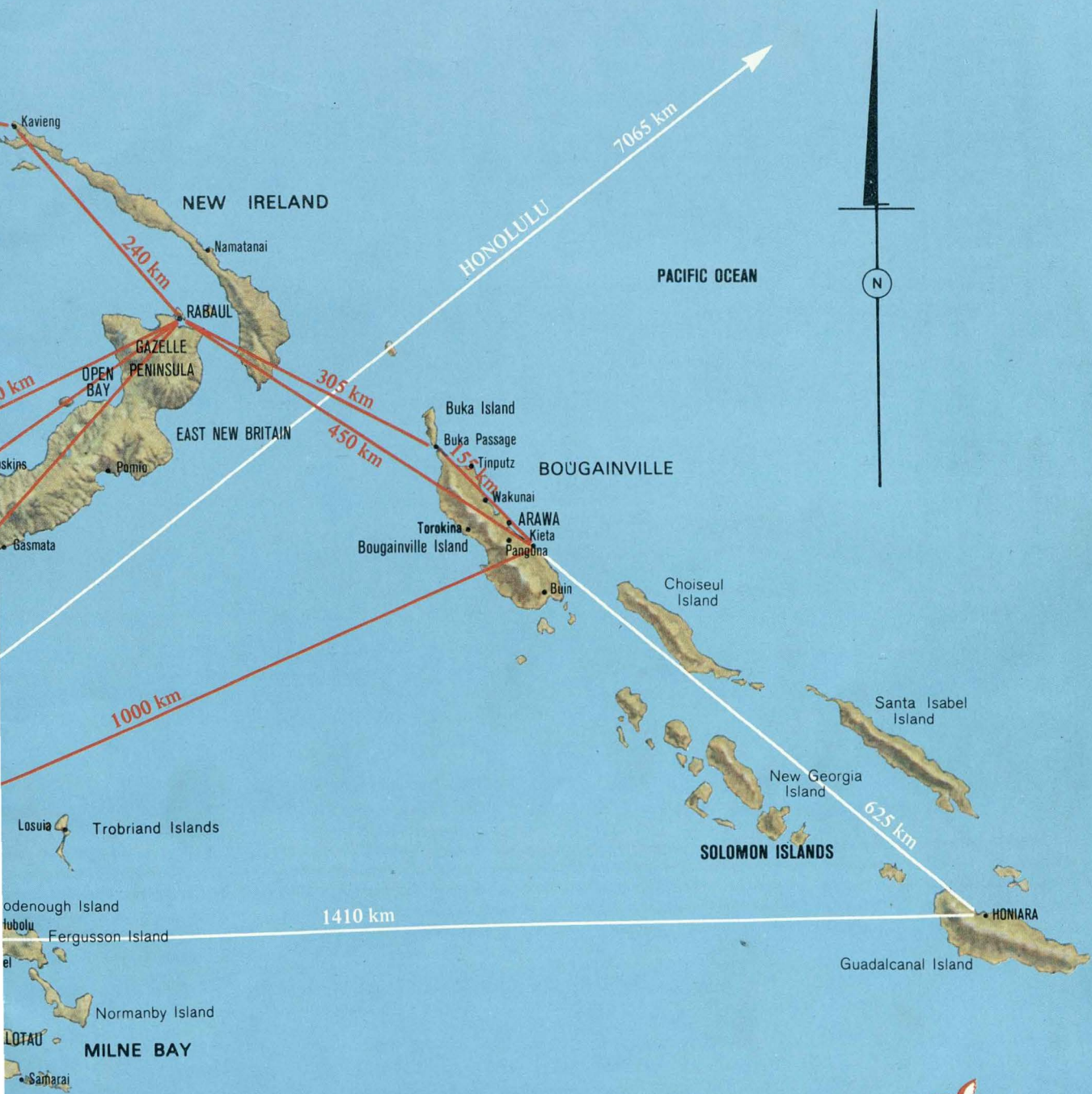
PORT MORESBY

CAIRNS

BRISBANE

SYDNEY

CORAL SEA



WHERE WE FLY

PAPUA NEW GUINEA
 International _____
 Domestic _____





WHERE WE FLY

INTERNATIONAL ROUTE MAP

----- Planned routes
(subject to Government approval)





Business? Pleasure?

The specialists in merchandising, shipping, stevedoring, plantations, customs and forwarding, soft drink manufacture, hotels, travel, transport, automotives – and many more fields

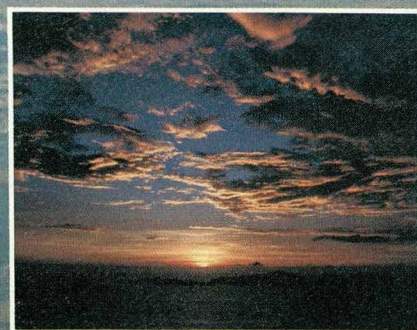
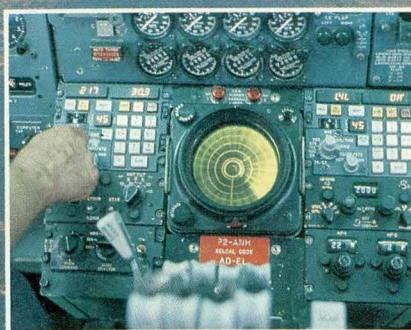
**Burns
Philp**

THROUGHOUT PAPUA NEW GUINEA

Burns Philp (New Guinea) Limited, Post Office Box 75, Port Moresby. Phone: 21 2233. Telex: NE22116.



The sky around you



Clockwise from above: Weather radar assists the flight crew to avoid thunderstorms, and the inertial navigation system (both sides of the radar screen) provide pin-point accuracy; strato-cumulus; anvil head top of a cumulonimbus penetrates a layer of alto-stratus; large cumulus



3 chief reasons for efficient container services between Australia & P.N.G.

The 3 reasons?

The three fully containerised, self-sustained vessels that steam under the flags of the members of the Chief Container Service – the Papuan Chief (NG-Aust. Line), the Coral Chief (PNG Line), and the Nimos (Conpac). They have been providing a vital trade link between Australia and PNG for three years.

The Chief Container Service joins Sydney, Melbourne and Brisbane with all the major ports in Papua New Guinea – Port Moresby, Lae, Madang, Wewak, Kieta, Rabaul, Kavieng and also Honiara in the Solomon Islands.

So for an efficient and regular cargo system between Australia and PNG, contact Chief Container Service – you'll leave your opposition flapping in the wind.



PORT MORESBY OFFICES:
NGAL/PNGL Joint Service & Burns Philp (NG) Ltd.

Destination data

AUSTRALIA

(All prices \$A)

Airport tax: \$10 on departure overseas for all persons 18 years and over.

Customs: Each passenger of 18 years and over and each younger passenger travelling alone can import 200 cigarettes or 250 grams of cigars or 250 grams of tobacco, 1 litre of spirits, a reasonable amount of perfume, and goods to the value of \$200. These amounts are halved for persons less than 18 travelling with a parent. Maximum penalties for smuggling drugs are imprisonment for 25 years and/or a fine of \$100,000.

Health: Yellow fever vaccination only if passenger is coming from or has travelled through an infected area.

Telephones: 10 cents per local call from public phones. Other charges are listed in telephone directories. Cheap trunk rates are available at specified times.

Tipping: There is no obligation to tip anyone. If you are inclined to tip, do so in a discriminating fashion, rewarding only those who provide efficient and cheerful service.

Water: Safe.

BRISBANE

Airport: Eagle Farm International Airport is about 12 km from Brisbane city centre — about a 20-minute drive. Airport bus to the city \$2 for adults, \$1 for children. Taxi about \$6. Car hire: Avis, Budget, Hertz.

Hotels: Park Royal, Gateway Inn, Crest International, Canberra Hotel.

Restaurants: Michael's, Mitre Grill (Gateway Inn), Early American Inn (Crest), Scaramouche (French), Muddies (seafood), Cathay (Chinese), Shoki (Japanese).

Weather: Brisbane is sub-tropical, November to March is summer but occasionally a warm garment may be needed as sea breezes can be cool. From April to August days are usually sunny and there's very little rain. Warm clothes will be needed then to protect you from the westerly winds. December to March is the wet season.

CAIRNS

Airport: Cairns Airport is about 5.5 km from the city of Cairns — about a 10-minute drive. Airport bus and taxi services available.

Hotels: Tradewinds, Tuna Lodge, Hides

Hotel, Sheridan Motor Lodge, Belleview Guesthouse, International Hotel.

Restaurants: Maxim's and Gangui (French); Tawney's, Barnacle Bill's and Fathoms (seafood); Millers, The Heidelberg and Willi's.

Weather: Summer all year round.

SYDNEY

Airport: Kingsford Smith International Airport is 11 km from Sydney city centre and about 9.5 km from Kings Cross. Airport coach is \$1.80, limousine \$8 per person; taxi about \$8. Coach to domestic terminals is \$1, taxi about \$2.50. Car hire: Avis, Budget, Hertz.

Hotels: Hyatt Kingsgate, Sydney Hilton, Wentworth, Menzies, Boulevard, Carlton-Rex, Cambridge Inn.

Restaurants: Sydney enjoyed a tremendous improvement in restaurant quality during the seventies and today offers a wide range of good quality national dishes including Chinese, Vietnamese, Indian, Spanish, Lebanese and French. For eating information read the following free publications: This Week in Sydney, Sydney Today, Where Magazine, and Sydney's Top Ten. Also consult the Sydney Visitors Bureau, 291 George Street, City (phone: 295311).

Weather: Sydney has four distinct seasons — spring (September-November), summer (December-February), autumn (March-May), winter (June-August). In summer temperatures can reach 40 degrees. In winter they drop below 10 degrees Celsius.

HONG KONG

(All prices \$HK)

Airport: Kaitak International Airport is about 8 km from Kowloon centre. Hong Kong Island can be reached by the cross-harbour tunnel or by the Star Ferry from the Kowloon terminal. Most hotels provide transport from the airport if you are booked with them. Coach service No. 201 operates between the airport and the Star Ferry, Kowloon, at a charge of \$1 per person. The coach service No. 200 goes to Hong Kong Island at the charge of \$2. The services run every 15-20 minutes between 0730 and 2230. Taxis charge at the rate of \$2.50 for any part of the first mile and \$0.50 per piece of baggage. Taxi toll through the harbour tunnel is \$10. Apart from these

extras, pay only the total which appears on the meter. Car hire: Avis, Dragon and Intercon. Airport departure tax — adults \$15; children under 12, \$5.

Customs: Each passenger can import 200 cigarettes or 50 cigars or 225 gm (0.5lb) of tobacco and 1.137 litres (1 quart) of spirits.

Electricity: 200 volts (50 cycles).

Health: Vaccination required only if passenger has been in smallpox or cholera infected areas in the previous 14 days.

Hotels: Hong Kong and Kowloon have several world class and many first class hotels.

Restaurants: Hong Kong offers a wide range of restaurants serving many types of Chinese cooking and wide range of other national dishes. You will have to be unlucky to find yourself disappointed at the quality of food. Prices vary greatly but there are many eating houses within the reach of the average tourist's pocket.

Telephones: Local calls from public phones \$0.50. Local calls from private phones are free.

Tippling: This is accepted practice, 10 per cent being standard. Many establishments automatically add a 10 per cent service charge.

Water: Safe but many visitors prefer buying bottled water for drinking.

Weather: Hong Kong is just within the tropics but it has distinct seasons. In spring (March-May) it is humid with an average temperature of 21 degrees Celsius and humidity 83 per cent; autumn (October-early December) clear and sunny, 23 degrees and humidity 73 per cent; winter (mid-December-late February) cold at night and early morning with average 15 degrees and 75 per cent humidity. Apart from winter, Hong Kong has summer-wear weather. Average annual rainfall is around 550 mm, most falling between May and September. The typhoon season is usually from July to September.

Note: The Hong Kong Tourist Association's Official Guidebook is an invaluable aid to both experienced and first-time visitors to Hong Kong. It is available at Kaitak Airport.

HAWAII

(All prices \$US)

Airport Tax: For travellers originating outside Hawaii \$6; from inside \$3.

Customs: Duty free limit is goods to the value of \$150 including jewellery, cigarettes, cigars and tobacco, perfume and liquor.

Health: Nil requirements.

Telephones: Local calls 15 cents.

Tippling: Baggage — 15 cents a bag; restaurants — 15% of total bill.

Electricity: 120 volts (60 cycles).

Water: Safe.

Weather: December to April: rainy and cooler.

HONOLULU

Airport: About 13 km from Waikiki, 20 minutes by airport bus at \$3.50 per person (\$1.50 children). Taxi about \$11.

Hotels: Honolulu has a wide range of hotels from world class to cheap but good economy class.

Restaurants: See Hawaii Visitors Bureau restaurant guide.

INDONESIA

(All prices Rp)

Airport Tax: International — Rp 1600; domestic — Rp 1000.

Customs: A visitor may bring in, for each week of intended stay up to three weeks, 200 cigarettes or 50 cigars or 225 gm (1 lb) of tobacco and up to 2.25 litres (two quarts) of spirits in opened containers.

Health: Valid smallpox and cholera vaccination certificates required. An additional certificate may be required if a traveller has come from an infected area.

Telephones: There has been an all-round improvement in recent years in the nation's telephone system but public telephones are still rare and are found only in major cities. Local calls Rp 25; from hotels Rp 50-100.

Electricity: Most hotels are 220 volts but nationwide power is a mixture of 220 and 110 volts and, in many areas, non-existent.

Tippling: 5-10 per cent of your bill. Taxi drivers expect a tip of Rp 100-200 for routine trips, more for longer journeys. Porters expect a tip.

Water: Drink only boiled water.

JAKARTA

Airport: Halim International Airport is about 40 minutes by road from Jakarta's business centre. Coach service to city Rp 50. Taxi fare up to Rp 2500.

Hotels: Jakarta Hilton, Jakarta Mandarin, Sahid Jaya Hotel, Borobudur Inter-Continental, Sari Pacific, Kartika Chandra Hotel, Kartika Plaza, Sabang Hotel.

Restaurants: Indonesian — Satay House; European-Chinese-Indonesian — Vic's Viking and Rice Bowl; Chinese and seafood — Furama Restaurant and Yun Nyan Restaurant; European — Oasis Restaurant; Korean — Asoka Hotel.

Weather: It is hot all year round and rains a lot. Driest months are May to October.

JAYAPURA

Airport: Sentani International Airport is 36 km from Jayapura. Transport is either by hotel bus or by taxi-van for Rp 2500 or more.

Hotels: Numbai Hotel, Davonsoro Hotel, Hotel Tiga Bersaudara, Losman Sederhana, Losman Hamadi, Cenderawasih Guesthouse, Dafonsoro, Flamboyan, Koto Gembira, Utjeng Panjang, Parasco and Eskimo.

Restaurants: At night tent roadside eateries (rumah makan) provide a selection of snacks.

JAPAN

(All prices Japanese Yen)

Airport Tax: Yen 1500 from Narita International Airport only. Yen 500 for children 2-12.

Customs: Duty free limit for foreign visitors is three bottles spirits, 400 cigarettes or 100 cigars or 500 grams of tobacco, and two ounces of perfume.

Electricity: Tokyo 100 volts, 50 cycles; Osaka, Kyoto and Fukuoka 100 volts, 60 cycles.

Telephones: Local calls from public phones Yen 10 for three minutes.

Tippling: Not necessary.

Water: Safe. Bottled water can be purchased.

KAGOSHIMA

Airport: Kagoshima International Airport is 35 km from the city. Taxi fare is Yen 6000 (45 minute drive); bus fare Yen 700 (one hour drive).

Hotels: Shioyama, Hayashida, Kagoshima Airport Hotel.

Restaurants: Royal, Yamagataya, Pizza House.

Weather: Kagoshima lies in the temperate zone with four distinct seasons: winter (January-March) 6.8C, spring (April-June) 15.2C, summer (July-September) 26.2C, autumn (October-December) 18.8C. Annual average temperature is 16.7C. Rainy season is June-July. Snowstorms are rare and when snow falls it seldom lies on the ground for more than a day or two.

FUKUOKA

Airport: Fukuoka Airport is eight km from the city centre. Taxi fare is Yen 1200, shuttle bus Yen 200.

Hotels: Hakata Zennikku, Nishitetsu Grand, New Otani Hakata, Hakata Miyako, Station Plaza, Hakata Shiroyama, Hakata Tokyu, and many more.

Restaurants: (Western food) Royal Hananoki, Wadamon; (Japanese) Wadamon, Sagano, Shin Miura, Kawasho; (Russian) Tundra. Almost all varieties of American, European and Oriental foods are available.

Weather: Four distinct seasons but slightly cooler than Kagoshima. Annual average temperature is 14.8C.

PAPUA NEW GUINEA

(All prices in PNG Kina)

Airport tax: K5 for everyone.

Customs: Duty free limit is one litre of spirits, plus 200 cigarettes or 50 cigars or 250 grams of tobacco, and goods to the value not exceeding K200. Children under 18 have no duty free entitlement.

Artifacts: The National Cultural Property (Preservation) Act restricts the export of certain artifacts. Providing they accompany you, the following items can be exported without a permit: all wooden carvings of

current manufacture made for sale, net bags, sporrans, and skirts, fish nets and traps, 'Buka' basketware, cane baskets, trays and plates, model canoes and houses, carved nuts of the species called Canarium commune, spears, bows and arrows, woven arm bands and belts, bark cloaks, bamboo, Jew's harp flutes; combs, pipes, baskets and spoons, 'Hagen' axes, rope manufactured by traditional indigenous methods, cassowary bone daggers, canoe paddles (un-carved), fishing, digging and walking sticks, nut tops and pipes. (If you have any doubt about the artifacts you intend to take out of Papua New Guinea, consult officials at the PNG National Museum in Waigani, Port Moresby, telephone 252422.)

Electricity: 220-240 volts. Bring an adaptor to suit Australian three-point flat pin sockets.

Health: No requirement unless passenger has come from or passed through cholera or smallpox infected areas. It is important that you take anti-malarial tablets beginning preferably a week or two before you come to Papua New Guinea, and keep up the course for about six weeks after you leave.

Telephones: Local calls from public telephones 10 toea; usually 20 toea from hotel rooms.

Tipping: Not necessary.

Water: Usually safe but enquire locally.

Weather: See pages 15 and 16.

ALOTAU

Airport: Gurney Airport is 23 km from Alotau. Bus to town K1.

Hotel: Masurina Lodge.

Restaurants: Use hotel dining facilities.

Emergency: hospital - 611200, police - 611222.

BUKA

Airport: 1.6 km from town. Free bus service.

Hotels: None. Two guesthouses - Kubu Mess and Buka Luman Soho.

Restaurants: Make arrangements for food with guesthouses.

Emergency: hospital - 966012, police - 966022.

DARU

Airport: Daru airstrip is several hundred metres from the township. Air Niugini provides transport.

Hotels: Daru Hotel.

Restaurants: Use hotel facilities.

Emergency: police - 659022; hospital - 659166.

GOROKA

Airport: In town centre. Air Niugini provides free coach service to main hotels. Car hire services by Avis, Budget, Hertz.

Hotels: Bird of Paradise, Lantern Lodge, Minogere Lodge.

Restaurants: Use hotel facilities.

Emergency: ambulance - 721166, police - 721222, fire - 721111.

KAVIENG

Airport: About 1 km from Kavieng town centre. Provincial authorities provide taxi and hire car services.

Hotels: Kavieng Hotel, Kavieng Club, Malangan Guesthouse.

Restaurants: Use hotel facilities.

Emergency: ambulance - 942040, police - 942222, fire - 942000.

KIETA

Airport: Aropa Airport is 12 km from Toniva, 18 km from Kieta, 27 km from Arawa and 45 km from Panguna. A flat airport bus fare of K2 will take you to Toniva, Kieta and Arawa. Taxis do operate but they are rare. Car hire service by Avis.

Hotels: Davara, Kieta Hotel and Arovo Island Resort.

Restaurants: Poraka Tavern, Kobuan Restaurant and hotel dining facilities.

Emergency: hospital - 951266, police - 951222, fire - 951333.

KIMBE/HOSKINS

Airport: Hoskins Airport is very near Hoskins township and about 25 km from Kimbe. Transport by public motor vehicle is unreliable. It is better for passengers to make personal transport arrangements. Travelling time to Kimbe is about 30 minutes.

Hotels: Palm Lodge at Kimbe, and Hoskins Hotel.

Restaurants: Use hotel facilities.

Emergency: hospital - 935142, police - 935022.

LAE

Airport: Nadzab Airport is 40 km by road from the city of Lae. Airport coach to Lae costs K2. Taxis and public motor vehicles are available. Car hire services by Avis, Budget and Hertz.

Hotels: Melanesian, Huon Gulf Motel, Lae Lodge, Hotel Lae, Hotel Cecil.

Restaurants: The Restaurant and Coral's (Western), the Red Rose and The Taiping (Chinese).

Emergency: ambulance - 421211, police - 422222, fire - 424333.

LORENGAU

Airport: Momote Airport is 29 km from Lorengau. Airport bus K2 (K1 for children.)

Hotels: Lorengau Hotel, Sea Edler Lodge.

Restaurants: Use hotel facilities.

Emergency: hospital - 409055, police - 409122.

LOSUIA

Airport: Vivigani Airport is 10 km from Losuia. Kiri Transport is free for travellers staying at Kiriwina Lodge, K1 for others.

Hotels: Kiriwina Lodge.

Restaurants: Use Lodge facilities.

Note: There is no telephone system in the Trobriand Islands.

MADANG

Airport: Madang Airport is 10 km from the town centre; 7 km from Smugglers Inn. An Air Niugini coach provides free transport to all main hotels. Taxi service is poor, the fare is about K3. Car hire services by Avis and Hertz.

Hotels: Coastwatchers Motel, CWA, Hotel Madang Resort, Lutheran Guesthouse, Smugglers Inn.

Restaurants: Coastwatchers, Hotel Madang Resort, Pavilion Coffee Lounge, Smugglers Inn.

Emergency: ambulance - 822022, police - 822222, fire - 822777.

MOUNT HAGEN

Airport: Kagamuga Airport is 10 km from Mount Hagen. An Air Niugini coach provides free transport to all main hotels. Taxis and public motor vehicles are available. Car hire services by Avis.

Hotels: Highlander Hotel, Airport Hotel, Kimininga Hostel, Hagen Park Motel.

Restaurants: Use hotel dining facilities.

Emergency: ambulance - 521116, police - 521222, fire - 521311.

POPONDETTA

Airport: Popondetta Airport is 12 km from the town. Bus service is K1.

Hotels: Lamington Hotel.

Restaurants: Use hotel facilities.

Emergency: police - 297122, fire - 297144.

PORT MORESBY

Airport: Jacksons Airport is 11 km from the city centre, 5 km from Boroko and 6 km from Waigani, the main government office area. Air Niugini coaches provide a service to all main hotels. Taxis are available but are not numerous. Rates have been known to be negotiable. Hire car services are offered by Avis, Budget, Hertz and Reliance.

Hotels: Travelodge, Gateway, Davara, Boroko Hotel, Outrigger Motel, Hotel Moresby, Papua Hotel, Kokoda Trail Motel, Kone Hotel.

Restaurants: Kwangtung Village, Rex, Green Jade, and Ambassador (Chinese), Akbar (Indonesian), Dekenai, Little White Bull and The Galley (Western), Kai Cafe (Papua New Guinean and Filipino). Most hotels have restaurants.

Emergencies: ambulance - 256822, police - 255555, fire - 212332.

RABAU

Airport: Rakunai Airport is 2 km from Rabaul business centre. Public bus service 20 toea. Taxi service around K1. Car hire services by Avis, Budget, Hertz, Orchid and Blue Star.

Hotels: Hotel Ascot, Kaivuna Motel, Travelodge, Peninsula Hotel, Kulau Lodge, New Britain Lodge.

Emergency: ambulance - 92216, police - 922222, fire - 921411.

VANIMO

Less than one km from town, where the only hotel and restaurant in the region is located. Hotel courtesy bus at airport.

WEWAK

Airport: Boram Airport is 6 km from Wewak. Air Niugini provides a free coach service to Wewak. Private bus service 20 toea. Taxi service is limited. Car hire services by Avis and Hertz.

Hotels: Sepik Motel, Wewak Hotel, Windjammer Hotel.

Restaurants: Use hotel dining facilities.

Emergency: ambulance — 862166, police — 862222, fire — 862122.

PHILIPPINES

(All prices Pesos)

Airport Tax: Pesos 25.

Customs: Duty free maximum is two bottles of spirits, two bottles of wine, 400 cigarettes and a 'reasonable amount' of perfume. For departing travellers there are duty free shops in some of the five-star hotels in Makati. One bottle of spirits and one carton of cigarettes can be purchased.

Electricity: Manila has 220 volts, Baguio 110. Most major hotels have a 110 volt service.

Health: Smallpox vaccination required by all arrivals. Cholera and yellow fever certificates must be carried by travellers arriving from infected areas.

Telephones: Public telephone charges are 30 centavos per local call but in hotels local calls can cost up to Pesos 1.

Tiping: Tips should be modest and only if you have received good service. Most restaurants and hotels add a 10 per cent service charge. Odd change can be left as additional reward if service has been good. Taxi drivers do not expect tips. Porters at the airport charge Pesos 2 per piece of baggage.

Water: Safe in Manila. Perhaps better to take bottled drinks only outside the capital.

Weather: The Philippines is warm all year round. Manila's average lowest temperature is 23 degrees Celsius, its average highest is 33 degrees. The rainy season, April to October, which includes the typhoon season, is normally the hottest season. In highland areas the nights can be nippy.

Etiquette: Filipinos are a proud people. They do not take kindly to criticism. Don't be too outspoken. Politeness is appreciated.

MANILA

Airport: Manila International Airport is 10 km from the downtown tourist area of, Manila and 8 km from Makati commercial centre. Forty-minutes travelling time should be allowed to get to the airport. The airport is well served by a variety of transport, all at reasonable rates. Taxi fares from the airport are around Pesos 7 to Roxas Boulevard

(Hyatt and Regent Hotels), Pesos 10 to Holiday Inn and Century Park Sheraton, and Pesos 15 to Silahis, Bayview and Hilton. Limousines are normally 2-3 times the price of taxis and charge according to the number of passengers carried.

Hotels: Village Hotel, Manila Hotel, Century Park Sheraton, Holiday Inn, Hyatt Regent, Manila Hilton, Hotel Inter-Continental, Mandarin, Peninsula, Plaza, Midtown Ramada, Regent, Silahis Inter-Continental.

Restaurants: Manila has a tremendous variety of restaurants specialising in many national dishes — Asian, European and Latin American. Dinner can range from Pesos 50 to Pesos 150 a head. Wine is usually very expensive.

SINGAPORE

(All prices \$S)

Airport: Payar Lebar Airport is 11 km from central Singapore city. Travelling time by road is about 30 minutes. Fare by airport coach to city is \$2 per person. Taxi fare is about \$5. (From 0100 to 0600 hours there is a 50 per cent surcharge on a taxi's metered fare. From 0730 to 1015 hours Monday to Friday, except public holidays, if a taxi enters the city's restricted zone an area licence, costing \$2, is required. If a taxi carries four or more people, including driver, a licence is not required. If a licence is already displayed passengers should not pay for another one.) Airport departure tax is \$10 for passengers travelling outside Malaysia and Brunei, \$5 for those staying inside.

Customs: Duty free allowance is 200 cigarettes or 50 cigars or 250 grams of tobacco and one bottle of spirits.

Electricity: 220-240 volts (50 cycles).

Health: Vaccinations against smallpox and cholera if arriving passenger has passed through or come from an infected area in the previous six days.

Hotels: Shangrila, Hyatt, Hilton, Malaysia and Ladyhill.

Restaurants: Singapore, like Hong Kong, has an abundance of good Chinese, Malay and Indian restaurants plus many others providing excellent food of other nationalities.

Note: Each week an informative booklet is produced for the Singapore Tourist Promotion Board entitled The Singapore Weekly Guide. This is free and is an invaluable aid to experienced travellers and newcomers to Singapore. It is available at Paya Lebar Airport.

SOLOMON ISLANDS

(All prices \$S!)

Airport tax: \$2.

Customs: Duty free allowance is 200 cigarettes or 250 grams of tobacco and one litre of spirits.

Electricity: 220 volts.

Water: Safe from taps in Honiara. Better to use bottled drinks elsewhere.

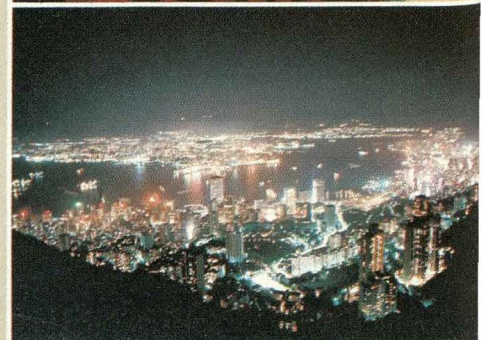
Weather: Solomon Islands is hot all year round. Mean temperature is 26 degrees Celsius.

HONIARA

Airport: Henderson Airfield is 7 km from Honiara. Air Niugini provides a free coach service to the capital. Taxi costs about \$2.50. Car hire service by Pacific Car Rentals.

Hotels: Mendana, Honiara Hotel, and Tambea Village.

Restaurants: Lantern and Mandarin (Chinese). Also use hotel dining facilities.





KARAWARI LODGE

'... located on the Karawari River, a tributary of the Sepik, the lodge is in the tradition of Treetops and other great wilderness hotels.' *Allan Seiden, Travel Agent Magazine.*

'Something like a National Geographic expedition. No roads. Thick jungle. Locals poling dugouts. Crocodiles. You wind up at the surprising Karawari Lodge. All kinds of comfort in the midst of a thousand miles of jungle.'

Robin Kinhead, Chicago Tribune.

'This was the primitive culture we had come to see — the culture so well delineated by (the late Dr) Margaret Mead and National Geographic editors.'

Betty Peach, San Diego Tribune.

'... the silence and peacefulness is deafening to unaccustomed city ears.' *Heather William, Sydney Sunday Telegraph.*

'Perhaps the view from the Lodge alone is worth the effort... but the real attraction could be the people. They have lived as they have for untold generations... storytelling, rituals and music.' *Charles Sribner, Pol Magazine.*



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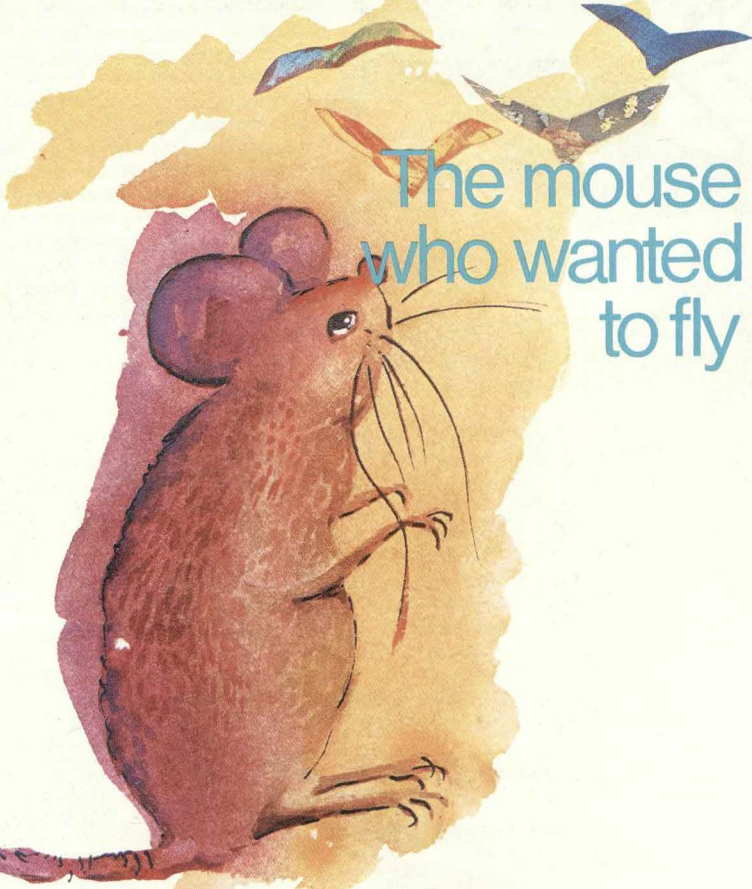


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The mouse who wanted to fly

By Claire Dick

Illustrated by Nancy Curtis

Timothy Mouse was a charming young fellow with bright black eyes and long twitchy whiskers, like long silken threads, sticking out of a roly-poly nose. Timothy lived a quiet life with his mother and father in their little nest in an old barn wall.

Timothy looked just like any other mouse – but he wasn't. He was different. He wanted to be more than just a mouse. He wanted to fly. 'Don't be silly,' said his mother. 'Mice can't fly son – and were never meant to,' said his father.

Timothy, because he was a daydreamer, soon lost all his friends. But this didn't worry him. It just gave him more time to think about flying. For hours and hours he would sit and watch birds flying. A pair of swallows who had their nest in the barn wall became the centre of his world. He watched them constantly as they flitted in and out, feeding their young.

His strange behaviour led to Timothy being called before the head mouse. 'Timothy,' he said, 'you are different from us so you must leave and live your own life. When you learn that mice can't fly you may return to Mouseville.'

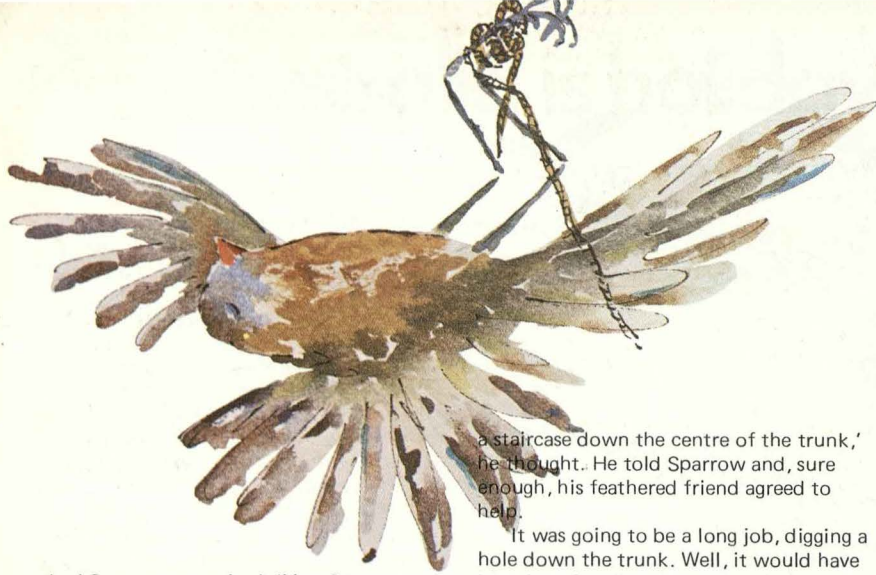
Sadly, Timothy left Mouseville, riding his mousecycle to the gum-tree forest. There he hoped to find a home and new friends who would understand him. All he had with him were his blue jeans, striped T-shirt, a blue cap and a small parcel of food tied to his mousecycle.

He rode slowly, tears in his eyes, nose not so roly-poly, and his whiskers almost dragging on the ground. An ant hurried past, making Timothy look up. Surprised, he saw a tiny sparrow, its wings drooping, lying in the long grass by the road. Timothy hurried over. The bird did not move. Timothy saw a rope was tied around its feet. Putting down his mousecycle and taking off his cap, Timothy began gnawing at the rope. One by one the strands snapped. For a moment the sparrow did not move. Then it slowly struggled to its feet. It chirped 'Thank-you,' to Timothy, who replied 'That's okay.'

'My name is Sparrow, what's yours?' Said the lonely mouse, 'Mine is Timothy.' Sparrow thought for a moment and then said: 'Would you like to come and stay at my nest for a while. You look as if you are looking for a home.' Timothy jumped at the chance: 'Why, yes – I am looking for somewhere to stay.' Together, the two little creatures walked down the road. Timothy had made a friend.

Sparrow's nest was high in a tree so Timothy rode up on the bird's back. 'Where would you like to live?' asked Sparrow. 'High up in the fork of a tree where I'll be safe and I can study flying,' replied Timothy. 'Do you want to fly, Timothy?'





asked Sparrow, surprised. 'Yes, Sparrow — can you help me please?' Sparrow was quick to reply: 'Of course, Timothy, but let's first find you a home.'

Many a plan for a house was chirped and squeaked over that night and in the days which followed Sparrow often took Timothy for a ride on his back. It was a strange sight — but slowly the birds and animals in the woods got used to it. Timothy would grasp tightly one of Sparrow's feathers, tuck his tail in the pocket of his jeans, and away they would go. They flew far and wide but always stayed away from Mouseville.

On one flight Timothy noticed a large watermelon and a pumpkin lying all alone in a field. 'That's just what I need for a house,' he exclaimed and, in his excitement, he let go. Down, and down, he tumbled. Little Sparrow set off after him and, just before Timothy hit the ground, grabbed the mouse by the tail and saved him. Timothy had flown — but like a brick. Still he was not frightened. 'It was fun,' he said, 'but I nearly broke my nose. Thank-you Sparrow for saving me.'

Sparrow called in a flock of starlings to come and pick up the watermelon and pumpkin and fly it to a fork high in a gum tree opposite Sparrow's nest. 'Thank-you,' Sparrow called out as the starlings flew off. He knew what he had to do but it was a few days before he began hollowing out the rooms. He started with the pumpkin. After two days he had hollowed out a large kitchen. The stem of the pumpkin became his chimney to let out smoke from the stove. He chewed out two windows and got a friendly spider to spin a window to keep out unwanted visitors and the cold winds.

Then, with the help of Sparrow and a friendly crayfish, Timothy got some mud from a stream and made a stove, a table and two chairs. The kitchen was complete.

Then he hollowed out the watermelon. He made little rooms and a fireplace. Windows, tables, a bed, chairs. The watermelon ended up with six rooms — a bathroom, storeroom, two bedrooms, a loungeroom and a little woodhouse.

Sparrow had helped him all the way and Timothy was very grateful. But a problem remained. How was he to get up and down the tree his house was in? 'I'll have to build

a staircase down the centre of the trunk,' he thought. He told Sparrow and, sure enough, his feathered friend agreed to help.

It was going to be a long job, digging a hole down the trunk. Well, it would have been but then Sparrow spotted a large group of homeless termites. Sparrow flew down to them, landing nearby with a friendly 'Hello'. 'Hi,' they replied. 'How would you like a home with plenty of food for a while until you find somewhere else?' offered Sparrow. 'Do you know a good tree?' they asked together. 'Well, I do, but it is my friend's home,' replied Sparrow. 'It's just that he wants a staircase built down the middle of it.' The termites had a quick

conference: 'We accept your offer,' they chorused.

The termites moved in, and as the sun slowly sank to rest they started to munch their way up through the tree. To a chomp, chomp, chomp, Timothy dozed off. After a while the noise started to get on his nerves. For two weeks the termites chomp, chomp, chomped. At last, a small head popped up through Tim's loungeroom floor. 'Hello,

Timothy,' it said, almost sadly. 'We've finished.' Timothy poured out his thanks. The sun was coming up and, because termites hate the light, they scuttled off to a nearby log which they had decided would be their new home for a while. Timothy looked down his staircase. He marvelled at the termites' wonderful work. He wanted to race down the stairs and whoop for joy. But first, he thought, he had better get dressed. He didn't want to upset his neighbours.

In jeans and T-shirt, he ran down the stairs and into the grass below. The tall blades waved in the breeze around him, the warm morning sun made him feel, oh, so good. He wanted to race off and tell the world of his good fortune. But Sparrow was



calling for dinner and he would have to be ready for him.

When Sparrow arrived that evening, Timothy had a lovely dinner ready. After eating their fill, they settled down to a long yarn. 'Winter will be here soon,' Sparrow said. 'You had better fill your grain store if you are going to live through the cold months.' 'I know,' said Timothy, 'but won't you have to fill yours too?' 'No,' said Sparrow, 'I'm flying away for the winter.'



You will be by yourself. But I'll return, don't worry, as soon as the weather warms up again. I'll be leaving in another two days.

Timothy felt sad inside but he kept a cheery face. He had never thought of Sparrow leaving. But there was work to do

and Sparrow helped him. Busily they set about filling Timothy's grain store. They wandered through the long grass with little sacks on their backs, collecting the grass seed. The two days passed quickly. On the third, Timothy jumped out of bed, dressed quickly and ran downstairs and out onto the slippery, dew-covered grass. The sparrows were gathering. There was a lot of twittering and excitement. Sparrow hopped over to Timothy, patted him on the head with his wing and said: 'See you next Spring. You're a bright lad. You'll be okay. Bye now.' Soon Sparrow and his friends were dots in the distant sky. Large tears rolled down Tim's whiskers. His tail drooped. Sparrow was gone. Oh, how much Tim wished he could fly after him.

Soon, Timothy found he was talking to himself: 'Oh dear, the grain store is nearly full but I need another sack so that I can share it with any animals who may come by during the winter, he muttered. The days became colder. Clouds gathered and played roly-poly across the sky. At last only one chore remained. Tim had to gather some twigs and leaves for his stove and fireplace. The dew was just beginning to disappear from the grass one morning as the lonely little mouse rode his mousecycle through the long grass and into the bush to collect firewood. About lunchtime Timothy curled up and fell asleep in the roots of a gum tree.

Suddenly Timothy was woken by a noise. Standing there was a little sugar glider. 'Hello,' she said. 'Hi,' said Timothy, happy to see anyone. 'My name's Timothy.' 'Mine's Becky and I'm sorry to have frightened you like I did. You see, I desperately need somewhere to live. I haven't got a home and soon it will be winter.' 'Don't worry,' said Timothy, 'you can live in my house. I've got plenty of room and plenty of grain.' 'That's very kind of you,' said Becky, 'but I live in tall, slender gum trees and you probably live in a hole in the ground.' 'No, Becky, I'm different,' said Timothy proudly. 'Come, I'll show you.

Becky loved Timothy's house and decided to stay for the winter. She thought all she would be doing for him was cooking his tea and keeping his house tidy. But soon Timothy told her of his wish to fly. 'I'll help you,' said Becky eagerly. 'How can you?' asked Timothy. 'I haven't got any wings. I'll never be able to fly.' 'Nor have I but I can fly,' said Becky, and Timothy could see that was true. All that Becky had

were loose flaps of skin under her arms. But then Timothy remembered Sparrow and said: 'Let's forget the whole idea. I did want to fly before Sparrow gets back but I won't be able to. I may as well go back to Mouseville.'

'Don't be silly,' said Becky. 'Let's do the washing up and then I'll go to bed and think about how I can get you to fly.'

It was obvious to Becky that Timothy couldn't care less any more. But she kept at him and finally persuaded him to look for two eagle's feathers. They searched all around. Then they heard from some forest folk that an eagle had just killed a rabbit. Maybe it had lost some feathers in the struggle. Mr Beetle told them where the struggle had been. 'Come on,' urged Becky and by now Timothy was starting to get excited and enthusiastic again. They ran to the spot and, sure enough, there were three large feathers.

Becky picked one up and scampered away with it, Timothy following with another. Over the next two days they worked at strapping the feathers to Timothy's arms. Everything had to be just right. They didn't want to risk a crash.

'Tomorrow you will have your first flying lesson, Timothy,' Becky told him. 'Do you think it will be safe?' asked Timothy cautiously. 'Of course it will. And I'll be there to help you. You had better get some sleep now.'

The crickets had stopped their chirruping and the birds had started their morning song when a little mouse, with feathers strapped to his arms, stood on the roof of his lofty home. Becky was giving him final instructions. 'Becky, I can't fly. Let's go back inside,' said Timothy, beginning to lose nerve. Becky ignored him. 'I'll glide over to that tree and you follow me,' she said. Swoosh, and Becky was gone. 'Come

on Tim,' she cried. 'Nose down, wings straight. Run. When you get to the end of the roof lift your legs and glide. You can make it.'

'I know, but . . . ' squeaked Timothy. 'Come on,' yelled Becky. Timothy still hesitated. He didn't want to. But then the soft covering of autumn leaves on the forest floor seemed to do something to his legs. Surely, if everything else went wrong he would have a soft landing. He had convinced himself. He picked up speed. He changed his mind. Too late. There was no stopping. It was fly or bust. Fly he did. Right across the clearing to the branch of the tree Becky was standing on. 'I made it, Becky, I made it,' squeaked Timothy. 'I knew you could. Come on, get on my back and I'll take you up again for another go,' urged Becky.

Over the next few weeks Becky and Tim spent a lot of time flying together. Timothy learnt to stay in the air longer and longer and to go further and further. Becky was always with him, teaching him new tricks. He had never really gone solo. The weather was getting much warmer and the forest folk were starting to get livelier day by day. One morning, as Timothy was about to go on further trials, they looked up to see a flock of sparrows coming toward them. 'Go, Timothy,' shouted Becky. 'Go solo and fly out to meet Sparrow.' 'I won't make it without you, Becky,' pleaded Timothy. 'Of course you will. Now hurry up or they will all be here,' she said.

Tim raced up to his roof, confidence beginning to flow through him. Becky gave him clearance and away he went. He felt so marvellously free. He daydreamed across the sky and was only brought to his senses when he nearly collided with the flock of returning sparrows.

'Why, Timothy, you're flying,' sang Sparrow. 'That's right. It's all thanks to my friend, Becky,' he said gleefully. Not so happily, Becky watched from a tree. Sparrow was back and that would mean losing Timothy. A salty tear trickled down the furry face of the little sugar glider. Still, it was all for the best perhaps. It just doesn't do for a sugar glider to fall in love with a mouse, even if he can fly.



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Tok Pisin

By Francis Mihalic

Few come to the island of New Guinea simply to listen to the languages of the people. Most travellers — when they fly in to this land of meandering rivers, emerald grasslands and cloudcapped mountains — are unaware that they are entering a linguist's paradise.

Professionals in the field assure us that in the Papua New Guinea portion of this second largest island in the world 717 actual languages had been identified by 1975 with possibly a handful more to be discovered. Irian Jaya, the western half of the island, also has a diversity of tongues to offer. But Papua New Guinea's contribution alone is 45 percent of the world's total languages.

In the cities there is little evidence of this polyglot situation because Papua New Guinea has developed a common language — pidgin, more correctly termed Melanesian Pidgin. It is used as a second language by about a million Papua New Guineans.

Most business in the National Parliament, provincial government, and the 150 local government councils is conducted in pidgin; regional radio stations do most of their programming in pidgin. Fluency in pidgin has even been suggested as prerequisite for citizenship by its more zealous advocates.

Pidgin is a linguistic term. It is the Chinese approximation of 'bisin', 'pisin' (as it is spelled in Papua New Guinea), then anglicised to 'pidgin'. A pidgin language is a business language, literally a trade language, a compromise language which is consciously or unconsciously put together by two groups of people who do not know one another's language but who must communicate to be

able to work together. Each gives a share. Daily usage develops the language.

This is immediately evident in the case of Melanesian Pidgin which developed over a century ago in the copra plantations of Samoa and the sugarcane fields of Queensland. Workers recruited from the Rabaul area of New Britain could not communicate with their overseers. So they compromised: the managers used English terms and the Papua New Guineans arranged them according to their inborn Melanesian grammar patterns. Thus a language was born.

These plantation workers brought the language home; used it; shared it; spread it. Hundreds of thousands of indentured workers over the next 40 years travelled, as plantation workers, from the coastal mainland to the Rabaul area. They adopted the new language mostly so that they could communicate among themselves. (Often people from a dozen language groups worked on one plantation.) During their contract period they also picked up local words and built them into the newly-learned pidgin.

For this reason most Melanesian words in pidgin come from the Rabaul dialects.

By the end of World War One, pidgin was so widespread that the Christian missions on the islands and along coastal New Guinea began to use it as a practical tool for literacy and education. It has over the years been damned by the Germans, condemned by the United Nations, strangled by purist educationists, outlawed from schools, ridiculed as a jargon, baby talk, and broken English. But nothing stops it. And rightfully so: it is just following the normal expansion pattern of a living, useful, graphic, poetic, punchy, expressive language.

Here are some expressions that might be of immediate use. We spell phonetically, meaning that vowels always have the same value, like those of most European languages. If you read the pidgin sentence aloud, you will immediately recognise the meaning. Most of the words are of English origin.

Gud moning Gude Gud afinun Gud nait.

Kolim nem bilong yu?
 We stap wanpela telefon?
 Em i kostim hamas?
 Mi laikim sampela kofi, ti, lemonet
 Mi laik baim niusepepa.
 We stap wanpela hotel?
 Wataim bai balus i kam?
 Yu bilong wanem ples?
 Mi laikim sampela kaikai.
 Lukim you.
 Tenkyu.

*What is your name?
 Where is there a telephone?
 How much does that cost?
 I would like some coffee, tea, lemonade.
 I would like to buy a newspaper.
 Where is the hotel?
 When will the plane arrive?
 Where are you from?
 I want something to eat.
 I'll be seeing you. (Au revoir.)
 Thank-you.*

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