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No 101 Nov-Dec 1993

Welcome aboard!

Air Niugini is 20 years old, a thriving national and international airline with a growing reputation in the world of air transport and travel.

Aviation has been a major factor in the modern development of our young nation, never more so than in the past two decades. During that time Air Niugini's freight and passenger services have been instrumental in uniting the country socially and economically.

A record of a dedicated customer services attitude, pleasant and attentive inflight service, and a professional approach by our flight crews and engineers have contributed to our success.

We look forward to more decades of achievement, of serving Papua New Guinea, our citizens and our visitors.

Enjoy your flight!

GEOFF MCLAUGHLIN MBE
Editor



GEOFF MCLAUGHLIN MBE
Editor

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No other country owes so much to aviation,

Editor — Geoff McLaughlin MBE
Consultant — Bob Talbot
Editorial — Ross Waby
Art Director — Robin Goodall
Subscriptions — Maggie Worri

Advertising

Papua New Guinea —
c/- The Editor,
Paradise Magazine,
PO. Box 7186, Boroko.
Australia —
Samuelson Talbot & Partners Pty Ltd.
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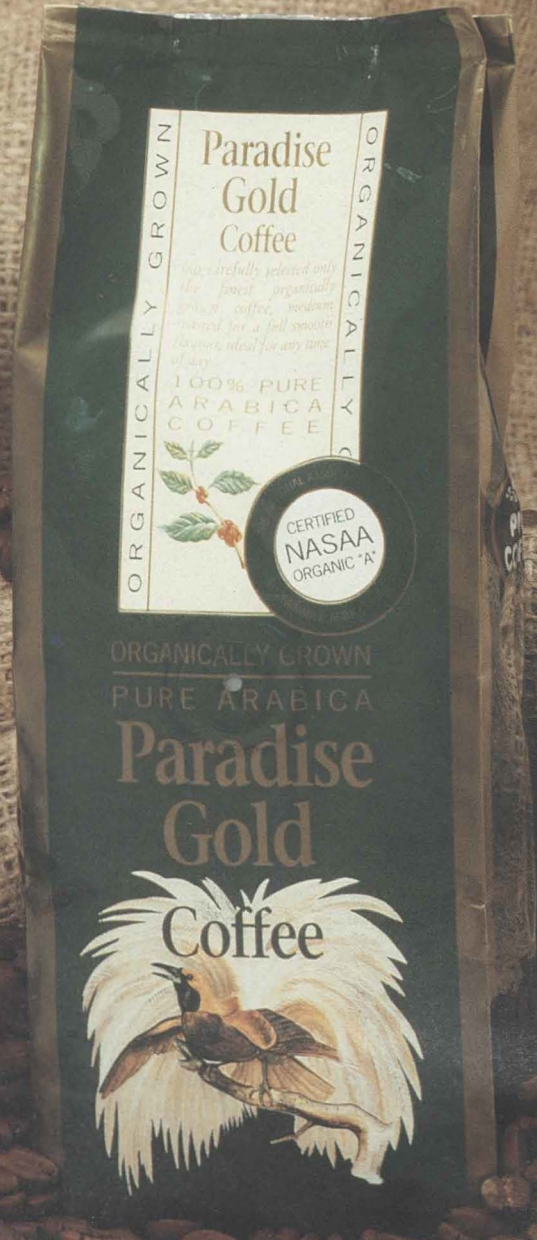
Tel:(852) 563 0145
Fax:(852) 811 1344

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Cover: Air Niugini's international flagship Airbus over the ocean; and part of the original fleet of DC3s, P2-ANN, its tail showing, was the first aircraft to carry Air Niugini's colors.

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Air Niugini

20 Years On

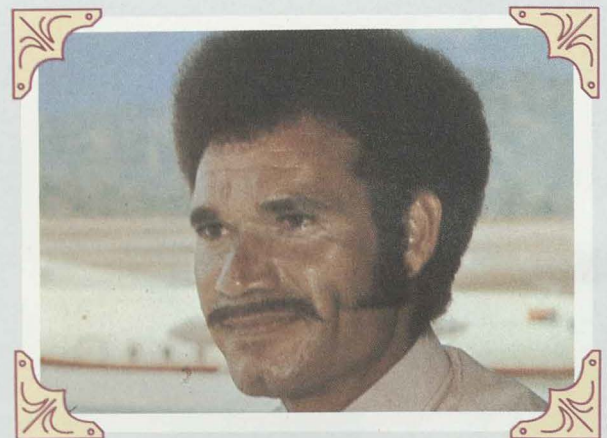


Left Air Niugini logo on Airbus tailplane takes its place proudly among the world's international airlines. inset The corporate logo is a stylised rendering of the Raggiana bird of paradise.

by Max Ross & Kevin Glennon

At airports and airstrips throughout Papua New Guinea, youngsters line the fences as aircraft arrive and depart. On November 1 this year, Air Niugini marks 20 successful years of arriving and departing, of serving the citizens and visitors of PNG; and 20 years of being held in awe by the young and the not so young gazing at the activity.

Air Niugini is the largest of the many Melanesian and Polynesian airlines operating in the South Pacific. It serves provincial centres in PNG and its near neighbors



Left Dash 7, at Tari in the Southern Highlands, is ideal aircraft for smaller airports. **top** Airbus is the airline's international flagship. **centre** Turbo-prop YS11 was chartered from All Nippon Airlines to cope with Christmas rush in 1977. **above** First Chairman of the National Airline Commission Paul Pora MBE.

– Indonesia, Solomon Islands, and Australia – as well as distant destinations in Asia, Singapore, Manila and Hong Kong.

November, 1973 was the month it all officially began, although Air Niugini's genesis was back with the first aircraft that flew in PNG. Having taken over aircraft operated by Ansett and TAA (now Qantas Australian Airlines), Air Niugini's roots go back to the Morobe Goldfields of the 1930s and the pioneering airlifts that took place from the coast into the highlands.

In early 1973, recruitment and training of aircrew got under way. By the middle of the year the airline's first aircraft, a Douglas DC3, was painted in Air Niugini colors.

Under the General Managership of Ralph Conley, formerly Papua New Guinea General Manager of Trans Australian Airlines, Air Niugini started with 20 aircraft, a fleet of eight Fokker Friendship F27s and 12 Douglas DC3s.

Right Air Niugini House, the airline's head office at Jacksons International Airport, Port Moresby; the DC3 mounted at the front salutes the original fleet and those who flew the aircraft. **bottom** The late Sir Bruce Jephcott, Minister for Transport and Civil Aviation, with Air Niugini General manager Ralph Conley, at departure of the airline's inaugural flight in 1973.

The maiden flight from Port Moresby to Lae - Rabaul - Kieta took off from Jacksons airport on November 1 following a ribbon cutting ceremony by pre-Independence Chief Minister, Michael Somare.

Air Niugini now has a route network with eight international destinations and 20 domestic airports. From four services a week to Cairns in 1987, Air Niugini now operates 14 flights a week. The domestic fleet has grown to seven F28-1000s, one F28-4000 and two Dash 7 21/45-seater aircraft while the international services are done by our two Airbus 310-300s.





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In its first year, Air Niugini carried 350,000 passengers surpassing the former TAA and Ansett combined passenger numbers of the previous year. In 1992 the airline carried 699,675 passengers.

Port Moresby is one of the more unusual of the world's capitals in that it has no road linking it to other towns. The immense distances and time taken by shipping, means few airlines in the world play such a crucial role in the country's

economy and basic transport needs as Air Niugini. Fewer still have played such a significant part in opening up previously inaccessible areas.

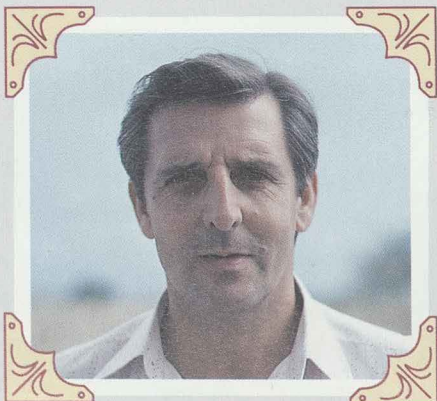
By rapidly adding new local destinations and carrying a growing number of passengers, Air Niugini had a major role in unifying the outlying provinces. In this way, the airline helped prepare the country for Independence in 1975.

Demand for more

Top F28 Fokker Fellowship prepares for early morning take-off at Jacksons International Airport, Port Moresby. **bottom, from left** Three of the men who helped make Air Niugini an early success: Bryan Grey, General Manager 1977-79; Ralph Conley, Air Niugini's first General Manager, 1973-77; Gerry Fallscheer, General Manager 1979-80.

international services was not long in coming. By the end of 1975, Air Niugini began leasing Boeing 727s from Ansett and TAA for services to Brisbane. It also wet leased a Boeing 707 from Qantas for a weekly service to Manila and Hong Kong.

The first of the big jets for Air Niugini's planned international operations came into service in 1975, with Boeing 727s leased from TAA and Ansett and a Boeing 707 wet leased from





Qantas. The 727s were used on the Brisbane-Port Moresby route, while the 707 ran a weekly service to Manila and Hong Kong. The other international route was an F27 service between Port Moresby and Cairns.

In February, 1977, the 707 was replaced by a Boeing 720B leased from Tempair. The 720B looked like a 707 but was slightly smaller and better suited economically for shorter routes. The 720 went on to replace the 727s as well as the 707, operating six times

Left Air Niugini Airbus arriving at Hong Kong's Kai Tak Airport. **below** The late Sir Iambakey Okuk, Minister for Civil Aviation, welcomes former American astronaut Pete Conrad in 1981. Conrad visited PNG and Air Niugini as Sales Vice President of McDonnell Douglas. **bottom** Charles, Prince of Wales, represents the British Crown for PNG's Independence celebrations in 1975.

a week to Brisbane and servicing the South-east Asia route.

A period of rapid expansion followed under general manager Bryan Grey who took over from Ralph Conley in March 1977.

July, 1977 marked the demise of the Douglas DC3s which were withdrawn from service. A single DC3 remains, mounted near Air Niugini House in a salute to the aircraft and those who flew them.

The first of the Fokker Fellowship F28 jet aircraft arrived in October and began its their eventual domination of the skies above PNG's major airports. The initial two jets were purchased from Air Nauru. The F28 aircraft dramatically cut flying times on longer domestic sectors through Lae, Madang, Wewak, Manus, Kavieng, and Kieta.

The introduction of the





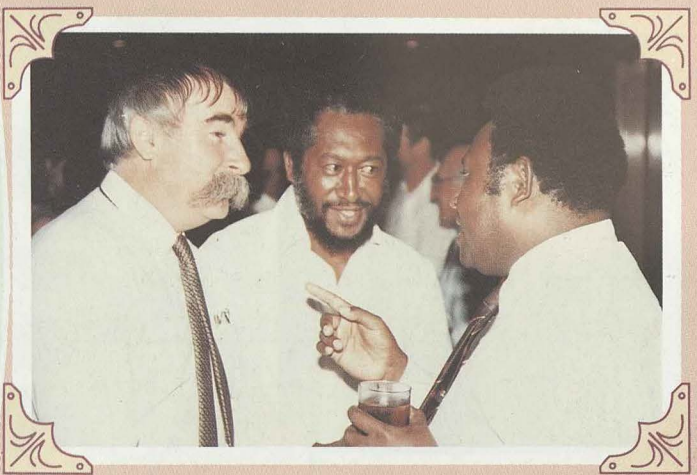
F28 coincided with the final demise of the Douglas DC3, withdrawn from service in July 1977.

In **September, 1978** Captain Minson Peni took command of an all national crew in an F27 aircraft. Captain Peni, from Nonopai village New Ireland, was joined by First Officer

Lekwa Gure from Babaka, Central Province.

In 1979, Air Niugini opened up routes east and west, to Honolulu and to Singapore via Jakarta. That same year, new facilities were established at Jacksons Airport and new sales offices were opened in Hong Kong, Tokyo, Europe

Top Fokker fellowship F28 at Rabaul Airport. **right** Former Minister for Civil Aviation, Bernard Vogae, now Premier of West New Britain. **bottom right** Meeting in 1982 of Sir Hugo Berghauer, National Airline Commissioner, Bart Philemon, National Airline Commission Chairman, and Tom Pais, Minister for Civil Aviation.



The last task in creating Air Niugini was deciding on its name. A competition was run in the local PNG newspaper with a prize of \$100 and entries literally poured in. In all, 4,425 were received by the contest deadline.

The winning entry, sent in by a Bougainville schoolboy was Kumul Air Services, Kumul being the pidgin name for the national emblem, the bird of paradise. However, it was announced by the 17-man PNG Cabinet that the new airline was to be called Air Niugini. Niugini being the accepted pidgin spelling of New Guinea.



Left Madang Airport. above At the swearing in of the current National Airline Commission, with the Minister for Civil Aviation, Tim Neville (third from right) are (from left) Commissioners Paul Nerau, Nat Koleala, Simon Korua, Sir Mekere Morauta (Commission Chairman) and Gereia Aopi (Secretary of Finance). **bottom, from left** Masket langalio, General Manager 1983-86, now Minister for Minerals and Petroleum; Joe Tauvasa, General Manager 1980-83, the first Papua New Guinean to be Chief Executive of the airline; Bart Philemon, National Airline Commission Chairman, 1983-85.

and the United States.

More significantly, Air Niugini continued its fleet upgrade when it acquired another two F28s from Transair of Canada. At this time Air Niugini relinquished the lease of a Boeing 720B and bought two Boeing 707s.

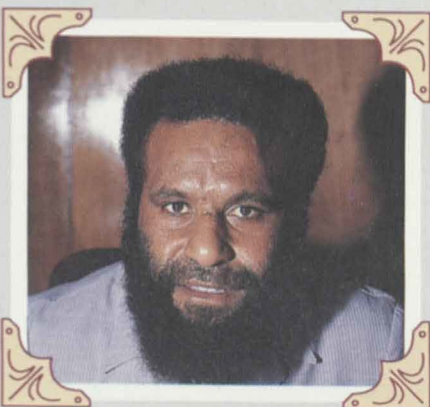
In 1980, history was made when the former Director of Civil Aviation, Joseph Tauvasa, was appointed as the new

General Manager, the first Papua New Guinean to be appointed as chief executive of the airline.

The early 1980s were another period of rapid expansion for Air Niugini. New and more efficient aircraft were acquired and the network was extended to include Rabaul being linked by F28 services.

September, 1981 saw the first of three De Havilland Dash 7s arrive from Canada amid controversy regarding their cost effectiveness. The short take off and landing capabilities of the Dash 7 enable it to get into the higher, shorter Highlands strips and it can fly as a combined passenger freighter.

In 1982 a new service linking Auckland, Port Moresby and Hong Kong was created in a tripartite



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agreement with Air New Zealand and Cathay Pacific. However, after two and a half years this agreement was discontinued.

One of the most significant events during the early 1980s was the announcement on November, 25, 1982, that a management agreement would be signed with the Dutch airline, KLM. The aim of the agreement was to take advantage of outside assistance to further enhance the performance of Air Niugini.

Under the management assistance program, KLM provided a team of four executives for three years from February 1, 1983. Former KLM Director of Operations and Boeing 747 pilot, Leen van Ryswyk, headed the team and took up the position of Deputy General Manager of Air Niugini.

By 1983, the Dash 7s were servicing the airstrips at Kiunga, Mendi, Kundiawa, and later Tari. When drought lowered the Fly River water levels, barges were unable to reach the river port of Kiunga, the transfer point for freight to the giant Ok Tedi copper and gold mine. The Dash 7 flew freight and passenger services into Kiunga for a contract period of 18 months to keep the supply



Top 'Big Bird', the first Airbus with distinctive Raggiana bird of paradise livery. **left** Air Niugini cabin attendants' graduation ceremony. **bottom left** Mike Bromley, Deputy Chairman and former Chairman, National Airline Commission. **bottom right** Air Niugini traffic officers in 1973, with Howard Lahari, now Deputy General Manager (fourth from left), John Maka, now Mt Hagen Manager (fifth from left), Emmanuel Balamus, now Deputy Air Freight Manager (second from right), Iamo Ralai, Deputy Schedules Manager (far right).





lines open. The Dash 7 still plays a vital role in getting into the shorter, higher airstrips at Kundiawa, Mendi, Tari, and Wapenamanda.

Computerisation of the reservation system was completed in 1983 at a cost of K2 million. The installation took two years starting with the larger centres and the system saved an estimated K4 million in the first four years. The airline's rapid expansion went hand in hand with investment in new technology.

On May 5, 1983 Mr Bart Philemon, the chairman of the National Airline Commission, pressed the button to activate the new computer system and acknowledged Air Niugini's proud position as the leading state-owned corporation in Papua New Guinea.

November, 1984 was the month the Big Bird landed, the Airbus A300. The pilots and technically minded enthused about its state-of-the-art features. The public welcomed its roominess and admired the huge Raggiana bird of paradise painted along its sides.

During 1984, Masket Iangalio had replaced Joe Tauvasa as General Manager, completing the sale of the two 707s and formulating the lease from Trans Australian Airlines of the Airbus A300 to operate the international services.

At this stage of the airline's development, the fleet consisted of five F28-1000s, three Dash 7s and the Airbus A-300 on lease from TAA.

General Manager Masket Iangalio later resigned to enter national politics (he was successful and is now Minister for Mining and Petroleum). His position was advertised world-wide



Above First all-PNG crew for Airbus with Captain Lekwa Gure (left), right, from top Changing fashions for cabin attendants.

Air Niugini started operations with a remarkable fleet of 20 aircraft comprising 12 DC3s and eight F27s (more popularly known as the Fokker Friendship). The DC3s were bought directly from Ansett and TAA for the very favourable price of \$15,000 each, which also included a large inventory of spares. These aircraft had already proved their worth over the rugged landscape of PNG and had been operating more or less continually in country since the Second World War.

The Friendships had been in service since the late 1960s and Air Niugini bought four from TAA at the giveaway price of \$1 Million. Ansett also had four F27s for sale but these aircraft were leased. Being a private concern, Ansett certainly could not be as generous on the sale of these aircraft - there would be little sense in

selling the aircraft cheaply and then face heavy costs for re-equipment for some of the Australian operations. These aircraft were however purchased over the following years. The aircraft were repainted in Air Niugini colours as they came in for routine maintenance.

A major technical problem first encountered was the variations in all of the aircraft - no two were alike! Instruments in some aeroplanes were differently located or grouped, electric and communication switches placed oddly or to suit the operating system of the previous owner, ie. Ansett or TAA. The operations manuals were different and also had to be re-written which was in itself another monumental task. It was a time of great concentration and effort by all the pilots and stood well for what has been an impeccable safety record of the airline.



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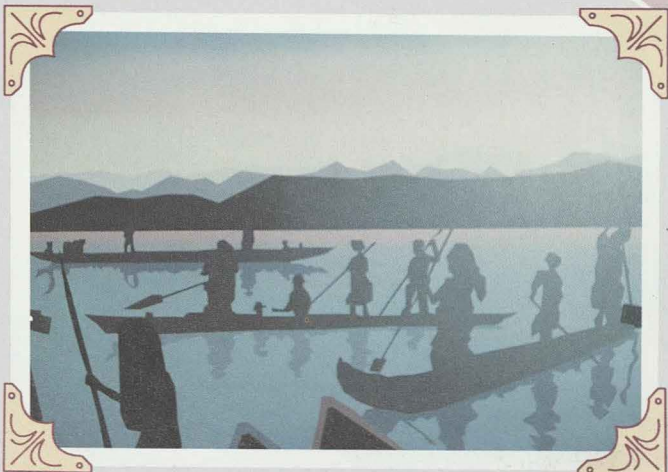
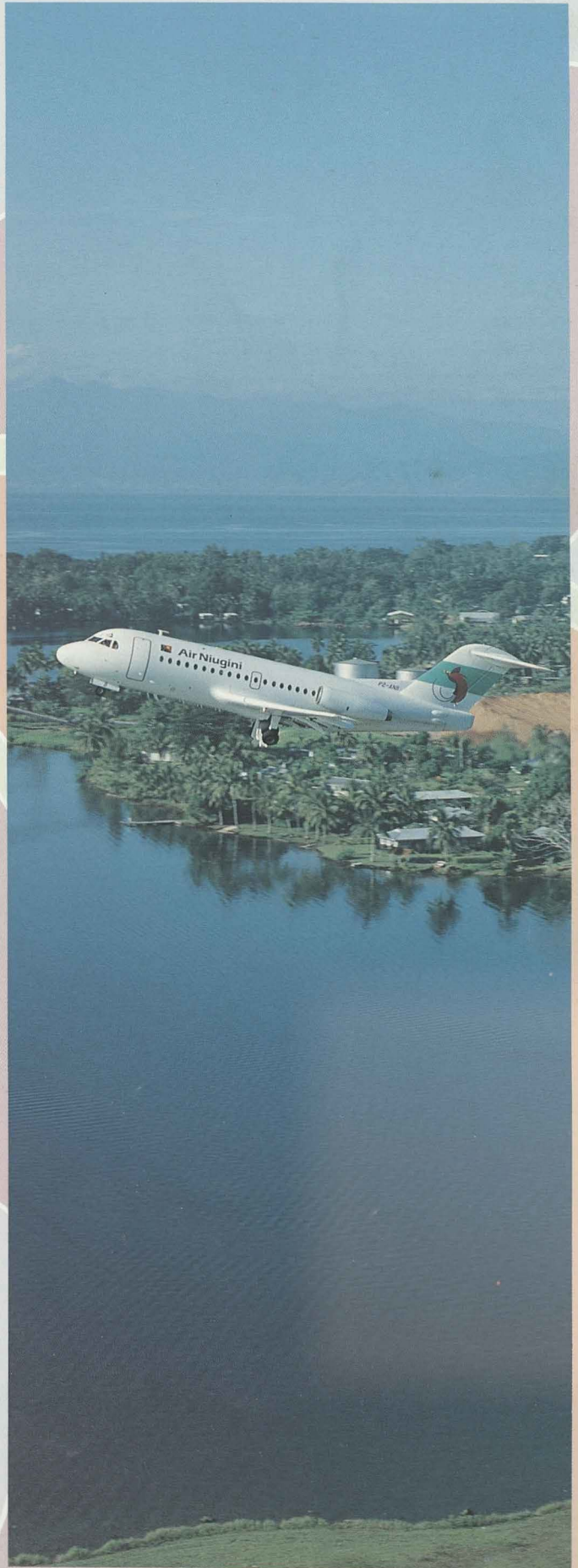
**NEW GUINEA
MOTORS**

and Dieter Seefeld was appointed General Manager and Chief Executive.

After his previous 18 years marketing experience with Lufthansa, it came as no surprise that Mr Seefeld was responsible for one of the most innovative and successful ideas introduced to the company: the new corporate image instituted throughout the organisation. The country's national symbol is still recognised as the airline's logo but is represented in a style more suitable to the nineties and modernisation of the airline's operations.

In 1988, Air Niugini's inflight magazine, Paradise, carried off the first of a string of international awards, starting with the PATA Gold Award. For two years running Air Niugini had received special commendations from the Pacific Area Travel

Right F28 Fokker Fellowship taking off from Madang Airport. **below** PNG scenes on the cabin bulkheads of Air Niugini's Airbus A300-310.



VALUED ASSETS

Throughout its first 20 years, Air Niugini's in-flight cabin crews have been among the airline's most valued assets. Cabin crews spend more time with customers than any other staff, attending passengers' needs for hours at a time on the longer routes.

The little touches they add to in-flight service amount to a form of pampering, such as serving meals to children first so that parents can dine in peace.

Air Niugini in-flight cabin crews go about their tasks with a friendly smile, providing standards of customer service that are the envy of other international carriers. In performing their duties, their priority is to ensure the safety and comfort of all on board. They also act as ambassadors for the airline and Papua New Guinea.

Air Niugini passengers returning to PNG regard their homecoming as starting with the welcome they receive from these friendly and dedicated crews.

Association for Paradise. This was followed in 1988 with Air Niugini winning the prestigious Gold Award for the best in-flight magazine.

Paradise continued with awards in 1989 and 1990, on these occasions gold for the best article in an in-flight magazine.

January, 1989. Air Niugini keeping pace with developments in the industry, took delivery of a new Airbus A310-300. The Airbus serves international routes from Port Moresby, flying to Singapore, Hong Kong, Manila, Brisbane, and Sydney.

In March, 1990, domestic and international (Cairns and Honiara) F28 services into Kieta in North Solomons Province were suspended following escalation of the secessionist and land ownership crisis on Bougainville Island. The dispute closed the giant copper mine there, affecting the airline's revenue and PNG's general economic climate. Additional services were introduced to ensure optimum use of the fleet.

Later in 1990 the South Pacific Games were hosted by PNG and Air Niugini provided sponsorship of K400,000.

In **February, 1991** engineering apprentices departed for a two-year scholarship training course in Germany.

Two of our more senior captains, Captain Peter

Wycherley and Captain Peter Sharpe in April, 1991, achieved an aviation milestone of 20,000 hours flying time each.

Over the last six and a half years, Air Niugini has expanded its services further, introducing additional F28s to its existing domestic fleet of seven F28s and two Dash 7s. A new A310-300 was purchased to replace the A300 leased from TAA and was delivered in 1989 to service the airline's international routes to Singapore, Manila, Brisbane and Sydney. A second A310-300 was delivered, opening up the opportunity for the further expansion of routes, a process that the airline hopes to continue as it moves closer to the 21st century. Services to Hong Kong, which had been cancelled in 1985 have been re-established and are now successful. Domestic services have been dramatically extended.

January, 1993: a new computer system was installed at the start of the year using the SITA global communications network. The network spans more than 180 countries and

Top Marking 20,000 hours of flying, Air Niugini Captains Peter Sharpe MBE (left) and Peter Wycherly, with Jean Kekedo OBE, Secretary of Civil Aviation, in 1991, *centre* Cabin attendants in first Air Niugini uniform, *bottom* Crew with second uniform.



territories serving the entire air transport industry. The services range from the primary function of passenger reservation through to departure control systems, fares quotation, hotel reservations, travel information, and credit card authorisation. The ensuing integration makes life simpler for airline staff and allows efficient, comprehensive service to be provided.

The centre of the passenger information services is Atlanta where clusters of mainframe computers receive and send data. The cargo and flight operations centre is located in London. Air Niugini is just one of many users spread across the globe.

Throughout 1993 the F28 has continued its domination of the skies over PNG's main towns with the addition of a new Fokker F28-4000. Twenty five per cent larger than the F28-1000 it adds 14 seats and operates the Cairns, Port Moresby, Mt Hagen and Lae route. Air Niugini's fleet remains consolidated with three main aircraft: Airbus, F28 and Dash 7.

One of the innovations in customer service introduced by chief executive, Dieter Seefeld, makes Air Niugini one of the few airlines in the world that invites customers to select the inflight wine list. A special annual wine-tasting chooses the labels and vintages.

Providing passengers with the best possible service is however only one of Air Niugini's roles.



Top left Pope John Paul II on arrival in Papua New Guinea, May, 1984. **top right** British actor Michael York and wife arrive for 1980 South Pacific Festival of Arts. **right** Engineer inspects Airbus engine intake.

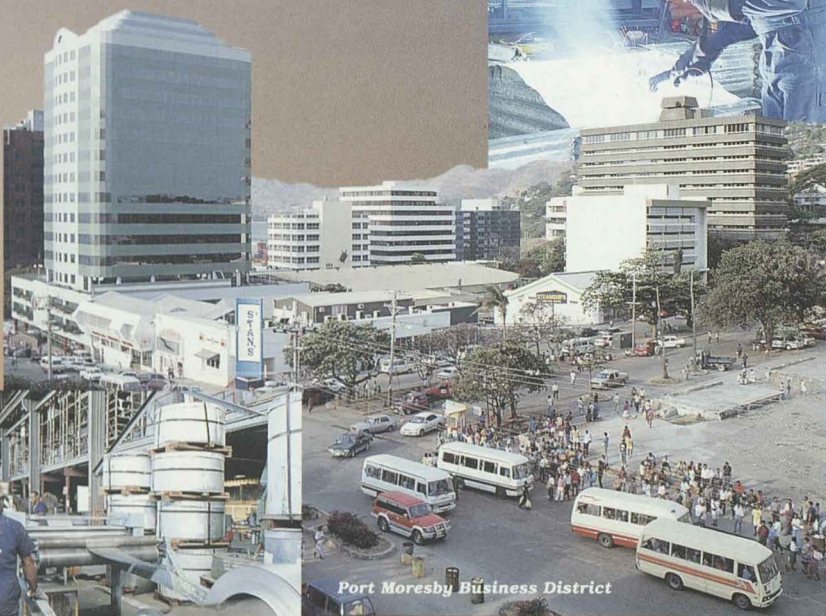


Investment Corporation of Papua New Guinea

The Investment Corporation was established in 1971 by an Act of Parliament by the National Government.

Papua New Guinea is known worldwide for its mineral wealth, but there is also enormous potential for agricultural/agro based industries, particularly for value added products. In keeping with the Government's policy of encouraging investment in Papua New Guinea, the Corporation is keener than ever to identify and implement viable new projects in conjunction with overseas partners.

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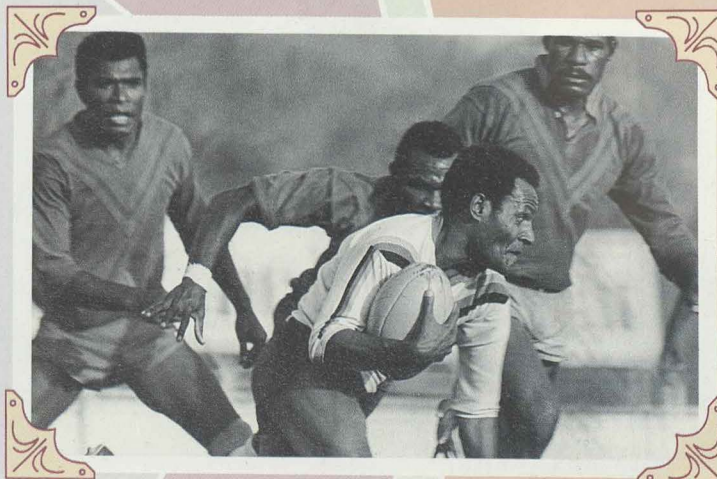
Another is to provide the cargo services which allow local producers to regularly export. Some of the most lucrative cargoes are fresh lobsters, prawns and sea cucumbers flown to buyers in Hong Kong and Japan. To ensure prompt delivery of freight, the two Dash 7 aircraft operate domestic freighter services at night often bringing shipments of live seafood to connect with early morning international services.

Air Niugini, in part of its drive to increase the volume of international passengers, has also been instrumental in boosting the image of Papua New Guinea as an exotic tourist destination.

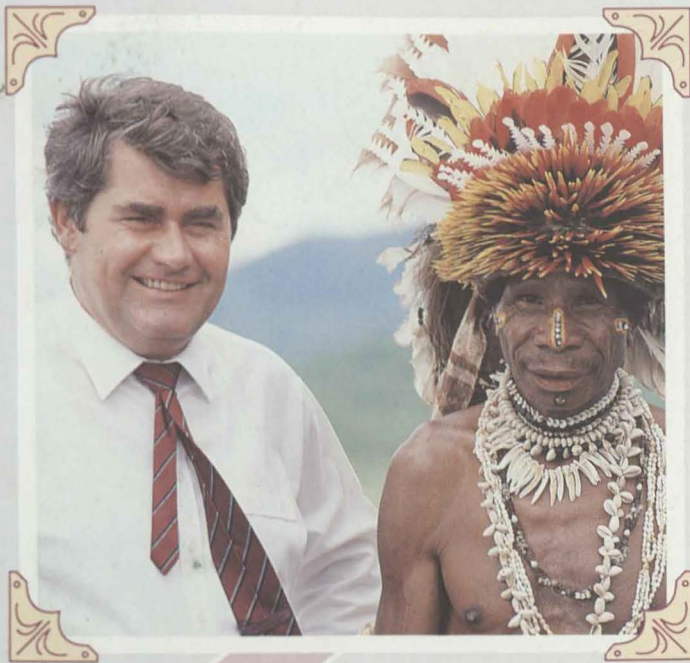
The airline promotes the country's charms through posters and brochures, and co-operates closely with tour operators and wholesalers in packaging tours which last from three to 21 days in diverse locations all over the country. In Europe and the US, the airline represents the PNG tourism industry in its overseas promotion work.

Air Niugini has also been a substantial supplier to resource projects and is the contract carrier for many companies involved in mineral exploration and extraction.

Air Niugini made a profit in its first year of operations when some of the world's major airlines were in financial difficulties. In the current world wide economic stagnation and competitive marketplace Air



Top Interior of Air Niugini Airbus A310-300. **centre** Sabati Eva (right), former Advertising Manager congratulates successful Air Niugini car rally team. **right** Air Niugini rugby league team player takes the ball forward in a Port Moresby club match.



Air Niugini has continued to forge ahead, reporting a profit again in 1992, with the expectation for 1993 also being very positive.

Looking back over the 20 years of operation of PNG's national carrier the major events readily stand out - the introduction of new aircraft and installation of new equipment, the opening of additional routes and training of national staff. However, these

Left Air Niugini General Manager and Chief Executive, Dieter Seefeld, with a singing performer from Popondetta who was part of an airport VIP welcoming committee. **centre** Air Niugini sales office at the 1991 South Pacific Games in Port Moresby.

events by themselves do not reveal the significance of air travel and of Air Niugini to the wellbeing of PNG.

The significance is quickly realised if one is stuck at a remote and isolated airstrip. After two or three days of waiting; of noting white slipstreams from jets high in the sky crossing on their way to Asia; of stirring immediately in hope upon hearing faint engine noises; the importance of the aircraft in this young nation becomes obvious.

The pride of the people in their airline is also obvious, not just in the way they watch aircraft arrive and depart. It is also obvious in the staff behind the traffic counters at numerous airport terminals, at the controls of high technology equipment, in sales offices, in cargo terminals, in catering departments and engineering workshops.

The pride is there, throughout the airline and the country.


Air Niugini is looking towards the 21st Century equipped with experienced staff to continue its success, to continue its service, to continue a job well done.



Below Sales Supervisor, Nancy Cheng, Hong Kong
Patty Kane, Waigani
Luz Reys, Manila.







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OCEAN

SOUTHERN OCEAN

OCEAN

NORTHERN TERRITORY

Darwin

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Alice Springs

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GIBSON DESERT

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as
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Papua New Guinea



Air Niugini



Coral Sea Hotels



Port Moresby



Mount Hagen



Port Moresby



Madang



Lae



Popondetta

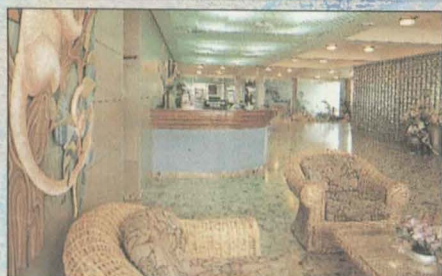
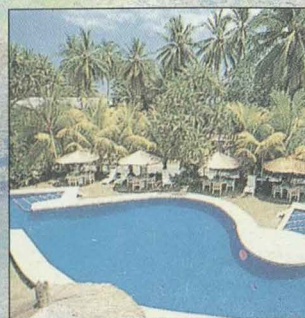


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Dieter Seefeld,
General
Manager &
Chief Executive,
Air Niugini



Air Niugini as the National Airline of Papua New Guinea has endeavored to and will maintain a service of excellence to our passengers, be they travelling on our domestic network or internationally.

Since 1986 we have doubled the size of our Fokker Fellowship (F28) fleet from four to eight and may soon add another. This, with the help of our two Dash 7's, has allowed us to double the number of domestic flights to 70 a day.

On international routes we have six flights a week to Asian destinations - up from two in 1987, and 14 flights a week to Cairns, Australia, compared with four in 1987, in addition to our flights to Brisbane and Sydney.

The recent formation of the Tourist Promotion Authority and the full

Government support will contribute to the major economic benefits derived from the increase in tourism in future years.

I believe Air Niugini should stay a niche carrier in the Asia-Pacific region, feeding the long-haul carriers to Europe and the United States, rather than competing with them. We have started to increase our regional network with the doubling of flights to Manila and Hong Kong.

Below Popondetta singsing group acted as VIP welcoming committee at Jacksons International Airport, Port Moresby.





We have marketing agreements with airlines such as Qantas, Singapore Airlines, Philippine Airlines and Cathay Pacific and are keen to extend alliances to other international carriers.

As a small airline we must be flexible, while at the same time cautious with our planning so that we continue to be viable, self-funding and profitable. We are succeeding even at a time when a great number of other airlines around the world are experiencing financial problems.

We have built on our technical and engineering excellence by improving our standards of customer service. Our in-flight services and standards for customer service have bought praise from both domestic and international travellers who compare us favorably with other prominent airlines

Air Niugini has also completely changed its image, starting in 1989 with a new corporate logo and livery. It is a single modern, clean image which symbolises the qualities for which the airline stands.

In spite of our recent expansion, we have the same number of staff as we had in 1981, which proves that our efficiency and productivity are greatly improved. We spend about K3 million a year in training.

Papua New Guinea is proud that its national airline has an impeccable safety record, its operations being accident-free since the airline was formed 20 years ago. This perfect safety record confirms the quality of our training and procedures. We have the most stringent regulations and guidelines and our pilots are very qualified and well trained.

Nevertheless we strive to do better, especially in the area of customer service.



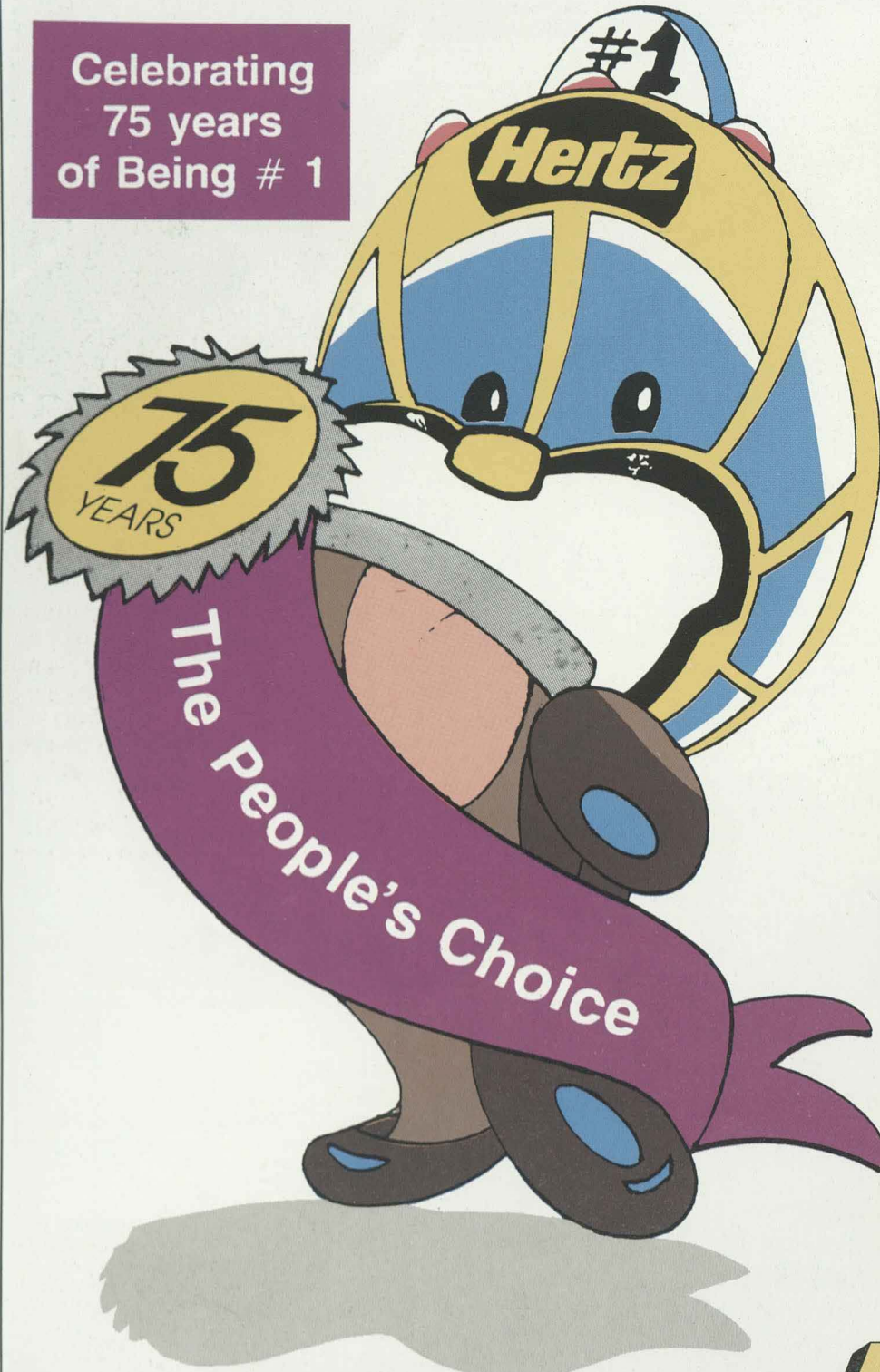
We believe that service quality is a key factor which distinguishes one airline from another. We will not be satisfied until our performance is absolutely second to none.



Left Jacksons International Airport, Port Moresby, the nation's capital and home of Air Niugini. **top** Air Niugini Airbus goes in for routine maintenance at Singapore. **right** Hard working Canadian-built De Havilland Dash 7 at Jacksons International Airport, Port Moresby. Dash 7's short take-off and landing abilities are ideal for PNG.

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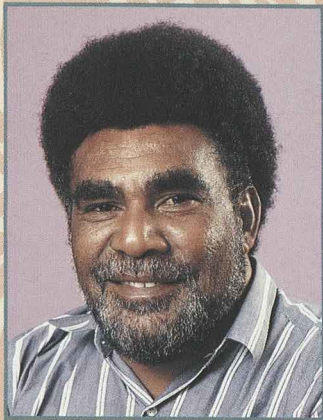
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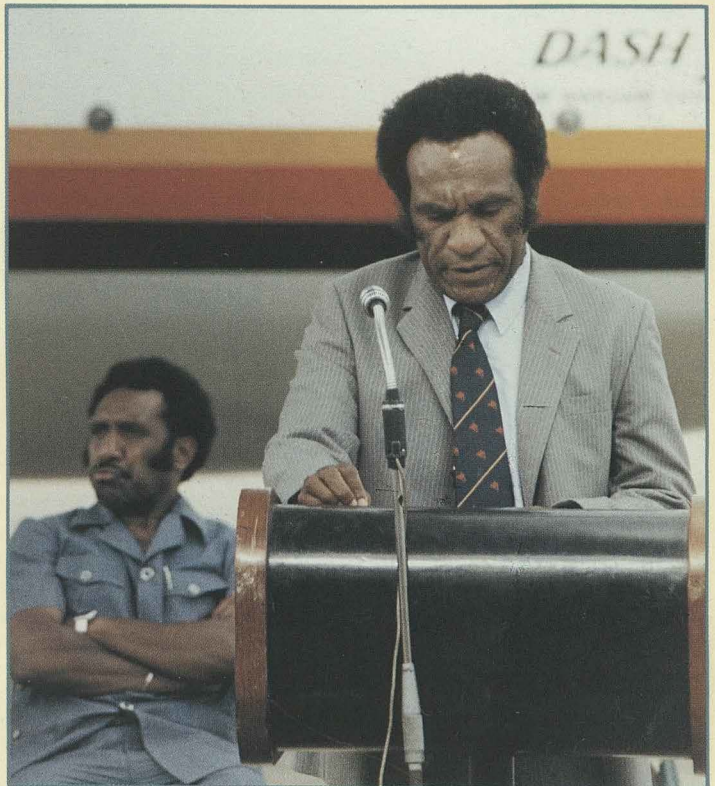
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Air Niugini's Vital Role in PNG



**Sir Mekere
Morauta,
Chairman,
National Airline
Commission**



Air Niugini has played a vital and strategic role in the development of Papua New Guinea. Air Niugini is not just an airline. It is a lifeline. Because of our geography and topography, it would be impossible for PNG to function without air services.

When Air Niugini commenced operations 20 years ago, its initial capital of K4 million paid for the aircraft bought from the two Australian airlines, TAA and Ansett, which operated the major domestic routes at the time. The fleet consisted of 12 old DC3 and eight Fokker F27 aircraft.

There was doubt at the beginning that an airline the size of ours with its ageing fleet of limited capacity, its small market and low capital base, would succeed. But from that meagre beginning, it has been a success. Today we operate a fleet of modern jets, including the long-range

version of the Airbus A310, seven Fokker-28-1000s, one Fokker-28-4000 and two De Havilland Dash-7 aircraft, serving eight international and 20 domestic ports. Air Niugini has proved resilient; it has grown and developed almost entirely from its operating revenues, supported by borrowings, with additional equity capital injection of only K4.9 million. That is a remarkable achievement.

Top The late Sir Iambakey Okuk, Deputy Prime Minister and Minister for Civil Aviation, sports an Air Niugini tie as he inaugurates Dash 7 service. Ben Sabumei, National Airline Commission Chairman, looks on. **left** Live crocodiles present no problem to Air Niugini which is used to handling unusual cargo.



I have been a Commissioner of the airline since its inception, first as an ex-officio member of the National Airline Commission while I was Secretary for Finance, and subsequently as a Government appointee. The most visible change I have seen over the 20 years, along with the fleet growth, is in localisation, the training and appointment of Papua New Guineans to technical positions, engineering, general management and as pilots.

But despite Air Niugini's fine achievements, its future growth and success are limited by its weak capital structure, high debt and by the highly competitive environment of the international airline industry.

If Air Niugini is to continue to provide air services within the country, its owners must provide it with the necessary financial backing. I would like to see Air Niugini recapitalised at around K40 million. This would give it the financial



Top Passengers disembark at Port Moresby from reliable Boeing 707 used on Air Niugini international routes before the advent of the Airbus. above Air Niugini Operations Director Syd Goddard (centre) with KLM management team which helped run Air Niugini 1983-86 (from left) Director of Finance Jan ten Haaf, Deputy General Manager Leen van Ryswyk, Commercial Director Werner Gumbmann, Engineering & Maintenance Director Peter Clements.

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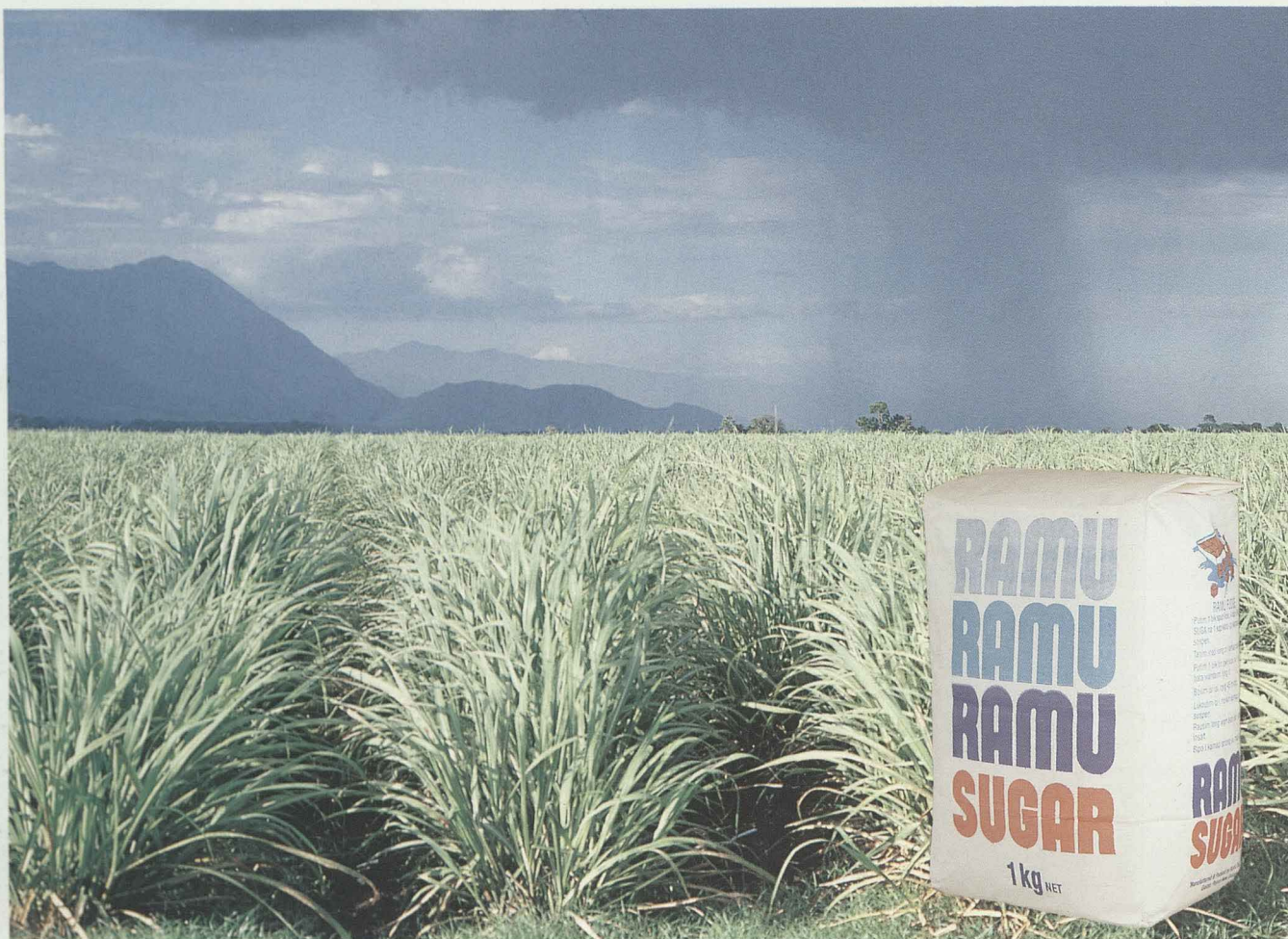


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strength to modernise the fleet and provide more frequent, more reliable and more affordable domestic services.

The pre-eminence of air transport in our country is historical. During the Wau-Bulolo gold rush in the early part of the century, more cargo was moved by air to the goldfields than by any other form of transport. In the 1990s, the only form of transport for the construction and operation of the Kutubu oil field, is air.

Air transport has long been and will remain for decades to come a necessity, not a luxury, for Papua New Guinea. The challenge for the Government is to prepare Air Niugini to meet this necessity into the next century and provide the efficient, affordable air services so essential for the development of the nation.



Right Air Niugini's first Airbus in its distinctive 'Big Bird' livery which gave way to the newer logo and colors incorporating the national emblem, the Raggiana bird of paradise.



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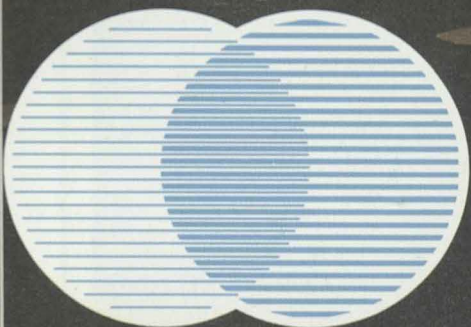


GM300 MOBILE TWO-WAY



GP300 PORTABLE TWO-WAY

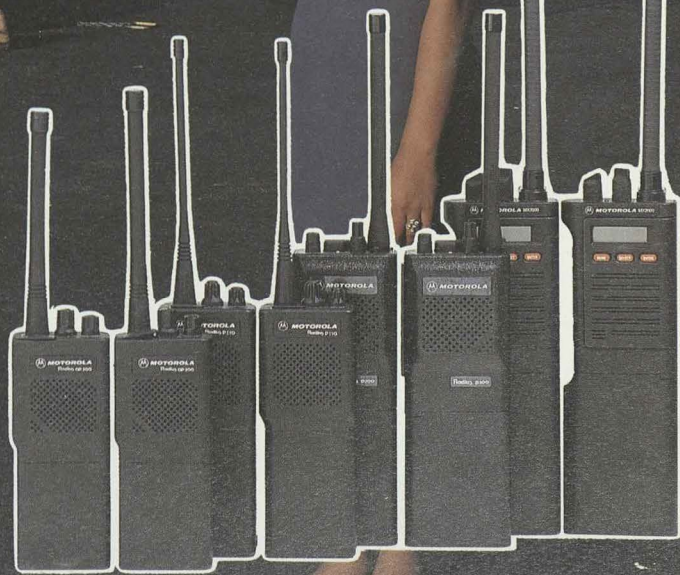
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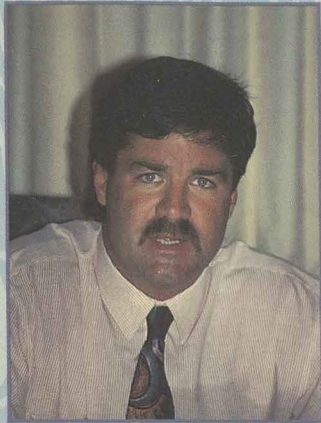
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A VISION for the FUTURE



**Tim Neville,
Minister for
Civil Aviation**

Air Niugini, one of the world's very successful airlines over the past 20 years, may become two companies in the future — one for domestic services, the other operating internationally in a partnership

I would like to see Papua New Guinea open up more for tourism and develop its great potential as a holiday destination. The airline industry has a major role to play in that but we need a bigger partner with connections into Europe and have them help us to sell PNG as a tourist destination.

I think for the betterment of the country of PNG, for development in tourism and as an overall thing, we need to align ourselves with one

of the progressives in the market, whether it be Qantas, British Airways, Singapore Airlines or some other carrier.

On the international scene the Government is considering the possibility of a joint venture arrangement or a 70 to 80 per cent sellout on the understanding that the partner jointly carries our flag.

Below Air Niugini's newest aircraft, the Airbus A310-300, landing at Jacksons International Airport, Port Moresby.





Top left Customer service is the focus at Air Niugini sales offices where two travellers get advice. **left** From January, 1993, passenger bookings have been made using the SITA global communications network which services the airline industry. **bottom left** Baggage handling is prompt and efficient at Air Niugini terminals. **above** Modern equipment ensures quick handling of freight and catering services.

I believe that tourism is one of the industries of the future for PNG and is set to employ more people than any other in this country. We have much to offer — the beauty of the landscape, the culture, scuba diving, game fishing, golf and other sports. Also, the climate.

We need to create employment here in Papua New Guinea and one of the ways we can is by developing the tourism industry.

Air Niugini is a profitable organisation which would then still be able to handle domestic services capably and profitably and remain a proud symbol of our nation.

As part of the restructuring we would have to go through a refueling program, acquiring newer, long-body Fokker Fellowships (F28s), selling our older 1000 series and upgrading to the 4000 series.

Refueling would also involve dispensing with our turbo-prop aircraft and would require the upgrade of airstrips which turbo-props now serve. That in fact is part of the Department of Civil Aviation's plans.

For my part, the redevelopment of Port Moresby's international airport is going ahead. The tenders have gone out for a two-year construction project of about K120 million. We are putting in new international and domestic terminals to offer better facilities for people coming into PNG.

I am planning in next year's budget to upgrade Madang, Manus, Rabaul and Kavieng airports. Overseas visitors will then have easier access to the resorts and other attractions.

Then we will start to integrate other destinations. One of the developments I am doing is the Kujip Airport, Mt Hagen. We want

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to turn that into a proper fully fledged international airport with facilities for our Airbuses or a Boeing 747.

Mt Hagen is the natural distribution centre for other Provinces and other destinations — Goroka, Eastern Highlands Province, Southern Highlands Province, Enga Province.

Ultimately we really need to upgrade facilities out in the Provinces — such as Milne Bay and others. I would like to see tourists fly direct from Cairns to Alotau, Milne Bay, which is a flight time in a 4000 series F28 of about 70 or 80 minutes.

This Government wants to safeguard Air Niugini then open the sky to get people into the country. We want them in here and if the tourism infrastructure, including airport facilities, is good they will come.

I have been all through Caribbean, Fiji, Vanuatu. I have been on the Great Barrier Reef diving and we are comparable with any if not better.

Left This Raggiana bird of paradise became the Air Niugini's new corporate logo in 1989, providing a modern, clean image which is now the standard throughout the airline.




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Tempting cuisine is offered at a choice of three superb restaurants. The Vanda fine dining restaurant has tantalising, world class cuisine in a selection of local and international dishes. The International Coffee Shop is less formal, with the emphasis on speedy service, and the Pizza Restaurant continues to be a favourite for relaxed, casual dining or a meal on the run. Poolside barbecues on weekends are a relaxing way to soak up

the sun and the Lounge Bar is the place to meet friendly faces, while the Aero Bar promises a private, guests only, atmosphere.

Lae International Hotel's newly renovated convention centre caters for as many as 300 people for a private dinner or banquet, 500 for cocktail parties, or 400 for theatre or seminar style functions. The Bulolo Banquet Room also caters to guests on a slightly smaller scale and the Boardroom is popular for meetings of up to 24. The hotel also offers special package conference rates.

Sporting and leisure facilities at Lae International Hotel include a swimming pool, tennis court, aerobics, a gymnasium, and a sauna.

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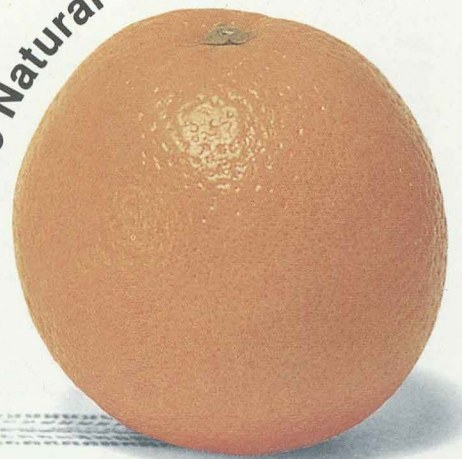
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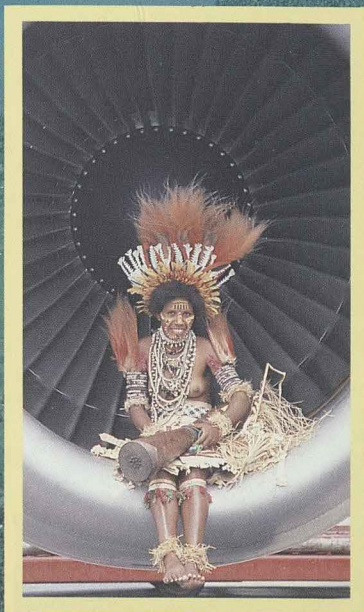


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LOCAL AIR LINKS



by Nicole Allen

Above Rabaul airport lies near the foot of an active volcano, Matupit. Rabaul's Simpson Harbor is the vast caldera of an ancient volcano. **top inset** Popandetta sings; performer illustrates the size of the Airbus engines. **left inset** Douglas Airways was one of many third level airlines serving PNG.

Papua New Guinea, one of the youngest independent countries in the world, depends heavily on aircraft for transport and communications. The highway system is fragmented and the capital Port Moresby is not linked by road to any other major population centre.

Many settlements which lack vehicular access, have instead a landing strip which connects them to the outside world.

Air Niugini, the national airline, serves the 20 major airports and more than a score of feeder airlines fly in and out of the smaller airstrips.

For 36 years Talair, the largest of these third level airlines, contributed to the progress and development of PNG. When the airline ceased operations this year it had 100 routes, many of them to isolated areas.

Talair airline's closure ended a successful chapter in PNG's aviation history. The airline was the largest carrier apart from Air Niugini and played a vital role in opening up rural areas of PNG.

Talair airlines was begun in 1957 by an innovator in the aviation industry, Sir Dennis Buchanan. Since the closure, six third level airline operators have been licensed by the Government to fly Talair's routes. These airlines are Airlink, Islands Aviation, Islands Airways,



Above F27 Fokker Friendship takes on cargo of bananas and other crops bound for Port Moresby.
below F28 Fokker Fellowship at Rabaul airport.

North Coast Aviation, Milne Bay Air and Sandaun Air Services.

This means that domestic travellers and tourists to PNG still have regular scheduled services to the interior.

According to Mr Tim Neville, the PNG Civil Aviation Minister: "We don't want one operator to become a monopoly. We want these routes to be spread among several small operators, making it commercial and viable for them."

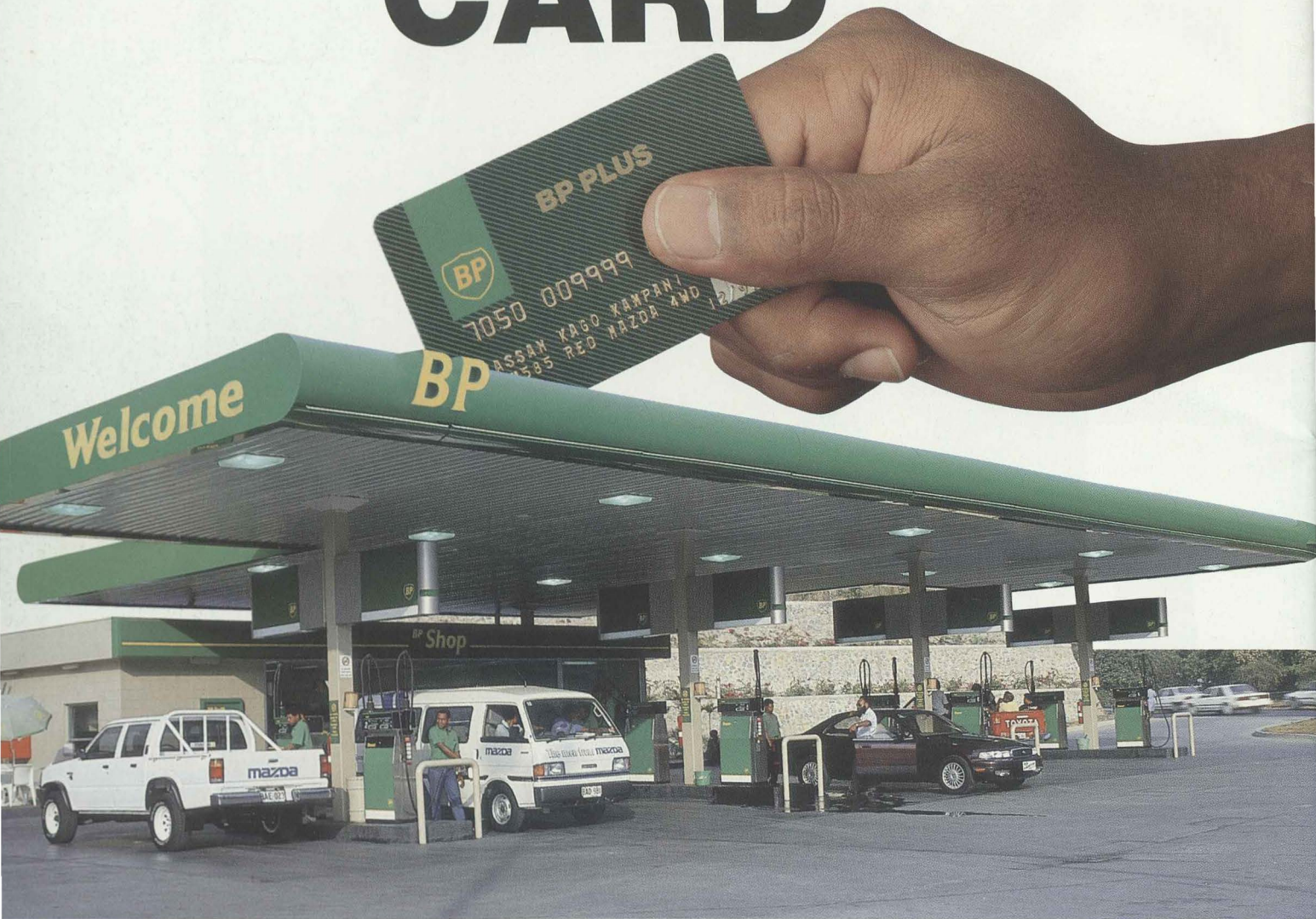
Mr Neville said Sir Dennis had been a real pioneer whose work helped lay the foundations for PNG as an independent nation.





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AIR HISTORY

by James Sinclair



Papua New Guinea is a country which has always relied heavily on air transport to satisfy its communication and transportation needs. The country will continue to rely on aviation for many years more because of its mountainous topography and ruggedness of its terrain. In many areas, especially in the Highlands, air transport is the only means of communication and transportation and in other areas where other transportation is available, aviation still proves to be the most cost effective.

No other country in the world owes so much to aviation as does Papua New

Guinea. The aeroplane was a vital factor in the early 1922 exploration and charting of the Papuan coastline and the supplying of the first exploration and charting expeditions of the Papuan and New Guinean Highlands. It continued to play a vital role to all exploration patrols in the pacification and establishment of patrol posts which later grew to full scale government stations with resident kiaps. The towns of today, especially provincial capitals were originally government stations. The importance of the aeroplane to the country at the exploratory and pacification stage is demonstrated by the fact



that when a patrol had selected a site to establish a patrol post an airstrip was usually the first thing built. Apart from food and medicine, the aeroplane would bring essential construction materials. In fact whole towns, equipment including tractors and vehicles were transported in by planes.

Top F28 Fokker Fellowship, a pure jet which has proved a fine performer for Air Niugini and its passengers. **above** DC3 registration number P2-ANU was bought from Ansett Airlines and is now at the Powerhouse Museum, Sydney. The P2-ANU number is now carried by an Air Niugini F28.

Below Wanigela stilt village near Port Moresby's Koki market, seen from the air.

The story of commercial aviation on a continuing basis really began in 1922 when an Australian prospector discovered gold on Koranga creek in Morobe Province. A small gold rush began but the major discovery was made four years later at Edie Creek. Great excitement swept mining circles in Australia.

As with recent gold discoveries, these discoveries were made in mountain areas a long way from the coast. Essential supplies were carried over the high mountains from Salamaua on the backs of PNG carriers. The walk up the mountains would take between six to seven days and since the new find at Edie Creek developed very quickly, the ensuing rush placed an intolerable strain on the transport problem. Miners were forced to wait for weeks and supplies and equipment began to pile up at Salamaua.

A former soldier, a Mr C. J. Levein, thought of a solution to the situation by using aircraft, which in those days were considered dangerous. Levein convinced Guinea Gold No Liability to invest in a single engine De Havilland DH57 biplane.

As the aircraft was unable to fly the total distance from Australia it was shipped to Rabaul in 1927. While the aircraft was on the sea sailing to Rabaul, crude airstrips were built in Wau, Lae and Rabaul. On 30 March, 1927, pilot A.E. Munstar and engineer A.W.D. Mullins took off from the improvised field at Rabaul and flew to Lae, a flight of 5 hours 19 minutes. Today the Fokker F28 aircraft takes 70 minutes. The commercial civil aviation industry had begun in PNG. The aeroplane



proved itself right from the start and by 1927 there were four air transport companies: Guinea Airways Limited, Bulolo Goldfields Aeroplane Services, Morobe Trading Company and Edie Creek Gold Company servicing the gold mines from Lae using a biplane, six pilots and six engineers.

The early aircraft were string and fabric biplanes of limited performance and Guinea Gold No Liability needed more efficient machines. It bought the most advanced freighter, the Junkers W34. This plane could travel at 100 miles (160km) per hour with a payload of 2,000 pounds (900kg). The first aircraft went into service in April, 1928 and began to break all records. It was so successful others were quickly purchased.



In December, 1929 Placer Development, a small Canadian mining company, purchased the Guinea Gold leases in the Bulolo Valley and decided that the only way to mine the huge

Above Captain Lekwa Gure at the controls of an Air Niugini Dash 7. He later became an Airbus captain.



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proven gold reserve was by dredging. Sectionalised dredges were designed and built with the heaviest single part weighing 7,000 pounds, the lifting capacity of the superior Junkers W31. In the end not only the dredges were flown in but a complete town, workshops, heavy engineering equipment, sawmills and a thousand other things were flown in from Lae. There was no precedent for such a task.

Three Junkers G31 were bought and given to Guinea Airways to operate and Guinea Airways bought one W31 on its own. The first G31 began flying in April 1931. During the first year of operation the four G31s and the four W34s of the Guinea Airways fleet carried 3,947 short tons of freight and 2,607 passengers. For the whole of 1931 the combined air services of the United Kingdom lifted a total of 649 tons of freight, of France, 1508 tons, of Germany 2,175 tons and United States 513 tons.

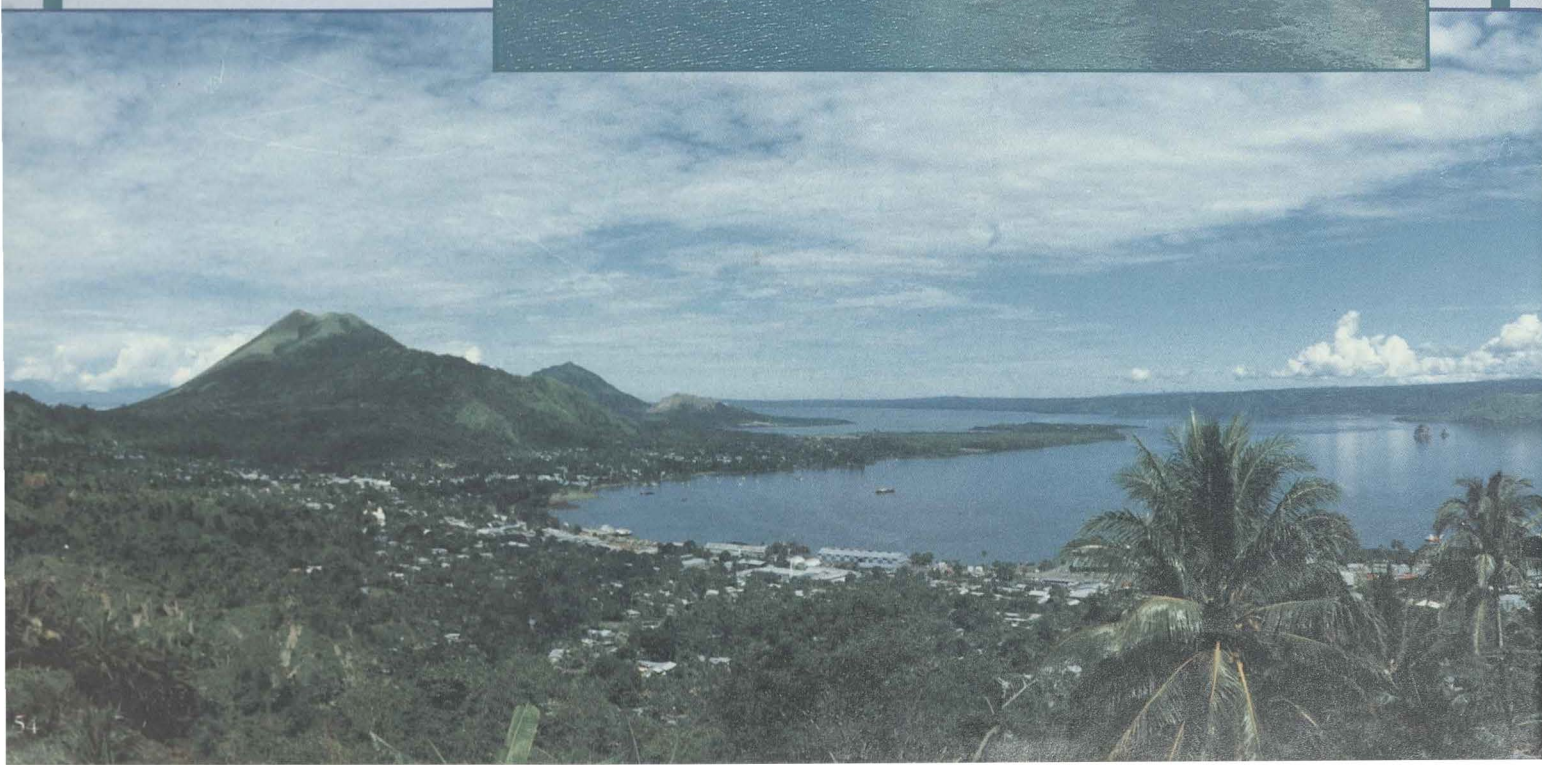
PNG then was the undisputed leader in aviation. Aviation records were continually broken, freight handling methods

were first introduced and studied the world over by aviation experts and modern aircraft were continually introduced.

All this was done to develop the gold resources. More recently, aviation has been at the forefront of resource development. In

recent years there have been rich discoveries of copper and gold at Misima, Ok Tedi, Mt Kare and Porgera. Aviation has a vital role in the search for and the development of the nation's wealth of natural resources, including minerals and oil.

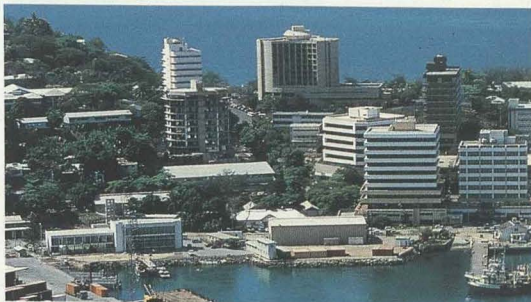
Below One of the F27 Fokker Friendships which were part of Air Niugini's original fleet. **bottom** Rabaul and its airport hidden between the volcanic cones.



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Port Moresby
Travelodge

Situated in the Port Moresby business district, the **Port Moresby Travelodge** offers first class accommodation with stunning ocean views and well appointed rooms. With relaxing restaurants and bars, the Port Moresby Travelodge is a popular meeting place for business and social activities. The hotels conference and function facilities cater for meetings, seminars and banquets from 5 to 500 people.

...pleasure



The Islander
Travelodge

Just 10 minutes from the Port Moresby city centre the **Islander Travelodge** is an ideal business/resort destination. With 12 acres of tropical gardens, the whole family can enjoy our many recreational activities, swimming, tennis, walking, squash, gymnasium, restaurants, not to mention our full conference and function facilities for the business or social event. Come and be pampered by our friendly staff in our tropical oasis.

...recreation



Rabaul
Travelodge

Get away and discover **The Rabaul Travelodge**, offering international accommodation on this island paradise. You can indulge yourself with fishing and diving or explore the nearby volcano, markets, war relics and caves, or simply relax and enjoy the stunning view of Simpson Harbour. The hotel has business facilities and first class dining, so why not mix business with pleasure and enjoy this remarkable paradise.

Port Moresby Travelodge
Cnr. Hunter & Douglas Sts.
Po Box 1661, Port Moresby

Ph: (675) 21 2266
Fax: (675) 21 7534

Rabaul Travelodge
Mango Avenue, Rabaul.
Po Box 449, Rabaul, ENB.

Ph: (675) 92 2111
Fax: (675) 92 2104

The Islander Travelodge
Waigani Drive, Hohola
Po Box 1981, Boroko.

Ph: (675) 25 5955
Fax: (675) 25 0837

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