

# Paradise

inflight with air niugini

VOL 2, 2007



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# Chairman's Message



Welcome aboard your friendly Bird of Paradise flight.

On 18 January 2007 Air Niugini launched its new domestic and international fares package for this year.

In a country whose population still relies so much on air travel, the discount fares will offer huge savings for our people and also be an incentive for visitors to have the opportunity to travel to other parts of the country.

These new domestic fares have been considerably reduced; in some instance by 40-50 percent less than the previous lowest discounted fares and are much more customer-friendly and easily accessible to the travelling public to purchase.

Air Niugini is very committed to playing its role in the development of tourism in Papua New Guinea. To stimulate international tourism into the country, Air Niugini has also reduced its promotional fares by a further 30% off the previous promotional fares to and from Singapore, Tokyo, Hong Kong and Manila.

Papua New Guinea has excellent tourism potential which can be explored to contribute towards the country's economy and these fare initiatives will also add impetus to the tourism industry and the PNG Tourism Promotion Authority to promote Papua New Guinea as a competitive holiday destination.

Our customers are able to benefit from these great savings through travel agents, Air Niugini sales offices and the Air Niugini website at [www.airniugini.com.pg](http://www.airniugini.com.pg)

Air Niugini achieved another milestone on 20 December 2006 with the launching of its online airline booking engine. The unique feature is that it is the first online booking system in the country to offer domestic bookings in PNG Kina as one of the offered currencies. E-Commerce will allow Air Niugini to reach across the world and into the homes where customers can now buy an Air Niugini ticket at their convenience.

We are now moving towards implementing phase two of the online booking engine project which involves 3 modules; the Booking modification which will allow customers to retrieve their bookings and make changes as well as request for refunds; the Price Availability which will provide customers with a range of fares which they can select; and the Travel Agency module which will allow travel agencies to book Air Niugini tickets online for their clients.

This year there are new challenges for Air Niugini including the potential direct services from international locations to Tokua, Gurney and Madang which are three of the model tourism provinces announced by the PNG Tourism Promotion Authority.

Within the next few months, the airline will add two more F100 aircraft and a second Dash 8 Q300 series to its fleet. We believe that upgrading the fleet and operating more modern aircraft will provide Air Niugini much needed flexibility to service all its domestic and international sectors with confidence.

I thank you for your continued patronage of the national airline and wish you a pleasant journey.

J.Tjoeng CBE  
Chairman



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# VISION & COMMITMENT

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## CONTENTS

### A Diver's Paradise

PNG's fascinating underwater world

14-16

### Conch Calls

Showcasing Canoe and Kundu festivals

18-26

### The Old Lae Airport

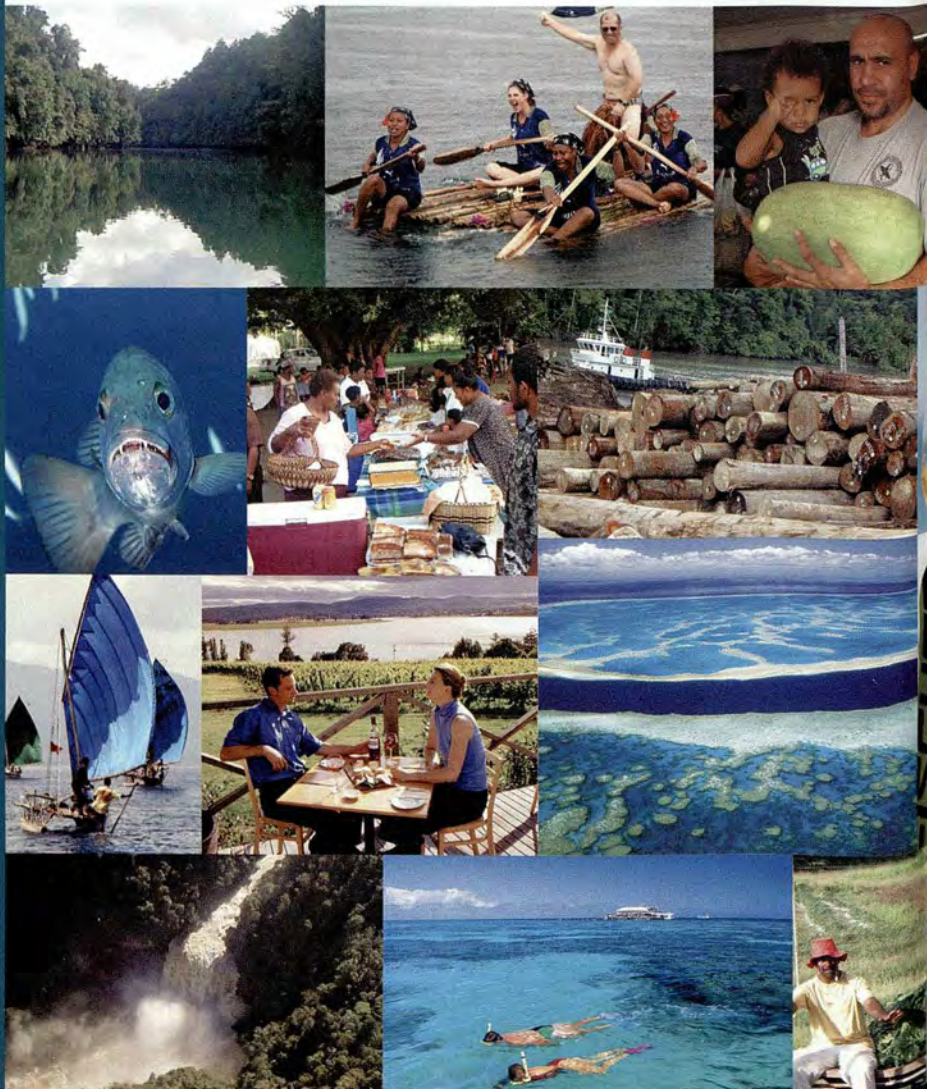
Playing a role in PNG's history

28-32

### To Market...To Market

Pacific Adventist University's market

45-46

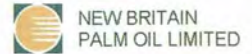




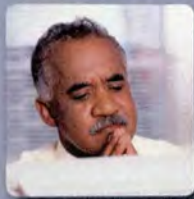
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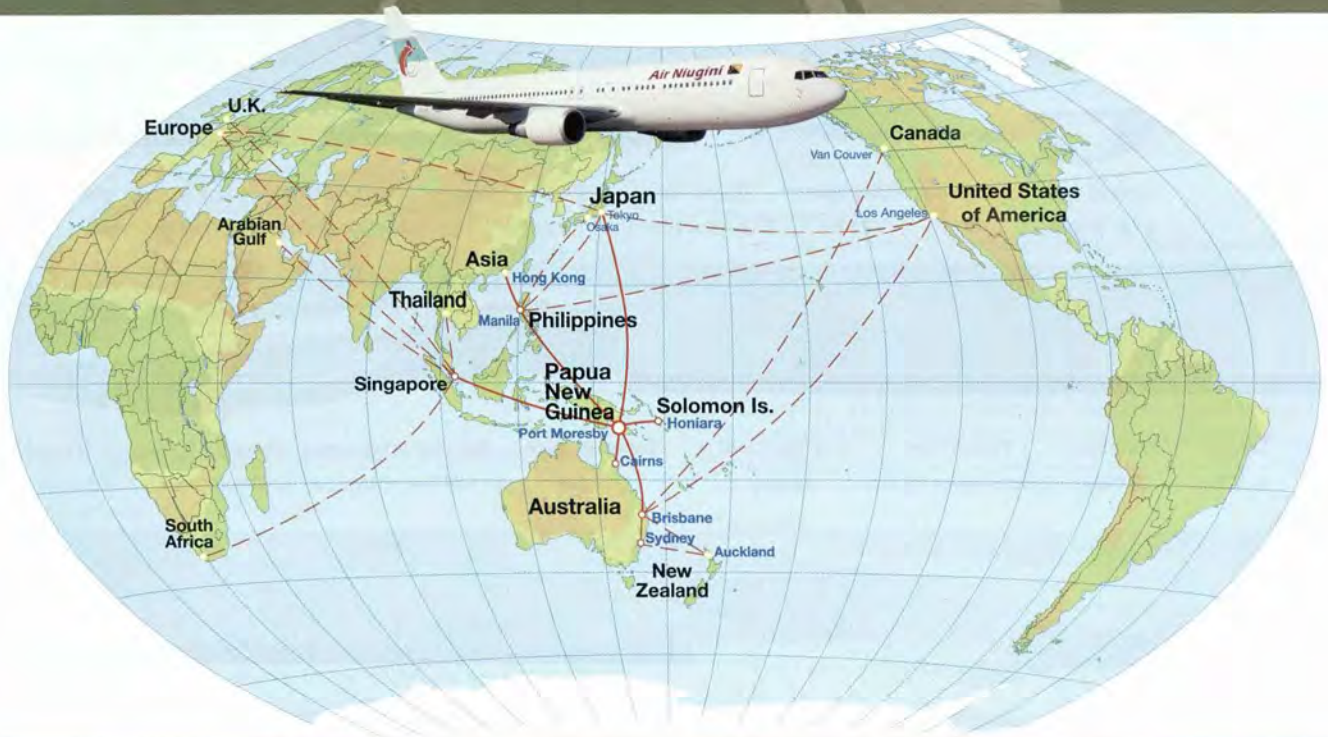
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**Air Niugini**

# Air Niugini Fleet

*Nobody Knows Papua New Guinea like Air Niugini!*



B767-319ER

Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating capacity	Range*
B767-319ER	59.94m	47.57m	2 General Electric	857kph	11,000 -12,000m	230 + bags	8100km

F100



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating capacity	Range*
F100	35.528m	28.076m	2 Rolls Royce Tay 650	780kph	11,000m	98 Pax + Bags	3000km



F28-4000

Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating capacity	Range*
F28-4000	29.61m	25.07m	2 Rolls Royce	750kph	9,000m	74 + bags	1600km

DHC-8-202



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating capacity	Range*
DHC-8-202	22.25m	25.89m	2 Pratt & Whitney	550kph	7600m	36 Pax + Bags	1700km

## Welcome Aboard

We ask that you acquaint yourself with the following features of our service...

### Takeoff and landing

Ensure that your seat is in the upright position during takeoff and landing. Folding tables must be returned to their original position in the seat back or the armrest.

### Safety first

Your seatbelt must be securely fastened during takeoff and landing or whenever the seatbelt sign is on. When the seatbelt sign is off you may move about the cabin as necessary. However, while seated, keep your seatbelt fastened securely in case of unexpected turbulence.

### Smoking

Smoking is not permitted on any Air Niugini flight.

### Before you leave

Please check your seat pocket before you disembark to ensure you have not left any items of value.

### Entertainment

A movie and a selection of music including classical, modern, country and local are available on international services. Programmes can be found in the inflight entertainment section of this magazine.

### Hand luggage

Please ensure that your luggage is placed in the overhead locker or under the seat in front of you.

### Pillows and blankets

On international flights, pillows and blankets are available on request from cabin attendants.

### Children and babies

Our flight attendants will provide a Paradise Kit that includes a colouring book and pencils, games and puzzles. The flight attendants will also be pleased to assist in preparing your baby's food and bottle. Baby food and diapers are available on international flights.

### Electronic equipment

Cellular telephones, TV receivers or radio controlled devices are not to be used at any time on board an aircraft. Electronic devices such as portable computers, compact discs or cassette players and video games can be used only when the seatbelt sign is switched off.



**Air Niugini**

# Medical information

## In Flight Health Tips and Exercises

### Your Health In-Flight

At Air Niugini we care about your comfort and safety. We have included the following information about your health in-flight that we hope you will find helpful and useful. When you are flying you can be seated and inactive for long periods of time. The environment can be low in humidity and pressurised up to an altitude of 2240 metres above sea level. Unlike other forms of transportation, air travel allows for rapid movement across many time zones, causing a disruption to the body's "biological clock". Although these unique factors do not pose a health or safety threat to most passengers, there are guidelines you can follow that will improve your comfort level, during and after a flight. We hope the following recommendations will help you have a more pleasant flight today and in the future.

### Blood Circulation/Muscle Relaxation

When you're sitting upright in a stationary position for a long period of time, several things can happen:

- The central blood vessels in your legs can be compressed, making it more difficult for the blood to get back to your heart.
- The long inactivity of your body muscles in this position can result in muscle tension, back aches or a feeling of excessive fatigue during, or even after, your flight.
- A stationary position inhibits the normal body mechanism for returning fluid to your heart, and gravity can cause the fluid to collect in your feet. This results in swollen feet after a long flight.
- Studies have concluded that prolonged immobility may be a risk factor in the formation of clots in the legs (DVT - deep vein thrombosis). Particular medication and medical conditions may increase the risk of formation of clots if associated with prolonged immobility. Medical research indicates that factors which may give you an increased risk of blood clots in the legs include:
  - Increasing age above 40 years
  - Pregnancy
  - Former or current malignant disease
  - Blood disorders leading to increased clotting tendency
  - Personal or family history of DVT
  - Recent major surgery or injury, especially to lower limbs or abdomen
  - Oestrogen hormone therapy, including oral contraceptives
  - Immobilisation for a day or more

- Dehydration
- Heart failure
- Trauma
- Varicose veins
- Obesity
- Tobacco smoking

#### Recommendations:

- If you fall into any of these categories or you have any concern about your health and flying, Air Niugini recommends you seek medical advice before travelling.
- While in flight, move your legs and feet for three to four minutes per hour while seated and move about the cabin occasionally, if conditions allow.
- Doing light exercises as depicted in the sketches below may be effective in increasing the body's blood circulation and massaging the muscles.

### Jetlag

The main cause of jetlag is travelling to different time zones without giving the body a chance to adjust to new night-day cycles. In general, the more time zones you cross during your flight, the more your biological clock is disturbed. The common symptoms are sleeplessness, tiredness, loss of appetite or appetite at odd hours.

#### We recommend that you:

- Get a good night's rest before your flight.
- Arrive at your destination a day or two early, if possible, to give your body a chance to become more acclimatised to the new time zone.
- Fly direct to minimise flight time, when possible. This allows you to relax more upon arrival.
- Leave your watch on home time if you're staying at your destination less than 48 hours. Also try to eat and sleep according to your home time.
- Change your watch to the local time if your stay is longer than 48 hours, and try to eat and sleep in accordance with the local time.

On longer stays, try to prepare in advance for your destination with its different time zone; adjust your meal and rest times to be closer to those of your destination.

## In Flight Workout

These exercises are designed to encourage a safe way to enjoy movement and stretch certain muscle groups that can become stiff as a result of long periods sitting. They may be effective in increasing the body's blood circulation and massaging the muscles. We recommend you do these exercises for three of four minutes every hour and occasionally get out of your seat and walk down the aisles if conditions allow. Each exercise should be done with minimal disturbance to other passengers. None of the following should be performed if they cause pain or cannot be done with ease.

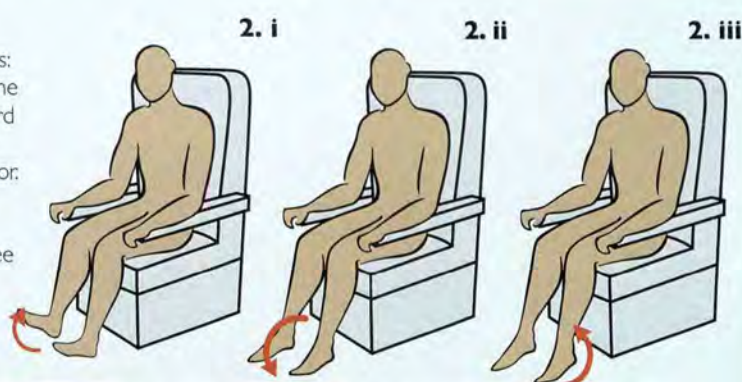
### 1. Ankle Circles

Lift feet off the floor. Draw a circle with the toes, simultaneously moving one foot clockwise and the other foot counter clockwise. Reverse circles. Do each direction for 15 seconds. Repeat if desired.



### 2. Foot Pumps

This exercise is in three stages:  
(i) Start with both heels on the floor and point feet upward as high as you can.  
(ii) Put both feet flat on the floor.  
(iii) Lift heels high, keeping balls of feet on the floor. Continue these three stages with continuous motion at 30-second intervals.



# Medical information

## In Flight Health Tips and Exercises

- Try some light exercise - go for a brisk walk, or do some reading if you can't sleep after arrival at your destination. It generally takes the body's biological clock approximately one day to adjust per time zone crossed.

### Cabin Humidity/Dehydration

Humidity levels of less than 25 percent are common in the cabin. This is due to the extremely low humidity levels of outside air supplied to the cabin. The low humidity can cause drying of the nose, throat, eyes and it can irritate contact lens wearers.

We recommend that you:

- Drink water or juices frequently during the flight
- Drink coffee, tea and alcohol in moderation. These drinks act as diuretics, increasing the body's dehydration.
- Remove contact lenses and wear glasses if your eyes are irritated.
- Use a skin moisturiser to refresh the skin.

### Eating and Drinking

Proper eating and drinking will enhance your comfort both during and after your flight.

We recommend that you:

- Avoid overeating just prior to and during the flight. It is difficult to digest too much food when the body is inactive.
- Drink coffee, tea and alcohol in moderation. These drinks act as diuretics, increasing the body's dehydration.

### Cabin Pressurisation

It is necessary to pressurise the outside air drawn into the cabin to a sufficient density for your comfort and health. Cabins are pressurised to a maximum cabin altitude of 2440 metres. It is the same air pressure as if you were at an elevation of 2440 metres above sea level. The cabin pressure and normal rates of change in cabin pressure during climb and descent do not pose a problem for most passengers. However, if you suffer from upper respiratory or sinus infections, obstructive pulmonary diseases, anaemias or certain cardiovascular conditions, you could experience discomfort. Children and infants might experience some discomfort because of pressure change during climb and descent.

If you are suffering from nasal congestion or allergies, use nasal sprays, decongestants and antihistamines 30 minutes prior to descent to help open up your ear and sinus passages. If you have a cold, flu or hayfever, your sinuses could be impaired. Swollen membranes in your nose could block your eustachian tubes - the tiny channels between your nasal passages and your middle ear chamber. This can cause discomfort during changes in cabin pressure, particularly during descent.

### Recommendations:

- If you have a pre-existing medical condition that warrants supplemental oxygen, you can order from us. Please give at least seven days notice before travelling.
- To "clear" your ears try swallowing and/or yawning. These actions help open your eustachian tubes, equalising pressure between your middle ear chamber and your throat.
- When flying with an infant, feed or give your baby a dummy during descent. Sucking and swallowing will help infants equalise the pressure in their ears.

### Motion Sickness

This ailment is caused by a conflict between the body's sense of vision and its sense of equilibrium. Air turbulence increases its likelihood because it can cause movement of the fluid in the vestibular apparatus of the inner ear. If you have good visual cues (keeping your eyes fixed on a non-moving object), motion sickness is less likely to occur.

### Recommendations:

- When weather is clear and you can see the ground, sea or horizon, you are less susceptible to motion sickness.
- You can buy over the counter medications but we recommend that you consult your doctor about the appropriate medications.

With thanks to Qantas and the Boeing Corporation for allowing us to reproduce this material.

### 3. Knee Lifts

Lift leg with knee bent while contracting your thigh muscle. Alternate legs. Repeat 20-30 times for each leg.



### 4. Neck Roll

With shoulders relaxed, drop ear to shoulder and gently roll neck forward and back holding each position about five seconds. Repeat five times.



### 5. Knee to Chest

Bend forward slightly. Clasp hands around the left knee and hug it to your chest. Hold stretch for 15 seconds. Keeping hands around the knee, slowly let it down. Alternate legs. Repeat 10 times.



### 6. Forward Flex

With both feet on the floor and stomach held in, slowly bend forward and walk your hands down the front of your legs toward your ankles. Hold stretch for 15 seconds and slowly sit back up.



### 7. Shoulder Roll

Hunch shoulders forward, then upward, then backward, then downward, using a gentle circular motion.



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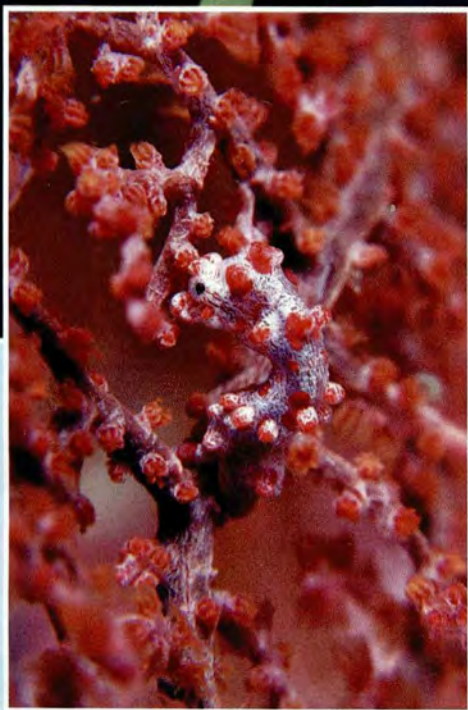
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FANTASTIC UNDERWATER WORLD

# PNG: A DIVER'S PARADISE



#### About the photographer

Eric Cheng was a computer scientist and cellist before he took his first underwater photograph in 2001 and fell in love with the beauty of the underwater realm. Since then, he has become known around the world for his expertise in underwater imaging. He has meticulously documented his travels which have been published in numerous publications, both in print and on the web. In 2003, Eric was awarded the prestigious Antibes Festival award for his work with Wetpixel.com, the premier online resource for underwater photographers.

Hosting thousands of registered underwater photographers internationally, Wetpixel's friendly community offers breaking news, reviews, features, community forums, image galleries, photo contests, photo expeditions and more.

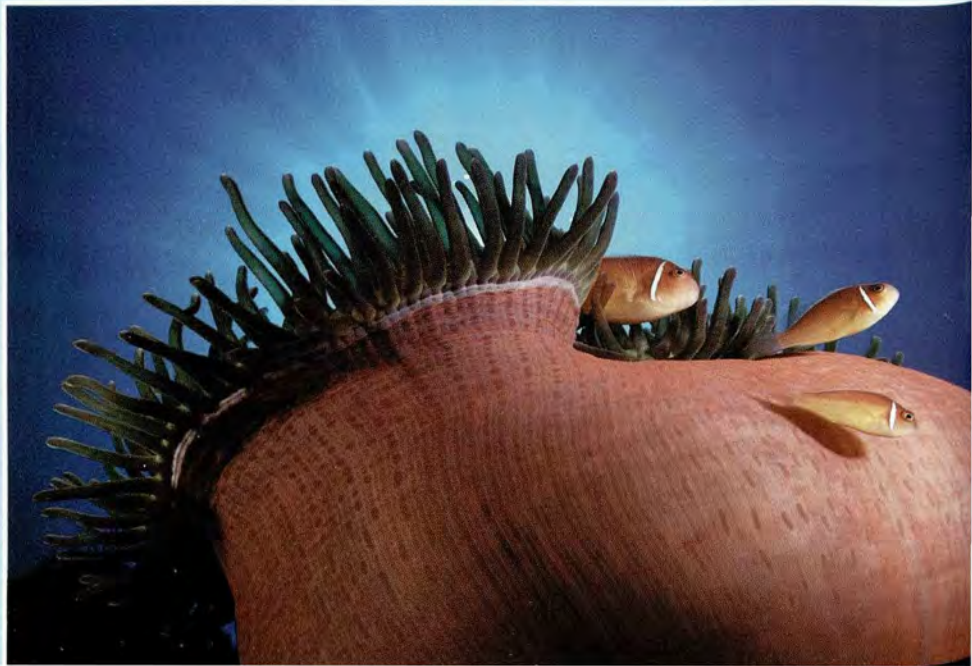
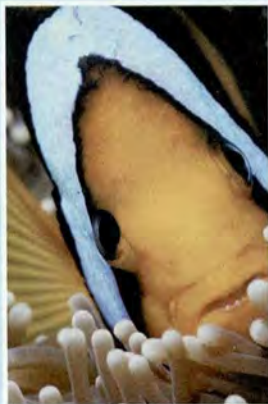
Cheng also leads trips and has given workshops and seminars in locations around the world. His underwater images can be found on his personal website at <http://echeng.com/photo/>

The waters around Papua New Guinea have long been known to scuba divers and underwater photographers for the lushness of their coral reefs and amazing marine diversity.

Each area in Papua New Guinea has a distinctness to its underwater reefscapes and it is not uncommon for divers to return to PNG over and over again in a rather futile attempt to see it all.

The following images were taken by *ERIC CHENG* during a dive expedition that began at Loloata Island Resort, just outside of Port Moresby, and ended with an 11-day voyage from Rabaul to Walindi Plantation Resort aboard the M/V FeBrina. With a backdrop of smoking volcanoes and the rolling green peaks of rainforest islands, it was a visual paradise - both above and below the surface of the water.







# Local Knowledge - Global Coverage



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# CONCH CALLS

## Showcasing Canoe and Kundu Festivals

WORDS AND PICTURES: KEVIN GLENNON


Suddenly the beach erupts in shouts and shrieks. Four women on shore scornfully throw yams at their menfolk returning in a kula canoe.

Great, I muse, a food fight, albeit an uncooked one. The men stay by the canoe, just off the beach.

The yams are heavy and most land short. Depleted of yams the women pick up whatever they can lay their hands on and throw it at the men.

The men finally retaliate, running up the beach and splashing the women and anyone caught in the middle, including hapless tourists.

The scene is chaotic and laughter erupts. Food fights are part of a larger tradition of trading insults amongst wantoks for these Ferguson Islanders from Milne Bay Province.



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2



Rigging the tarpaulin sail.

And this weekend is chock-a-block with tradition. I'm in Alotau for the National Canoe and Kundu Festival, its third year, and the festival continues to grow in stature.

The popular Gogodalas from the Fly River region in the Western Province have returned and again are the star attraction.

There's a large contingent from

the Trobriands - the Islands of Love - including 19 Miss Milamala contestants from Kiriwina Island who attract large attentive crowds wherever they dance.

The festival is run under the direction of John Kaniku, noted author and playwright, as chairman of the festival committee. Over three days, there is a diverse mixture of sailing



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Strutting their stuff...Trobriand Island dancers.



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*Decked 'sailaus' head out across Milne Bay.*



*Non-decked 'sailaus' return.*



and paddling races, traditional singsings, cultural food exchanges and evening educational forums. And for town folk who've long forgotten how to balance in a canoe, there's a bamboo raft race to show their paddling prowess and have some fun while wearing flowers in their hair.

Prior to the festival, boat crews sail into Alotau from all over Milne Bay Province. The Gogodalas charter a vessel to travel across and prepare two of their canoes left here from last year.

Day One of the festival is blessed with perfect sailing weather; blue skies and a 10-knot wind blowing up the bay. The sailing canoes, decked and non-decked 'sailaus', race directly across the bay and back again in a striking regatta. The 'sailaus' are dugout canoes with a single outrigger and the sails are tarpaulin or plastic, mostly blue.

But it's Day Two, a Saturday, which brings more crowds and the aptly named war canoes. By mid-morning, the crowd is packed four and five deep on the bank above the narrow black sand beach, the long canoes in the water, empty and idle.

Final preparations are underway for the 18-man war canoe race. The dress standard is headbands on short cropped hair, bare chests and token grass skirts. Betelnut is everywhere.



*Novelty bamboo raft race.*



*Attentive crowd pack the bank.*



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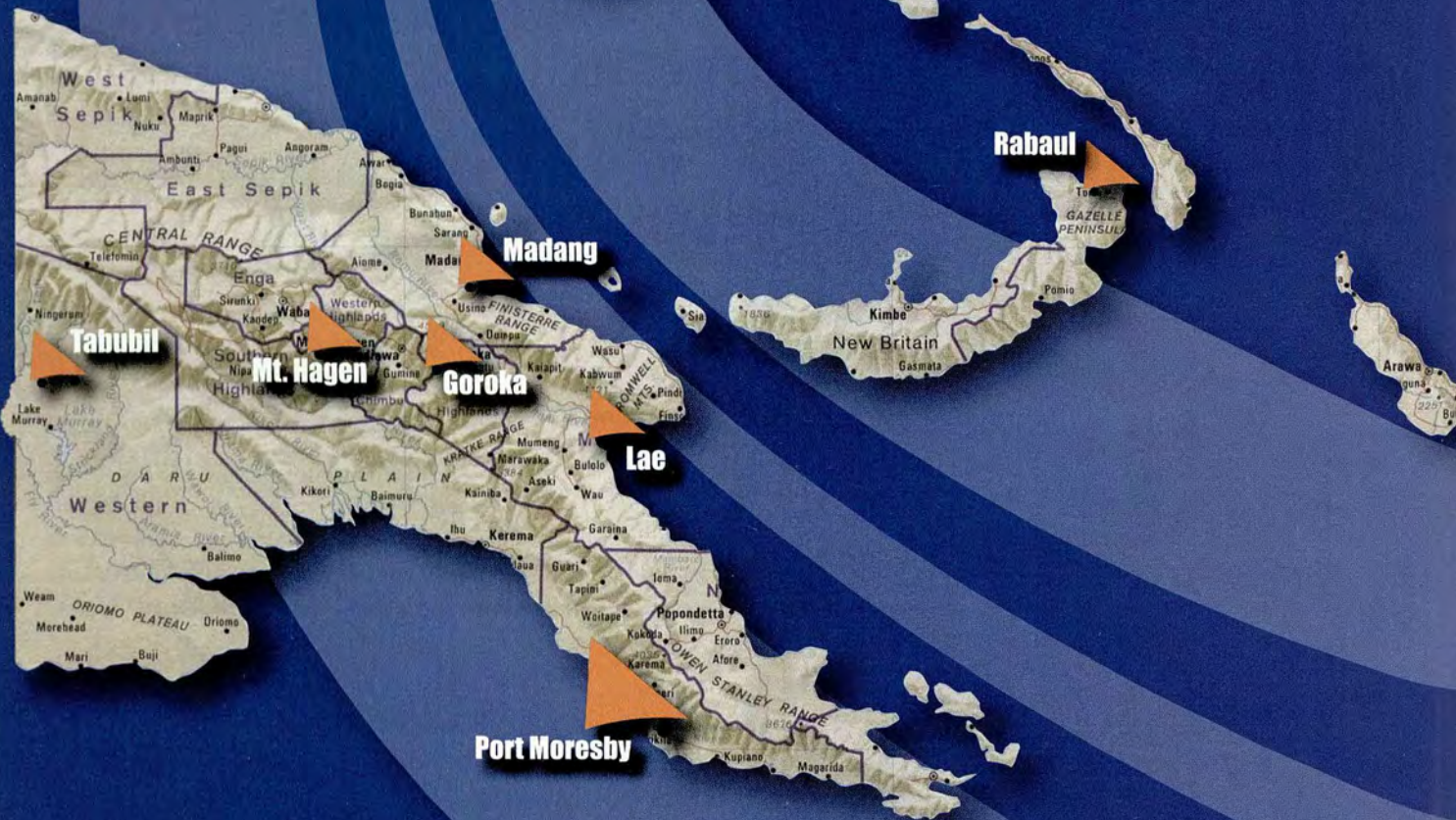
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*Congratulations all around after a war canoe race.*



*Conch blown to start a race.*



*Last minute preparations.*



*Onlookers line the jetty and shore.*

The atmosphere is tense, crews discuss tactics and offer encouragement. The crowd, amused and excited, packs deeper on the bank. The four canoes are from neighbouring parts of the bay, however, war canoes predate the arrival of missionaries and rivalry is evident.

The men climb in a single file, move forward to their positions and then paddle out to the starting line at the end of the market jetty. A conch shell sounds its long low note to begin the race and spirited paddling commences.

Kaniku studied war canoe culture over many years. A targeted village would be surrounded in the dark of a moonless night. At dawn, conch shells were blown and kundu drums beaten from all around the village to confuse the ill-fated inhabitants and the raid commenced.

Cannibalism was practiced but not for physical nourishment. It was

driven by spiritual sustenance to obtain the power of their victims. Young girls were sometimes taken back for marriage - not the best way to meet your future mother-in-law I'm sure you'd agree. These raids took place at villages both inside and outside Milne Bay. As the black painted canoes slice through the water past the market jetty, it's not hard to imagine them stealthily arriving on a beach on a misty moonless night many years ago, a deadly raid in mind.

The war canoes approach the first of two passes of the jetty, supporters anxiously encouraging their crew as they pass. One canoe sinks near the final turn after being swamped by a wave and power boats cruise in to assist. The ever-present dangers of seafaring are evident. At the final turn, the leader is obvious and supporters cheer wildly. On passing the finish line, they dance on the beach while the crew manage only an exhausted smile or grimace of relief.



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18-man war canoes set out.



Song and dance at the food exchanges.

Great spirit of camaraderie after the race.

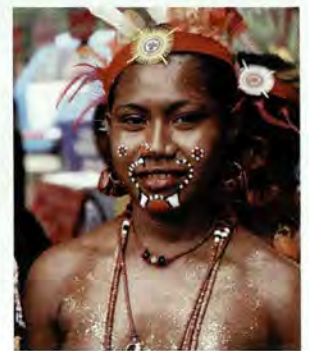


Lived pigs carried in.

Gogodalas return victoriously to shore.



Kula canoe paddle race.



Trobriand Milamala Queen entrant.

A highlight for many and a first for this festival are the cultural food exchanges. Each group attending exchange food with one other. Pigs are trussed up, ceremoniously carried on bush timber poles and exchanged along with yams and taro, rice and tin fish. Dancers escort and entertain. The Trobriand Islanders laugh as they break into the infamous tapioca dance returning through the crowd following their food exchange.

In the final exchange, the festival committee presents two pigs and a mound of other food to the Gogodalas who travelled the farthest to attend.

The festival is supported by the National Cultural Commission and has significant cultural aims - to showcase the rich boat building and sailing skills; to educate the young on canoe building and sailing traditions and so keep the skills alive; and to help build tourism as a community development tool.

Day Three and the east takes on the west, it's Milne Bay versus Western Province. The Gogodalas are favourites having swooped the pool in 2005. The different canoes, paddling techniques and body decorations highlight the cultural diversity in PNG.

The Gogodalas do it standing up, while the local boys do it sitting down. The Gogodalas also have larger paddles and I wonder if size really does matter.

At the finish line it's extremely close with only a canoe length separating the first, second and third-place getters after the long, gruelling course. A Gogodala canoe crosses first, second is the Maiwara crew from Milne Bay and third a Gogodala again. The Gogodalas seem to be cruising, one crew member raises his paddle and waves to the crowd well before the finish line.

The celebrations commence immediately with the Gogodala women supporters jumping gleefully into the water. Back on shore, the crews all congratulate each other in a great spirit of camaraderie.

The festival weekend is educational and entertaining and full of omens, mostly good.

A tourist steps over a dugout war canoe - a bad omen - and is mildly chastised by the crew and onlookers. Was that the canoe which later sank?

And just after the food fight on Day One, a small pod of dolphins frolic offshore. Three of them leap clear of the water rhythmically in unison, heading shoreward. They turn near the jetty, the good omen unmistakable.

Conch shells call with their long muted note, blessing the third National Canoe and Kundu Festival.



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*The old Lae airport in the 1970s.*

## THE OLD LAE AIRPORT

WORDS: MALUM NALU

**T**he old Lae airport has played a significant role in the history of Lae town, Papua New Guinea and the whole world for that matter. Modern day Lae and PNG grew because of the airport.

The greatest airlift the world has ever known started from Lae to the Bulolo goldfields in the 1930s.

World attention was focused on Lae in 1937 and continues to this day when it was the last port of call for the famed American aviatrix, Amelia Earhart, before she disappeared somewhere over the South Pacific.

Lae airstrip was bombed by the Japanese on January 21, 1942, but recovered to become a major player in the development of post-war PNG.

I still have unforgettable memories - as a child - of flying to Wewak, Rabaul, Buka, Kavieng, Goroka and many other places in those trusty old Ansett, TAA and later Air Niugini's DC3s and Fokker 27s.

The old Lae airport started losing its thunder in 1977 when Nadzab, an American World War Two airstrip, became operational.

Fierce political squabbling over the pros and cons of Lae and Nadzab continued until 1982, when, in an unsolved mystery (just like Amelia Earhart), the Lae airport terminal was burnt down.

Nadzab had taken away its glory; however, Lae continued to be used by Air Niugini and other third-level airlines until 1987.

Lae continued to be used as the base for the PNG Defence Force Air Transport Squadron until it was transferred to Port Moresby in 1992.

After that, one of the greatest icons of PNG history was literally left to the dogs and became covered by bushes.

It was only recently that the land was sub-divided for commercial purposes as well as given back to the traditional landowners.

The story of the old Lae airport is a fascinating one and well-documented in the book *Lae: Village and City*, written by pioneer University of Technology lecturer, Ian Willis.

The discovery of gold at Edie Creek above Wau in 1926 sparked off a gold rush which led to the exploitation of the rich deposits of the Bulolo-Watut river system by large-scale mechanised mining.

The rigours and cost of the eight-day walk into the goldfields and the difficulty of building a road from the coast led to the early introduction of an aviation service.

The driving force behind the development of the goldfields was Cecil J. Levien, a former Morobe District Officer. He had been described as a "rare and formidable combination of opportunist, practical man and visionary".

Levien persuaded the directors of Guinea Gold N.L. that startling profits would be made by any aviation company that could provide a service to eliminate the arduous walk between Salamaua and Wau.

He secured an option on a small DH-37 plane in Melbourne and engaged a pilot E A "Pard" Mustar to bring it to New Guinea.

He then selected Lae as the best place for the coastal airstrip. Without bothering to get permission, he took on about 250 labourers to clear and level a landing ground under the supervision of Tommy Wright, the foreman of the agricultural station.

The construction of the airfield was perhaps the biggest enterprise ever undertaken at Lae. It greatly perturbed local villagers who watched in amazement as vast areas of bushes were cleared and gardens flattened.

They were in for further surprises when Mustar and his mechanic, A. W. D. Mullins, flew in from Rabaul where they had been assembling and testing the plane.

Their arrival brought the full power of Western technology home to the villagers with a shock.

Mustar's account of his landing at Lae on 30 March



*Date with destiny...Amelia Earhart and her Lockheed Electra at Lae, Morobe Province, before her flight in to oblivion.*

1927 gave a sharp sense of their mixed excitement and confusion.

The mastery of the Europeans, previously seen in their goods and possessions, was now indisputable.

The aviation service was a success from the start.

After two unsuccessful flights around the mountains south of Markham, no one knew exactly how to find Wau from the air.

Mustar, however, landed at Wau for the first time on 16 April.

He began the service the next day with a shipment of six 100-pound bags of rice, charging a shilling a pound, and made two trips a day, five days a week, carrying 84 passengers and 27,000 pounds of cargo in the first three months.

Rival aviation companies were not long in arriving to share the profits. Ray Parer, proprietor of Bulolo Goldfields Air Service, who had been competing keenly with Mustar to be the first to land at Lae, came from Rabaul after many delays, and A "Jerry" Pentland and P "Skip" Moody soon joined them.

There was ample business for all and by April 1928, a year after the service began, Guinea Airways (the aviation company that grew from Guinea Gold N.L.) had acquired two extra planes and was employing three more pilots and two more mechanics.

Then in March 1929 a new company, Morlae Airlines, began a weekly Lae-Port Moresby run, meeting ships from Australia and bringing passengers and frozen foods across to Wau, Bulolo, Salamaua and Lae.

This service reduced the time needed to get from Port Moresby to the goldfields from six days to one.

The town developed quickly as the volume of traffic increased.

What had been a rough clearing in the bush in early 1927 soon acquired workshops, hangars, storage sheds, offices, houses and barracks.

At first the growth was unsupervised and chaotic.

Guinea Gold N.L. had built an airstrip without permission and had no power to prevent other operators from using the land or erecting buildings.

As a result, early Lae grew as a large European squatter camp. Each new arrival simply set himself up wherever he pleased without concern for ownership.

Levien, in particular, was concerned at the uncontrolled building, which he believed was becoming a hazard to aircraft.

No one was sure who owned the land, but local villagers who may have had rightful claims were not even

considered.

The question of ownership was finally settled in favour of the administration.

The government, with might on its side, ended the squabbling between the various contenders by taking over a large area including the airstrip in August 1927.

Earlier the land had been put up for sale by tender by the Custodian of Expropriated Properties, who had control of it because it was the property that had been expropriated from the Neu Guinea Compagnie.

The administration had been a tenderer, but concerned that it might be outbid by an ambitious, go-getting company like Guinea Gold N.L., it withdrew its tender and resumed the land instead.

The government took a huge slice - the entire 11721 acres of the Compagnie's holding - stating that it needed the land for an aerodrome, a shipping depot, an agricultural station and native reserves.

Those wanting to build now had to arrange a lease with the government.

The administration was strongly influenced by an officer of the Department of Civil Aviation, W. J. Duncan, who had been seconded by the Australian government to the New Guinea administration to report on and supervise the founding of aviation services.

Duncan's report, which he submitted in late 1927, recommended that the administration should take responsibility for airport construction and maintenance, that it should sub-divide the area around the airstrip into a series of blocks, each three chains wide and five chains long with a roadway between them and leased each for £20 a year.

Lae thus became the prototype for New Guinean towns built around airstrips. In such places, the airstrip dominates the shape and form of the town, usually occupying the central position. (Later airport towns were Goroka, Mount Hagen, Kainantu and most subdistrict headquarters opened since World War Two).

The airstrip in New Guinea is perhaps analogous to the railway station of an earlier era in America and Australia because it has generally decided the shape and settlement pattern of the town.

In early Lae, this was obvious: the workshops and hangars clustered between the end of the airstrip and the wharf, the Europeans lived to the east of the strip near the river terrace, while the New Guinean labourers generally lived on the far or western side.

An important impetus to the growth of Lae was the decision of the gold mining interests to airlift in sections the heavy mining machinery they used for treating the

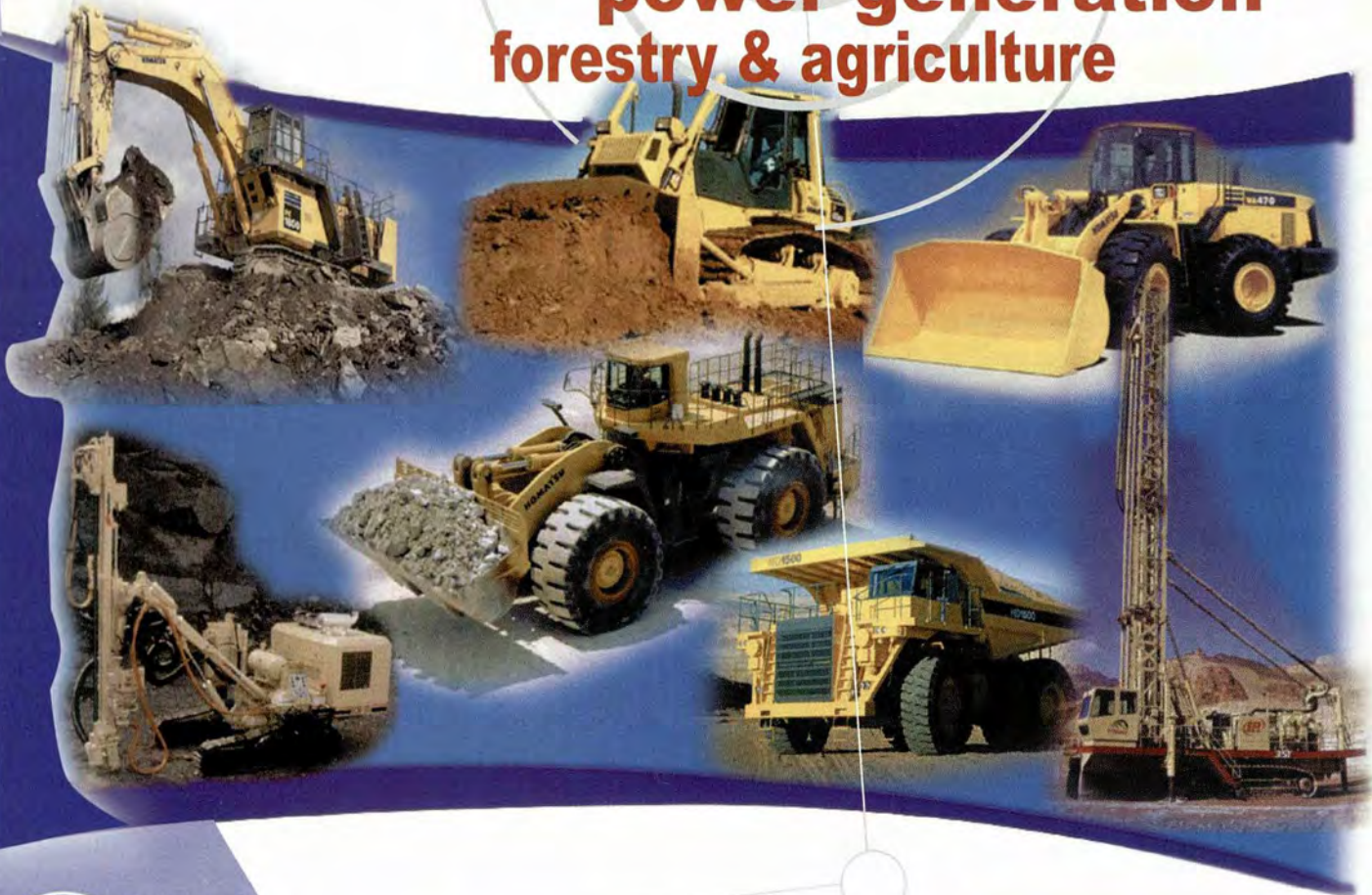
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Bulolo and Watut River gravels.

At first, Bulolo Gold Dredging Ltd and its parent company, Placer Development Ltd, had thought of building a road to the goldfields. But the length of time it would take and the high cost of construction and maintenance persuaded the companies to accept Guinea Airways' proposition that "skyways are the cheapest highways".

On the advice of Mustar, Bulolo Gold Dredging purchased three all-metal, tri-motored Junkers G-31 aircraft from Germany, which Guinea Airways was to operate under licence for the gold mining company.

Guinea Airways also purchased a Junkers G-31 of its own. They were huge planes, each capable of carrying a payload of 7100 lbs or 14 short tons together.

The airlift began in April 1931 and continued for eight years: the first dredge began work in March 1932, the eighth in November 1939. It proceeded smoothly because of the spirit of co-operation existing between Bulolo Gold Dredging and Guinea Airways and their streamlined operation.

At Lae, they had a wharf 75 feet long with half a mile of railway running around the foreshore to the storage sheds at the airport. Because of the unsatisfactory harbour facilities at Lae - unstable foreshore, open anchorage and steeply sloping seafloor - all cargo had to be lightened



Junkers G31 being loaded for the gold fields.

ashore in barges which were then unloaded by steam crane.

Another crane at the airstrip lifted the heavy machinery on to the planes and a rail crane unloaded them at Bulolo.

Eventually operations became so efficient that nine round trips a day were possible. The airlift was a remarkable undertaking. It pioneered the use of aviation in the transport of heavy cargo and, in the words of one writer, "in every respect it constituted a world record".

While it lasted, the power of Western technology was daily impressed on the local people, who stood by



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*The Junkers G31... big enough for any dredge but a hatch had to be cut into the roof of the fuselage to handle some awkward pieces.*

bemused as the town grew around them.

The airlift stimulated the steady development of the town and by 1942, when it was destroyed by Japanese bombing, it had about 120 European residents, about 60 Chinese and perhaps several hundred New Guineans.

It became a bustling, busy place and although it remained chiefly a centre of the aviation industry, it developed a distinctive town life of its own.

Something of its busyness can be seen in a 1935 report in the *Pacific Islands Monthly*: "Lae is now a township ranking high in the Mandated Territory of New Guinea. It is a centre of great activity and one of the biggest (if not the biggest) aircraft centres in the southern hemisphere.

"The European population is now around the hundred mark and is increasing with each steamer. Accommodation is being taxed; so much so that a new hotel has been commenced and is expected to be completed in a month or two."

A death that momentarily focused world attention on Lae was that of the American aviatrix, Amelia Earhart Putnam, who vanished with her navigator after leaving Lae in June 1937 on the longest leg of their trip around the world.

Old Lae residents recalled entertaining the couple at Hotel Cecil the night before their departure and then seeing them off the next morning. Their plane was so overloaded with its eight tons of fuel that it was still barely clearing the waves as it disappeared from sight, flying east along the Huon Gulf coast on its way to Howland Island, 2600 miles to the north.

Laeities regardless of class or social position always regard themselves as part of history.





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Genre: Action, Adventure, Comedy  
Rated: PG

Duration: 108:30 mins

Cast: Bill Cobbs, Partick Gallaher, Caria Gugino, Matthew Harrion, Kim Raver, Mickey Rooney, Ben Stiller, Dick Van Dyke.



March

## HAPPY FEET



Into the land of Emperor Penguins, where each needs a heart song to attract a soul mate, a penguin is born who cannot sing. Our hero Mumble, son of Memphis and Norma Jean, is the worst singer in the world...however, as it happens, he is a brilliant tap dancer!

Genre: Comedy/ Animation/ Family

Rated: PG

Duration: 108 mins

Cast: Elijah Wood, Robin Williams, Brittany Murphy, Hugh Jackman, Nicole Kidman



April

## A GOOD YEAR



An investment expert who, upon losing his job at a London financial firm, moves to Provence to tend a small vineyard which he has inherited from his late uncle. As he settles into this new chapter of his life, he encounters a beautiful Californian woman who also lays claim to the property.

Genre: Romantic / Drama

Rated: PG-13

Duration: 118 mins

Cast: Russell Crowe, Albert Finney, Abie Cornish, Marion Cotillard, Tom Hollander



March

## ERAGON



In his homeland of Alagaesia, a farm boy happens to stumble upon a dragon's egg - a discovery that leads him on a predestined journey where he realises he's the one person who can defend his home against an evil king.

Genre: Action/Adventure/Fantasy

Rated: PG

Duration: 103 mins

Cast: Edward Speleers, Djimon Hounsou, Jeremy Irons, John Malkovich, Robery Carlye, Sienna Guillory, Garret Hedlund.



April

## DREAMGIRLS



Twenty-five years after first bringing audiences to their feet, the Tony Award-winning musical sensation "Dreamgirls" comes to the big screen. Set in the Turbulent early 60s to mid 70s, "Dreamgirls" follows the rise and fall of a trio of women who have formed a promising girl group (loosely based on the Supremes). They are discovered at a talent competition by an ambitious manager who offers them a chance of a lifetime. However, success comes at a price, and they soon realise that the cost of fame and fortune may be higher than they ever imagined.

Genre: Drama/Musical/Romance

Rated: PG-13

Duration: 131 mins

Cast: Jamie Foxx, Beyonce Knowles, Eddie Murphy, Danny Glover



March/April

## CASINO ROYALE



Casino Royale traces the early career of James Bond. His first "007" mission leads him to Le Chiffre, banker to the world's terrorists. In order to stop him and bring down the terrorist network, Bond must beat Le Chiffre in a high-stakes poker game at Casino Royale. Bond is initially annoyed when a beautiful British Treasury official, Vesper Lynd, is assigned to deliver his stake for the game and watch over the government's money. But, as Bond and Vesper survive a series of lethal attacks by Le Chiffre and his henchmen, a mutual attraction develops leading them both into further danger and events that will shape Bond's life forever.

Genre: Action/Adventure

Rated: PG-13

Duration: 120 mins

Cast: Daniel Craig, Eva Green, Mads Mikkelsen, Judi Dench, Jeffrey Wright, Giancarlo Giannini



March/April

## THE PRESTIGE



Set in turn-of-the-century London, this clever thriller, filled with twists and turns, follows two young rising magicians who are fierce competitors from the moment they meet. Soon their friendly competition evolves into a bitter rivalry, turning them into enemies and jeopardising the lives of everyone around them.

Genre: Drama/Thriller

Rated: PG-13

Duration: 133 mins

Cast: Hugh Jackman, Christian Bale, David Bowie, Scarlett Johansson, Michael Caine, Piper Perabo.



March/April

## COME EARLY MORNING



As a result of her family's broken relationships, Lucy is terrified of opening her heart, and while masking her fear of intimacy behind a tough, honky tonk swagger, she's lost count of the motel rooms she's snuck out of come early morning. Having long since given up on love, Lucy's emotional life has been reduced to a self-destructive spiral of one night stands and she's at a loss when she meets newcomer to town, Cal, who wants more. Lucy snubs Cal's efforts to reach out to her, refusing to accept that she just may be turning her back on the best thing that's happened to her and her one chance for salvation.

Genre: Drama/Romance

Rated: R

Duration: 97 mins

Cast: Ashley Judd, Dermot Mulroney, Amanda Peet



March/April

## THE LAST KING OF SCOTLAND



In an incredible twist of fate, a Scottish doctor on a Ugandan medical mission becomes irreversibly entangled with one of the world's most barbaric figures: Idi Amin. Impressed by Dr. Carrigan's brazen attitude in a moment of crisis, the newly self-appointed Ugandan President Amin hand picks him as his personal physician and closest confidante. Though Garrigan is at first flattered and fascinated by his new position, he soon awakens to Amin's savagery – and his own complicity in it. Horror and betrayal ensue as Garrigan tries to right his wrongs and escape Uganda alive.

Genre: Drama

Rated: R

Duration: 123 mins

Cast: Forest Whitaker, James McAvoy, Gillian Anderson, Kerry Washington



March/April

## DÉJÀ VU



Déjà Vu unexpectedly guides ATF agent Doug Carlin as he investigates a New Orleans ferry bombing. Carlin soon discovers that the familiar feeling that something has happened before is actually a powerful secret, leading him on a mind-bending race to save hundreds of innocent people.

Genre: Thriller

Rated: PG-13

Duration: 126 mins

Cast: Denzel Washington, Val Kilmer, Jim Caviezel, Adam Goldberg, Paula Patton



March/April

**CLASSICAL**  
Channel 5



**OVERTURE "CARNIVAL" OP.92**  
**DVORAK**

JULIAN LLOYD WEBBER: CELLO  
CZECH PHILHARMONIC  
ORCHESTRA  
CONDUCTOR: VACLAV  
NEUMANN

**HUNGARIAN DANCE NO. 1**  
**BRAHMS**

BUDAPEST SYMPHONY  
ORCHESTRA  
CONDUCTOR: ISTVAN BOGAR

**MADAME BUTTERFLY: ONE FINE**  
**DAY**  
**PUCCINI**

MIRELLA FRENI: SOPRANO  
VIENNA PHILHARMONIC  
CONDUCTOR: HERBERT VON  
KARAJAN

**SONATA FOR CLARINET &**  
**PIANO**  
**POULENC**

RICHARD STOLTZMAN: CLARINET  
NANCY ALLEN: HARP  
IRMA VALLECILLO: PIANO

**VIOLIN CONCERTO NO.1 IN G**  
**MINOR OP.26 II: ADAGIO**  
**BRUCH**

YEHUDI MENUHIN - VIOLIN  
PHILHARMONIA ORCHESTRA  
WALTER SUSSKIND

**TROMBONE CONCERTO IN E**  
**FLAT**  
**WAGENSEIL**

WARWICK TYRRELL: TROMBONE  
ADELAIDE SYMPHONY  
ORCHESTRA  
CONDUCTOR: NICHOLAS  
BRAITHWAITE

**UNA FURTIVA LAGRIMA**  
**DONIZETTI**

JUSSI BJORLING: TENOR  
ORCHESTRA CONDUCTOR: NILS  
GREVILLIUS

**THE MERRY KING**  
**GRAINGER**

LESLIE HOWARD: PIANO

**AIR ON A G STRING**  
**(ORCHESTRAL SUITE NO. 3)**  
**BACH/ARR.**  
**MILLER/PATRICK/INGAM**  
DOMINIC MILLER: GUITAR

**POP**  
Channel 6

**LYING IS THE MOST FUN A GIRL**  
**CAN HAVE WITHOUT TAKING**  
**HER CLOTHES OFF**  
PANIC! AT THE DISCO

**LET LOVE IN**  
GOO GOO DOLLS

**WIND IT UP**  
GWEN STEFANI



**I AM NOT MY HAIR**  
INDIA ARIE FT PINK

**MY LOVE**  
JUSTIN TIMBERLAKE FEAT T. I.

**TINDERBOX**  
ELTON JOHN

**ALL GOOD THINGS (COME TO**  
**AN END)**  
NELLY FURTADO

**LOVE YOU LATELY**  
DANIEL POWTER

**LONG WAY TO GO**  
CASSIE

**SO SIMPLE**  
STACIE ORRICO

**REVELATIONS**  
AUDIOSLAVE

**LITHIUM**  
EVANESCENCE

**FROM YESTERDAY**  
30 SECONDS TO MARS

**ROCK STEADY**  
ALL SAINTS

**BONES**  
THE KILLERS

**TELL ME**  
P. DIDDY FEAT. CHRISTINA  
AGUILERA

**EASY LISTENING**  
Channel 7

**BETTER MAN**  
ROBBIE WILLIAMS



**I WANT IT THAT WAY**  
BACKSTREET BOYS

**BUTTERFLY**  
MARIAH CAREY

**IN THE STILL OF THE NIGHT**  
BOYZ II MEN

**THERE'LL BE SAD SONGS (TO**  
**MAKE YOU CRY)**  
BILLY OCEAN

**WILL YOU LOVE ME**  
**TOMORROW?**  
CAROLE KING

**I BELIEVE IN YOU AND ME**  
WHITNEY HOUSTON

**YOU ARE SO BEAUTIFUL**  
JOE COCKER

**IF YOU LEAVE ME NOW**  
CHICAGO

**HOW DEEP IS YOUR LOVE**  
BEE GEES

**HERE WE ARE**  
GLORIA ESTEFAN

**A SONG FOR YOU**  
THE CARPENTERS

**YESTERDAY**  
BEATLES

**HOLDING BACK THE YEARS**  
SIMPLY RED

**THE LOOK OF LOVE**  
ANITA BAKER

**WHERE OR WHEN**  
GEORGE MICHAEL

**PAPUA NEW  
GUINEA  
Channel 8**

**Wan Kantri**  
Bemu Kidu & John Wong

**Sia Katie**  
Tabas Band

**Samtin Natinio**  
Rex Ikupu

**Gutsomi**  
Niu Age

**Swit Love**  
Patti "Potts" Doi

**Kwaiva**  
Deejays

**Tinana Anau**  
Na 'Harau

**Sunday**  
South Tribe

**Lia Gutsomi**  
Stained Artz

**Ase**  
Leftovers

**Namae**  
Junior Insects

**Lewa Ya**  
Lerams of Kagua

**Mid of nowhere**  
Lister Serum

**Apusomb**  
Spirit of Sepik

**Ramandu**  
Offcuts Band

**COMEDY  
Channel 9**

**ACTORS**  
FRENCH & SAUNDERS

**WESTERN**  
JONATHON WINTER

**HORSES**  
JERRY SEINFELD

**NUTTER ON THE BUS**  
JASPER CARROTT

**LOTSA LUCK**  
ALLAN SHERMAN

**ELDERLY MAN RIVER**  
STAN FREBERG

**YOU GET ME SO EXCITED**  
ELLIOT GOBLT

**PARTY POLITICAL SPEECH**  
PETER SELLERS

**WHY FISH WEAR SOCKS**  
STEVEN WRIGHT

**SITTING UP WITH THE DEAD**  
JERRY CLOWER

**THE MINISTERIAL  
BROADCAST**  
YES PRIME MINISTER

**NUMBER PLATE**  
GUIDO HATZIS

**THE MUSICOLOGIST'S RAW  
DEAL**  
GROUCHO MARX

**DANNY MAN**  
JIMEOIN

**SMELLS LIKE NIRVANA**  
WEIRD AL YANKOVIC

**COUNTRY  
Channel 10**



**I CAN'T STOP LOVING YOU**  
KEITH URBAN

**STRAIGHT TALK**  
DOLLY PARTON

**HARD ROAD**  
KASEY CHAMBERS

**WHAT HURTS THE MOST**  
RASCAL FLATTS

**I'M GONE**  
CATHERINE BRITT

**A HEART LIKE HERS**  
GEORGE STRAIT

**THE LONELY ROAD**  
AMBER LAWRENCE

**LIKE RED ON A ROSE**  
ALAN JACKSON

**TO FEEL FREE**  
BECCY COLE

**BELIEVE**  
BROOKS & DUNN

**THE PEARL**  
EMMYLOU HARRIS

**GIVE MY LOVE TO ROSE**  
JOHNNY CASH

**JUST MIGHT (MAKE ME  
BELIEVE)**  
SUGARLAND

**THESE ARE MY PEOPLE**  
RODNEY ATKINS

**RIDE**  
CARTER & CARTER

**YOU WILL BE MY AIN TRUE  
LOVE**  
ALISON KRAUSS

**CHILDRENS  
Channel 11**

**WITCH DOCTOR**  
DAVID SEVILLE

**AFRAID OF THE DARK**  
TELLY MONSTER

**THINK OF YOUR FINGERS**  
BIFF

**GOIN' FOR A RIDE**  
THE ANYTHING MUPPETS

**THE WIZARD OF OZ**  
SNAGGLEPUSS

**DIP DOODLE**  
ADAM SANDLER

**LOOBY LOO**  
BARNEY & FRIENDS

**HENNY PENNY**  
DON SPENCER & FRIENDS

**DON'T JUDGE A BOOK BY  
IT'S COVER**  
THOMAS THE TANK  
ENGINE & FRIENDS

**ALASTAIR WOMBAT &  
THE BIRTHDAY SURPRISE**  
KAZZOO

**STORYBOOK BALL**  
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**THE GREAT BIG  
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ALISTER SMART & FRIENDS

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# Part 146 Organisation

This certification allows Air Niugini to carry out aircraft design and modification privileges. Air Niugini is the first aviation organisation in the country to be presented with this certification.



Wilson Sagati (Deputy Director, Aviation Safety Regulation) presenting the Part 146 Certificate to Wasantha Kumarasiri (Chief Executive, Air Niugini).



Tahaawar Durrani (Avionics/Electrical Design Engineer Air Niugini), Wilson Sagati (Deputy Director, Aviation Safety Regulation, Civil Aviation Authority), Wasantha Kumarasiri (CEO, Air Niugini), John Smith (Acting General Manager Engineering, Air Niugini), Lei Do'o (Acting Assistant Director, Airworthiness, Civil Aviation Authority), David Tohi (Manager, Quality, Air Niugini)



## Air Niugini Domestic Transfers

For those passengers who require to transfer to an Air Niugini domestic flight, firstly clear customs and then call at our transfer counter in the Concourse area, alongside the international check-in counters. Our courteous staff will check in

your baggage and issue you with your domestic boarding pass.

When you exit the International Terminal, turn right and follow the covered walkway to the Domestic Terminal entry gate and proceed directly to the Departure Lounge.







Wasantha Kumarasiri (CEO Air Niugini), Sir Peter Barter (Minister for Health and Bougainville Affairs), Jeff Murdoch (Air Niugini).



Left to right: (Management staff from Air Niugini) Dean Kuri, Srinivasa Murthy, Capt Daniel Wanna, Nori Maniana, John Polume, Shanker Manickam. Back row: John Smith.



Michael Mayberry (PNG Chamber of Commerce), Simon Foo (Board Director), Hidayat Hanafi (SVS).

# 2007 FARES LAUNCH



Mark Hutchinson & Pam Christie (PNG Trekking) with Linda Honey (Tufti Dive).



Receiving the Top Travel Agent Certificate for 2006, Mrs Joann Chin (Travel Services) with (left to right): Patrick Trubert (Travel Services), Simon Foo (Board Director), Jim Tjoeng (Chairman, Air Niugini Board) & Wasantha Kumarasiri (CEO, Air Niugini).

Air Niugini hosted a cocktail function on February 1 for members of the tourism and hospitality industry, travel agents and corporate guests to mark the launch of its 2007 Fares.



Sir Frederick Reiher (Board Director), Joshua Kalinco (Board Director) Wasantha Kumarasiri (CEO, Air Niugini), Sumasy Singin (Chairman, IPBC).



Left to right: Warren Daniels (Coral Sea Hotels), Peter Vincent (Tourism Promotion Authority), Jeff Murdoch (Air Niugini).

Left to right: David Tohi (Air Niugini), Julian Barry (Qantas), Captain Dave Wiltshire (Air Niugini Board Director), Rei Logona (Air Niugini).



Left to right: Patrick Trubert, Dulcie Kailuo, JoAnn Chin, Ashanti Tse, Lancelo Dimokari, Elise Ipaté (Travel Services celebrating being the Top Travel Agent for 2006).



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# To Market...To Market

WORDS & PICTURES: OSEAH PHILEMON

Every Sunday morning as the day breaks over Port Moresby, a long line of vehicles convoy up the Sogeri Road in a snake-like fashion for a popular destination outside Papua New Guinea's capital city.

They are on their way to a special market where fresh vegetables, fruits, cooked food, cakes of all sizes and tastes and other delicacies are on sale so early in the morning.

Welcome to the Pacific Adventist University Sunday morning market.

This small market has now become a major city attraction for Port Moresby residents keen on getting supplies of fresh vegetables for the week.

The Seventh Day Adventist Church-operated university runs a farm that has become the biggest source of fresh fruits and vegetables for Port Moresby city residents.

It is not surprising to see women race for watermelons or aibika, a popular green leaf vegetable, which is a real PNG favourite for cooking with chicken, fish or any other meat.

Often it looks as if an-all-out brawl is

about to happen over vegetables as everyone pushes and shuffles around looking for the best for themselves.

The prices are quite reasonable, no wonder the mad race for supplies.

Students and farm workers combine forces every Sunday morning to harvest the produce and bring them into the hands of consumers waiting impatiently to sweep up the goods from the green fingers.

A policy of the university states that students do a certain number of hours of community work each week to contribute towards the running of the university. This is why so many students are involved in various aspects of the market each Sunday morning.

The farm not only caters for the needs of city dwellers, it is also the main supplier of food to the student mess where the Seventh Day Adventist upbringing encourages greater supplies of green vegetables and fruits on the dinner table.





City dwellers also buy eggs from the farm.

The Pacific Adventist University market is certainly the food bowl of Port Moresby.

Although the university is run by the Seventh Day Adventist Church, it welcomes students from all denominations.

A great number of students are from Pacific Islands countries such as Samoa, Fiji, Tonga, Vanuatu and Solomon Islands.

It is located in a valley not far from Port Moresby on land that traditionally belongs to the Koiari people of the Central Province, most of whom are members of the church.



money for themselves and mothers ensure whatever they sell is only the very best. They need not worry. Customers are never short of praise for the quality of their purchases.

The tonnes of vegetables, fruits and food brought to the market are cleaned-up well before 10am when the market closes.

Apart from the vegetables, the farm also produces rice which is milled and sold to the public. PAU rice is a popular brand which many city residents continue to buy each week.

Apart from being a revenue earner for the university, the market provides an opportunity for families of married students and staff to earn some money for their personal needs.

Mothers work tirelessly throughout Saturday night after their Sabbath to prepare the goods for sale at the market on Sunday morning.

The smell of fresh curry mutton, fish and tapioca, sago, cakes, fish and chips are mouth-watering indeed. Market goers waste no time digging into the food as soon as they arrive.

It is their only day to earn some





Enjoying wine tasting at Tasmania's friendly wineries

# A TOAST TO TASMANIA

Take a tippie overlooking the Tamar River, sip on a Sauvignon while cruising the Derwent River or view some Egyptian artifacts and Roman mosaics after sampling a perfectly-balanced Pinot. Tasmania's cool climate wines and southern ingenuity has spawned a world-class wine industry in a pristine environment that is just waiting to be enjoyed as **JULIE IHLE** discovers.

Just out of historic Launceston in Tasmania's north is the Tamar Valley Wine Route which follows the banks of the stunning Tamar River.

Wine buffs will be in paradise as there are 21 wineries producing some of Tasmania's best wines with Pinot Noir, Sauvignon Blanc and Chardonnay - the main varietals.

For a taste of Tasmania's regional produce, sample a riverside restaurant for temptations such as trevalla in smoked salmon and caper sauce, followed by saffron poached pear with rosewater panna cotta, and wash it down with an award-winning Pinot Noir, of course.

For those wanting to give their palette a break, visit the uniquely Tasmanian Seahorse World at the head of the Tamar River for a quirky and educational look at all things relating to seahorses.

*Pipers Brook Vineyard is on the north east Champagne Trail*



## Champagne Trail

On the other side of the Tamar River, on the north-east corner of Tasmania, is the home of 'sparkling Tasmania'. These fine-beaded sparkling wines are some of Australia's best, with Pipers Brook and Jansz being the top producers.

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Because we have been in the Pacific region for 120 years, we now have a network of offices across the region and a wealth of local knowledge and expertise. At the same time, QBE is active in more than 40 markets so our local teams are backed by the strength and security of a truly world wide organisation. Yet we pride ourselves on challenging expectations with fresh ideas. It means we can provide specialist insurance solutions – innovatively tailored to suit your needs. To find out more, contact your insurance adviser or visit our website at [www.qbe-pacificislands.com](http://www.qbe-pacificislands.com)



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This has drawn French producers to the region, prompting a cheeky wine marketing slogan - "Parlez-vous Tasmanian".

In 1986, the esteemed French sparkling wine producer, Louis Roederer of Reims, joined forces with a local Tasmanian winery. They created a new winery which they named Jansz, after Abel Jansz Tasman, the first European to discover Tasmania in 1642.

Today, Jansz is one of Australia's premium wineries and with its Tasmania Premium Cuvée 2000 won the 'Australia Day Wine of the Year' for the second year running.

### Deep South

The rolling hills of the Huon Valley, south of Hobart, used to be synonymous with apples and boat building. Today, it's better known for its Pinot Noir, Riesling and Sauvignon Blanc, as well as rare varieties like Schonburger, a fruity wine with a rose-petal nose, and Sylvana, a dessert wine.

In this wild untamed part of Tasmania, Hartzview Vineyard produces mead and berry liqueurs that are free of preservatives, artificial flavours and colours and are grown according to organic guidelines.

Huon Valley...better known for its Pinot Noir, Riesling and Sauvignon Blanc.



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The area's newest wine and dine experience is Peppermint Bay complex. Architecturally stunning with breathtaking views across the D'Entrecasteaux Channel, Peppermint Bay offers tasting of a variety of Huon Valley wines and Tasmanian produce straight from the grower's gate.



*A mellow fruity chardonnay at Peppermint Bay, Tasmania's newest wine complex.*

Choose from the sumptuous dining room or take a bottle of Huon Valley wine and picnic under the 150-year-old Oak tree in the beautiful gardens.

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### *Wine and Artifacts*

Perched on the banks of the Derwent River, just north of Hobart, Moorilla Estate was established in 1958 by Italian immigrant Claudio Alcorso, who ignored the nay-sayers and pursued his vision of a vibrant Tasmanian wine industry.

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*Moorilla Bay has sweeping views of Hobart's Derwent River*



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*Tasmania is perfect for cool climate wines*

Moorilla boasts a state-of-the-art outdoor music venue, perfect for jazz in the vines performances. It has a private museum which has an extraordinary collection of fine art and antiquities, which is free to the public. You will see Australia's largest collection of Egyptian, pre-Colombian and African artifacts. They include mummy cases, carvings, tomb doors, floor mosaics and a large coin collection. Kandinsky, Karen Seelander and John Olsen are some of the displayed artists.

The museum is currently closed as it is undergoing a major refurbishment before it re-opens to the public.

The most enjoyable way to reach Moorilla is to take a cruise from Hobart's main wharf along the Derwent River. You will pass Government House, Royal Botanical Gardens, the massive Cadbury chocolate factory and past rock caves in the cliffs, used in the past by Aboriginal tribes.

There is no better way after a halcyon day of wine, music, food and art to wind your way back to Hobart enjoying the late afternoon sun.



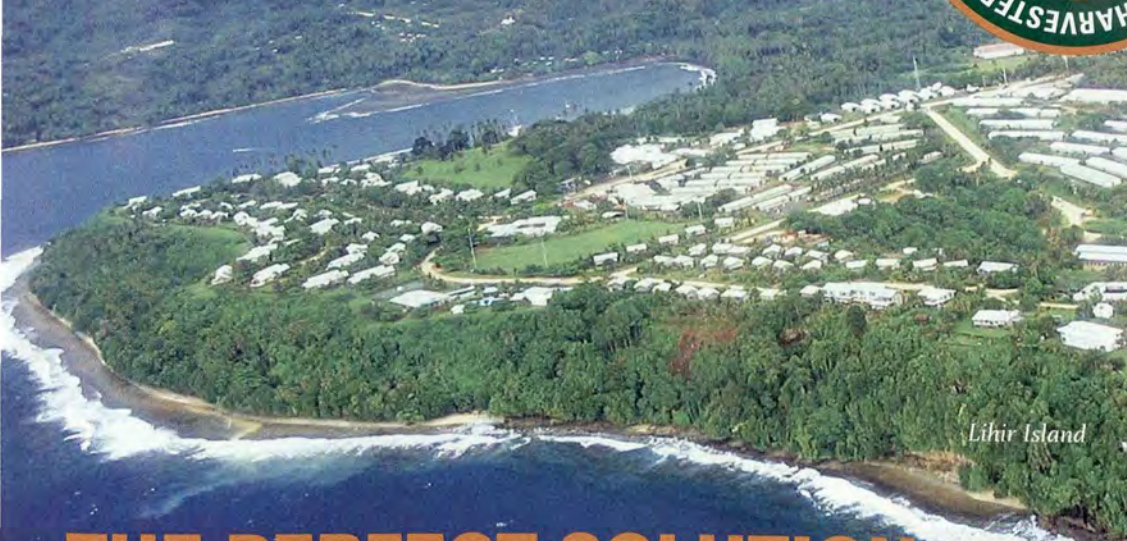
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# GREAT BARRIER REEF



Australia's  
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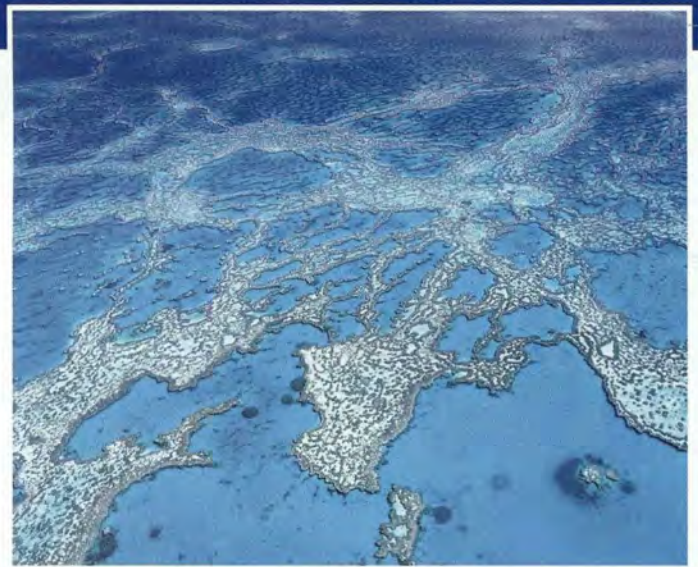
Deep beneath the washing machine that is the Pacific Ocean, Australia's best natural asset - the Great Barrier Reef - has entered an ecological spin cycle which has the potential to devastate the tourism industry. Welcome to the global warming whirlpool in which both tourism operators and scientists are scrambling to separate the whites of coral bleaching from the colours of the coral reef which frame Queensland's coastline. Believed to be the only living organism to be viewed from space, the Great Barrier Reef has become a reluctant lead character in the global warming story, in which rising sea temperatures are leading to unprecedented coral bleaching...and some nervous tics in the tourism industry. But it's not all bad news as

**CHRISTINE RETSCHLAG** writes.

**G**reat Barrier Reef Marine Park Authority Climate Change Response Programme Manager, Dr Paul Marshall, said the issue first came to light around 1998 when reefs in the Maldives, Seychelles and Palau experienced between 70 and 90 percent damage from coral bleaching.

Australia, by comparison, was relatively lucky experiencing around five percent deaths that year and again in 2002.

Indeed, five percent damage to the world's largest reef, which measures some 2000 kilometres in length and 72 kilometres across at its widest point, should hardly raise an eyebrow. But it was enough for scientists to sit up and take notice.



"Five percent is much better than 70 to 90 percent. We are in a relatively good shape," Marshall said.

"That's a message the tourism industry is worried that scientists don't tell enough of. But having said that, five percent is a serious concern.

"It takes decades for a reef to bounce back once it suffers serious coral deaths from bleaching.

"The reef is still in an extremely good condition but we've seen enough to make us concerned about the future."

Marshall said while little could be done to stem out global warming, scientists and tourism operators could concentrate on managing the reef so that it was in the best possible shape to recover from coral bleaching outbreaks.

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**Battles**

The Great Barrier Reef was in a far better position than any other reefs to weather the effects of global warming, he said.

In many ways it seems like the Great Barrier Reef has always had its battles. Around a decade ago, the buzzword was Crown of Thorns Starfish, or COTS, as they say in the industry.

Marshall said while COTS was still relevant and a “more persistent problem”, coral bleaching was random but more “ecologically serious”.

While land-based ecosystems could sustain massive temperature variations on any given day, the Great Barrier Reef was far more susceptible and needed only a 1 to 1.5-degree temperature change for coral bleaching to occur.

But coral bleaching did not necessarily mean instant death, with reefs having the capacity to recover given the right circumstances.

“If it is hot and in poor health, the reef will be much worse off than if we manage to protect the ecosystem,” Marshall said.

“Australia’s tourism industry is very sophisticated. If there was an industry that was able to adapt to climate changes, this is the one.”

Queensland Tourism Industry Council (QITC) chief executive, Daniel Gschwind said with a hint of irony, that the issue was not “black and white”.



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### Implications of climate change

Two years ago, QTIC compiled a report on the implications of climate change on the Great Barrier Reef and found the reef contributed in excess of A\$5 billion to Queensland's A\$11 billion annual tourism industry coffers. Or, in plain, stark employment terms, between 40,000 to 50,000 jobs.

Gschwind said any major threat to the Great Barrier Reef would be "catastrophic" for Australia.

"The reef obviously is a crucial ecological asset for Australia. From a tourism point of view, it plays a vitally important role in attracting

international visitors to Australia and domestic visitors to Queensland," he said.

"It is massively important and unmatched in a sense in terms of iconic tourism assets for Australia. We would probably put Uluru in the same category but that's it. The Great Barrier Reef holds an absolutely dominant position.

"It is important to observe that people who have never been to the reef would still consider the protection of the reef as a very high priority."

Gschwind said the problem was currently worse on the southern part of the reef around the Keppel group of islands.

"It has to be said that the threat of coral bleaching, as a consequence of climate change, is a global issue. It is not something that we created in Australia," he said.



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"Coral has a capacity to recover but like any such thing if the event continues for a long period of time, if the temperatures are so high, there is a threat of the coral actually dying.

"While we can't stop global warming, we can manage land use and water use and we can manage how we use the reef from a tourism point of view. "Our reef operators are leading the world in that area. We don't want to be on a vandal tour."

Queensland's Tourism Minister Margaret Keech said the State Government had supported a 2004 study by the WWF examining the socio-economic impacts of coral bleaching on Queensland's regional economies.

"Like everyone, I am concerned about the forecasts of climate change, and in particular, its effect on one of our premier tourist attractions - the Great Barrier Reef," she said.

"This government will continue to do everything within its power to ensure the Great Barrier Reef maintains its world-class status as a tourism destination for generations to come."

#### Tip of the iceberg

Australian Institute of Marine Science researcher Ray Berkelmans has been investigating coral bleaching for the past 13 years, including flying the entire length and breadth of the Great Barrier Reef to track the problem.

Professor Berkelmans warned that bleaching events to date could be just the tip of the iceberg.

"I think it is reasonably sure that we are going to get more coral bleaching events and sooner or later we are going to get a coral bleaching event which is the mother-of-all events," he said.



"I'm optimistic that as a society we are going to beat the emissions problem. But there is so much inertia in the system that there is still going to be a large flow-on effect to the Great Barrier Reef and other ecosystems."

But Professor Berkelmans, who wears a dual hat working for the Co-operative Research Centre for the Great Barrier Reef World Heritage Area, said there was a "glimmer of hope".

Research had revealed early evidence that some corals may be adapting to climate change naturally with those which grew a Type D algae more resistant to global warming than those who grew a Type C algae.

However, in nature there are always trade-offs. While D-dominant corals were tough, they did not grow as fast or reproduce as much.

Berkelmans said while they had grown Type D algae in the lab with limited success, he warned it would be dangerous to interfere too much with an ecosystem like the Great Barrier Reef which contained 350 different species of coral among 2900 reefs.

"We may be buying time but we probably won't have the Great Barrier Reef as a healthy ecosystem if we keep going the way we are."



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# KIKORI: A NATURAL ZOO

WORDS AND PICTURES: JOHN BROOKSBANK



*Mubi River crashes over Beaver Falls en route to join Kikori.*

Over many centuries the Kikori River has carved its sinuous path through the limestone of the central cordillera of the Highlands mountains, from its sources 3600 metres above sea level down more than 250 kilometres to the coast of the Gulf of Papua - stimulating landslides and creating spectacular gorges.

The silt it carries has spawned a vast delta of verdant mangrove forests and Nipa palm swampland.

The river is a link not only between the many and varied landscapes and environments, but also for the people who live within its catchment of more than 2.3 million hectares.

The river system was used by many of the traditional trade networks through which goods moved between the coast and the Highlands.

The Kikori has been likened by some as Papua New Guinea's equivalent of such environmentally renowned locales as the Serengiti Basin or the Mekong River delta - because it is in some ways a natural zoo, where one can still find populations of animals





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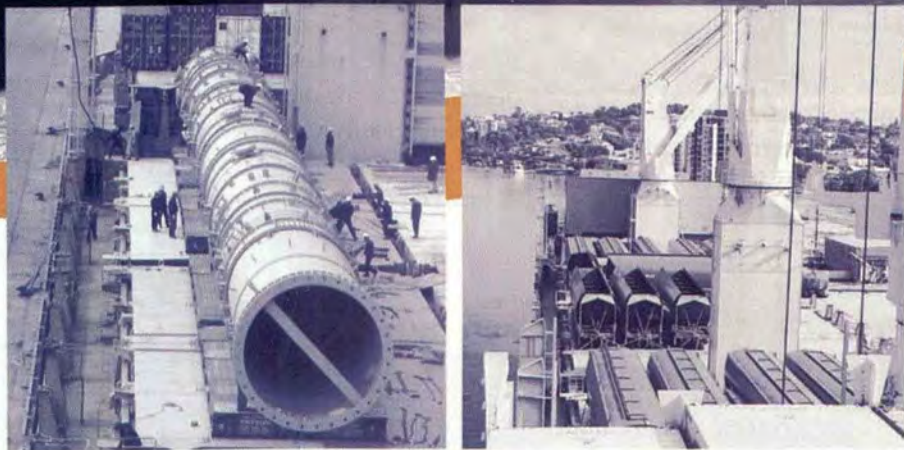
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and plants almost untouched by human activities.

Known at its source as the Tagari by Huli speakers of that part of Southern Highlands, the river's volume swells with waters from numerous streams and small rivers draining the rugged karst country it traverses. Coming into the land of Fasu speaking people the river becomes known as the Hegigio and further downstream, after it is joined by the Mubi and other rivers, it becomes the mighty Kikori River of the lowland plains.

The Kikori is the fourth biggest river in Papua New Guinea in terms of volume. It cuts through a layer-cake of five eco-regions - sub-alpine grasslands, montane forests, lowland rainforests, freshwater swamp forests and mangrove forests - from the Doma Peaks near Tari in the Southern Highlands Province to the Kikori delta of Gulf Province.

The Kikori catchment is possibly the largest tract of relatively undisturbed forest in the southern hemisphere

today and home to many unique species of flora & fauna within its array of different forest types.

To mention just a few, it contains habitats of the world's only underground roosting bird (Melampitta gigantea), 12 endemic species of rainbow fish in Lake Kutubu, the world's longest lizard (Varanus salvadori), the world's largest pigeon (Goura scheepmakeri), a rare blind cave fish (Oxyeleotri caeca), the world's second largest butterfly (Ornithoptera goliath) and the world's largest moth (Coscinocera hercules).

The unique nature of the Kikori region was identified in a 1993 Conservation Needs Analysis of Papua New Guinea, when it was described as one of the most intact and biologically rich environments in



Kikori culture.

the country and the South Pacific in general.

This led to funding from petroleum development companies for a World Wildlife Fund for Nature (WWF) project starting in 1994 since coincidentally the river's catchment encompasses most of the known economic oil and gas fields in the country. This industry support continues to the present day with Oil Search Limited and its joint venture partners funding WWF's integrated

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river basin management activities.

These involve the coordinating of conservation, management and development of water, land and related resources in order to equitably maximise economic and social benefits derived from these resources whilst preserving this freshwater ecosystem.

Due to the increasing threats from commercial logging - from the air spiderwebs of dark logging tracks can be seen spreading out from most navigable rivers around the Papuan Gulf - misinformation unscrupulously given to communities and a lack of Government presence to properly police logging activities in Timber Rights Purchase areas, much of the WWF efforts have been on community education, raising awareness on resource development options. Since 1994 more than 27 biodiversity surveys have been carried out in various parts of the Kikori River basin and local village communities educated about the

options to large scale logging, so they are able to make informed decisions about alternatives and consequences.

In certain places sustainable small-scale enterprises based on forest products are undertaken including - family operation of mobile sawmills, the cultivation of vanilla, mushrooms and eaglewood and butterfly and insect farming.

Monitoring of the environment in biodiversity surveys provides baseline data that is used to assess whether particular activities, such as petroleum developments, have any impact on natural wildlife populations.

The surveys, often involving world renowned species experts such as birdwatcher Jared



*Village farmer and vanilla pods.*



*Logs for shipment at Omati in the Gulf Province.*



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Diamond cover a diverse range of taxonomic groups including plants, orchids, insects, mammals, frogs, birds and mammals. A few examples of their findings include:

- 400 different species in just 0.2 hectares of alluvial floodplain lowland rainforest in the Libano area.
- 384 species of birds in the Kikori River catchment.
- identification of 20 new species of orchid.
- 2000 different kinds of moths in the catchment area.
- realisation that Humpback & Irrawaddy dolphins live in the Kikori River.
- that the Kikori Delta is an important stopover for annually migrating shorebirds from China & Russia en route to Australia as well as a habitat for pig-nosed turtles.
- 60 species of frog and 100 mammal species in the area.

These discoveries have been detailed in scientific papers, field guides and literally hundreds of different educational posters that are sent to schools all over the country.

The region is a bird-watcher's paradise with 24 of the 38 species of Birds of Paradise, vulturine parrots, the Harpy Eagle, a rare New Guinea flightless rail (*Megacrex inepta*), palm cockatoos, pigeons and cassowaries.

The fact that much of the Kikori watershed has poor soils, rugged terrain and a high incidence of malaria meant in years gone by it was not conducive to human habitation

and populations have been low. This means that many animal species that were once common throughout Papua New Guinea and now rarely seen elsewhere are still common throughout the Kikori Basin. When the Gobe Petroleum Project was constructed cassowaries and tree kangaroos were commonly seen by workers showing no fear of humans - indicating there was no hunting pressure on their populations.

The best way to appreciate the immensity of the Kikori River is from the air. In the lowlands, the caramel coloured waterway snakes lazing in long loops across its floodplain - a variegated mattress that is all shades of green with an occasional splash of yellow or red.

The land is green to the horizon with the only visible sign of anything man-made being just a slender cream coloured hair laid unevenly across the green carpet - the white koronas surface of the road from Kikori to the Gobe Ridge and eventually to Samberigi.

Somewhere down there is the route of the oil export pipeline that takes that valuable commodity from production wells in the Highlands out to the Kumul loading platform in the Gulf of Papua, but it cannot be seen - the jungle has long since reclaimed any clearing that was



*Bosavi pitogui poisin bird.*



*Yellow tree frog.*

carried out when the pipe was buried 14 years ago.

Nearer the open sea the main channel of the Kikori splits into smaller braids, creating huge islands of low-lying nipa and sago palm swamps.

This is part of the ageless process of erosion and construction - capsizing banks and creating mudflats.

Closer to the ground it can be seen that the floodplain is not exactly flat, it is a quilt dimpled with innumerable limestone outcrops, most swathed in vegetation.

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The only high spot that rises above the delta lowlands is the Aird Hills, eroded volcanic remnants where Englishman Reverend Benjamin Butcher established and ran a lonely outpost of the London Missionary Society from 1905 to 1938 near Ero village.

On the ground anywhere on the lower reaches of the Kikori River the air is thick and muggy, with temperatures of about 30 degrees centigrade and relative humidity averaging 90% ensuring that nothing too strenuous is contemplated. In the few villages along the lower reaches of the river, such as Baina and Kaiam, people live an essentially subsistence lifestyle - fishing, harvesting sago and having only small gardens.

This gardening practice is also followed by the Foe and Fasu speaking communities along the banks of the Hegigio and around Lake Kutubu. However, near the source of the Kikori in and around



*Making sago traditional style.*



*Huli woman with her pig in kaukau garden.*

Tari in the Southern Highlands are huge populations of Huli speakers - true Highlanders - large-scale gardeners of sweet potato and other vegetables, who rear pigs and whose activities have in some places

totally changed the landscape into a patchwork of active and fallow gardens interspersed with family hamlets. WWF activities have resulted in the creation of a number of Wildlife



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Management Areas (WMAs), officially registered by the Department of Environment, within which the local communities have developed and manage resource development plans. Importantly once an area is declared as a WMA it is automatically excised from any timber permit issued over that region.

The region contains WMAs at Lake Kutubu (24,100 hectares), Libano (8250 hectares) and Sulamesi (49,800 hectares), all sub-catchments of the Kikori watershed.

The development of the PNG Gas Project during the next few years will involve the construction of roads that will create a network stretching from the populous Tari, Komo and Koroba valleys through the Kutubu area, branching out into the Erave and Samberigi valleys and down to the river port of Kikori.

The Kikori River will then no longer be the only link between the Highlands and lowlands - the road will be another

more solid connection that will allow the movement of goods and people.

The consequences of this construction will be enormous and far-reaching in terms of social change, growth of agriculture and inter-provincial trade and commerce.

The various levels of Government, the petroleum development companies, the impacted communities, WWF and other NGOs

working in the region will have to work closely together over the next few years to ensure that development resulting from this road construction is controlled and sustainable.

But no matter what goes on along its banks or within its catchment area, the one thing we can be certain of is that the mighty Kikori River will continue to flow from the Highlands to the sea!



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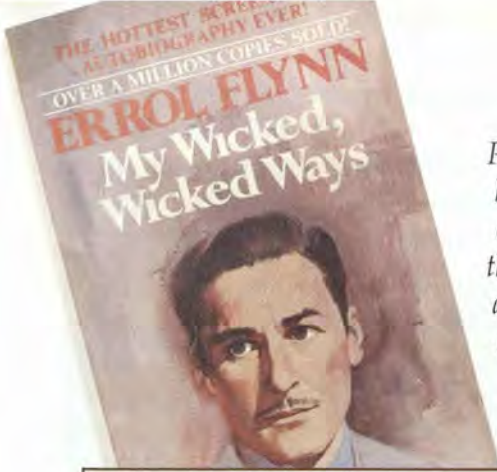
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Papua New Guinea's rich and colourful history is littered with names of gaudy characters who have carved a niche for themselves. One of those that have made an impact included the flamboyant and swashbuckling Errol Flynn, who later became a famous movie star and sex symbol as MALUM NALU writes.



## THE ERROL FLYNN CONNECTION

With the discovery of gold in 1926 at Edie Creek above Wau - a six-day walk from Salamaua - a gold rush of massive proportions started, not only from Australia but from far beyond.

With the major gold discovery came the last two categories of what the white population of New Guinea was divided into: Missionaries, Moneymakers and Misfits or Fools, Freaks, and Failures.

Not least among the Misfits was Errol Flynn, who later became a big Hollywood movie star.

The superb scenery, glorious hills and harbours, white beaches and shady copra plantations are still here today as Flynn described them in his famous autobiography, *My Wicked, Wicked Ways*.

Even though Flynn is long dead - through excessive drinking and womanising - he still lives in PNG.

Places like Salamaua, Wau, Bulolo, Lae, Finschhafen, Port Moresby, Laloki, Rabaul, Kavieng, Madang, and the Sepik River are mentioned in *My Wicked, Wicked Ways*.

His book remains a talking point to this day and in places like Salamaua or Wau - just to name two - people still talk about him.

"Flynn used to drink here," they'll tell you in Salamaua, or, "this is where he went mining for gold," they'll reminisce in Wau.

Australian patrol officer J K McCarthy recalls in his book, *Patrol Into Yesterday*, how Flynn stepped in once to protect a small man from a bully: "It was done in the most dramatic style and all of us should have foreseen that he had a movie career ahead of him. There was the noisy bar, the crowd of onlookers, the challenge - and the hero knocking the loud-mouthed one cold right on cue."

Flynn's prowess with women was so infamous that the expression "Come in like Flynn" became a common phrase used to describe the ease with which a man might conquer a woman.

Flynn was born Errol Leslie Thompson Flynn on June 20, 1909 in Hobart, Tasmania, Australia.

His parents were Professor Theodore Thompson Flynn and Lily Mary Young.

Professor Flynn was a well-known marine biologist and zoologist who later went on to receive an MBE for his work at Queens University, Belfast.

Son Errol was also a direct descendant - on his mother's side - of Midshipman Young from the infamous HMS Bounty Mutiny of 1789.

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The 18-year-old Errol Flynn arrived in New Guinea in October 1927 to make his fortune on the newly discovered goldfields at Edie Creek, Wau.

From the time he arrived, he tried unsuccessfully to bluff his way into money as a cadet patrol officer, gold prospector, slave recruiter, dynamiter of fish, trapper of birds, manager of coconut and tobacco plantations, air cargo clerk, copra trader, charter boat captain, pearl diver and diamond smuggler.

He was also a prolific writer and contributed regularly to Australian newspapers and magazines with absorbing tales about the untamed jungles of New Guinea.

Flynn soon discovered that the Australian government had a severe shortage of patrol officers and he hoped to bluff his way through in Rabaul.

But this colonial career was short-lived when his background was

discovered.

He moved restlessly from one job to another, acquiring many different skills but no great competence.

Hoping to get rich fast, he lived by his wits and ran up many debts.

In Rabaul, although considered a likeable and capable young man, his reputation for roguery quickly spread and he ceased to be with the administration.

His best memory of Rabaul was of "a wonderful saloon" where you encountered "everything the world could yield up - miners, recruiters, con men, thieves, beachcombers, prospectors - cubicles both downstairs and upstairs, several phonographs playing, cards..."

Long after Flynn had left, he was still remembered around Rabaul, mostly for the unpaid bills he left behind.

Even after he became famous as a film star, he never paid any of those bills.

If people wrote asking him to pay, he would send them autographed photographs of himself, saying these were worth much more than what he had owed them.

A story is told of a famous occasion when a movie featuring Flynn was showing in Rabaul and at the end of the credits, a dentist to whom Flynn owed large sums of money jumped up and shouted: "And the teeth by Eric Wein."

In 1928, with money from his work on a coconut plantation and a loan from a shipping company in Sydney, Flynn bought a schooner and took an American film company to make a documentary about headhunters of the Sepik River.

He recalled: "The last place in the world I wanted to go was the Sepik River, a human graveyard...I cruised to the north-east coast where the red, muddy Sepik River flowed into the sea.



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- and remains little known to this very day.

"The waterway was heavily populated with mosquitoes, kanakas, and pukpuks. As we travelled, the garamuts, tomtoms made of crocodile skins, kept up a steady communication: 'Outsiders, big magic on the water, beware'.

"When we came in close to shore and tried to get shots of the natives, we got arrows instead, real ones and poisoned."

In 1929, Flynn sailed from the offshore islands to Salamaua, to fulfill his original ambition.

He hired eight men, bought marching gear and gold-digging equipment and set out for the goldfields at Edie Creek.

The tough march from Salamaua to Wau - through a region filled with blackwater fever and poisoned arrows - tested men's limitations.

The rigorous walk between Salamaua and Wau took up to a week, Flynn

writing of how the gold fields had to be approached from Salamaua by 10 days march through a leech-infested jungle in constant fear of ambush and at night wondering "whether that crawly sound you heard a few feet away might be a snake, a cassowary or maybe only a wild boar razorback. have seen Central Africa, but it was never anything like the jungle of New Guinea".

At Edie Creek, temperatures were high during the day and fell steeply at night. There was an epidemic of dysentery and malaria with no trained doctors to attend to the sick.

His men left and Flynn quickly realised that "I had neither the provisions, nor the money, nor the necessary men to work a claim properly.

"The competition with other prospectors who were better setup was too much".

He lost everything he owned and was forced to take a job as manager of a tobacco plantation in Laloki,

"We moved into the broad stream, running against a strong current.

"The Sepik is a monster waterway 600 miles long. No white man has been up the river more than 200 or 300 miles and the nature of the river or the land beyond that was practically unknown

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near Port Moresby.

Six months later, Jack Hides, a flamboyant patrol officer and old Papua hand, turned up at Flynn's place. He noted in his diary that Flynn was doing a credible job.

Flynn had criticised the Australian administration in a letter to his father in Tasmania.

Writing to *The Bulletin* soon after his arrival, he protested against a government policy that affected his own plantation, the high import taxes imposed on tobacco: "Papua is one of the natural homes of the tobacco plant, and, as Papua is part of the Commonwealth and is in receipt of a yearly subsidy of £40,000 from the federal government, the obvious market for its tobacco is Australia. But the market is closed by a prohibitive tariff."

In January 1933, in the bush near Finschhafen, Morobe District, Flynn began to "blackbird" local labourers. His diary recorded that

enslaving human beings also involved an element of trust - which was frequently betrayed - and described his conversation with a tribal chief who said he "had given me all their young men and I must look after them well.

"He enjoined me that I must not sell any of them and when their time had finished I must bring them back myself."

Flynn later observed that, "if you spend more than five years in New Guinea you were done for, you'd never be able to get out, your energy would be gone and you'd rot there like an aged palm."

In April 1933, he sold his property and suddenly left the island with some smuggled diamonds and a case of malaria that would plague him for the rest of his life.

During his years in New Guinea, from the age of 18 to 24, Flynn came to maturity and formed his adult personality. New Guinea brought out the worst and the best in him. He was

willing to try anything, but wouldn't work at anything for very long.

He said, "There is no thrill like making a dishonest buck" and always expected others to support him when he had no money of his own.

He lived by his wits, bluffed his way through crises and used his fists when he had to. One of Errol Flynn's greatest loves was writing. Apart from his autobiography *My Wicked, Wicked Ways*, he wrote two semi-autobiographical novels *Beam Ends* and *Showdown*.

In addition, he wrote articles for the Sydney Bulletin whilst in PNG under the pen-name "Laloki"; for the magazine Photoplay during his first years in Hollywood and his "holiday" in Spain during the Civil War.

In 1959, he wrote about the Cuban Revolution during which time he was present alongside Fidel Castro. These writings are compiled in a book called *From a Life of Adventure: The Writings of Errol Flynn* (ed. by Tony Thomas).



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Looking for a new challenge...Milton took up speed skiing.

# WALKING KOKODA: One step at a time

By Penni Lewer

Australia's fastest ever skier, Michael Milton, learned many things during the eight days he took to walk the Kokoda Track. But it was an innocent game of soccer with some children on day four that almost ended his trek.

"I hurt my toe!" said the champion skier, who conquered the track in November 2006. "It may not seem like a big deal but, when you have only one foot and four days left to walk, a sore toe can literally put you on your butt."



*Milton:  
'I wouldn't swap  
this experience for  
anything'*

Michael Milton... walking the Kokoda Track.

Milton survived his injury to complete the track in nine days, one day ahead of schedule and alongside Queensland's Robyn Sanewski, winner of the Coca-Cola Community Awards.

The pair was an unlikely match. While Milton is a world champion athlete who has travelled the globe competing since he was just 14, Sanewski is a mother of four who has long struggled with her weight. The journey to walk the Kokoda Track was her first overseas trip.

But Sanewski and Milton share one very important trait: determination.

Already a keen skier at nine when he lost his left leg to bone cancer, Milton was soon back on the snow and dreaming of representing his country.

He did just that at 14, competing in the first of five Paralympic Games. Just four years later, he won Australia's first ever winter gold

medal. In 2002 at the Salt Lake City Paralympic Games, he realised his dream of winning all four alpine races. His international medal tally is impressive: 34 in total, 12 of them gold.

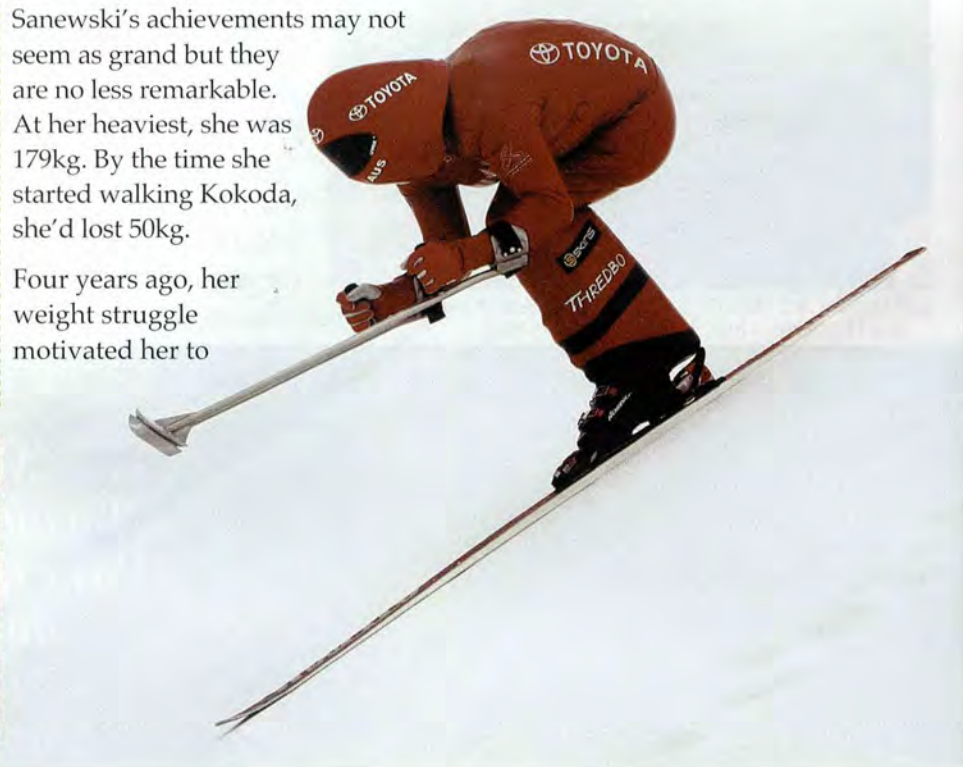
Looking for a new challenge, Milton took up speed skiing in 2003. In his rookie year, he broke the world record for an athlete with a disability and has broken it every year since. In April last year, he broke the open Australian record, clocking a staggering 213.65km/hr.

Sanewski's achievements may not seem as grand but they are no less remarkable. At her heaviest, she was 179kg. By the time she started walking Kokoda, she'd lost 50kg.

Four years ago, her weight struggle motivated her to

develop a programme to encourage local children to live more active, healthy lives. *Fit for Life* is an after-school physical and nutrition activity programme for children ranging from five to 15 years of age.

It encourages physical activity and teaches children to make healthy food choices. Nominated for a Coca Cola Community Award, Sanewski took out the national title and received a grant of \$10,000 for *Fit for Life*. She also won the trip to walk Kokoda with Michael Milton.



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"It was demanding and exhausting. At times I really didn't think I'd make it to the end. It took a couple of days to acclimatise to the humidity and the conditions, but everyone on the trek was so encouraging and I wasn't going to let them or myself down by giving up," said Sanewski.

Kokoda was Milton's third trek in as many years, having completed the Milford Track and also reaching the peak of Mt Kilimanjaro.

"Kokoda presented a whole new environment for me. It was so hot and humid, so far removed from the alpine weather I am used to. It was really tough but knowing what the Australian soldiers went through all those years ago keeps you going," said Milton.

He had little trouble with the river crossings and the steep muddy slopes, despite walking the length of the track on crutches but he claims that, in some ways, they helped.

"Moving around on crutches is very



Michael Milton... "moving around on crutches is very natural for me."

natural for me and I had no problems at all. In fact the crutches are often an advantage because I can swing over hazards that others have to walk through.

"Still, I was the first to go down and I did it on camera so everyone at home has had a good laugh. The mud is a

killer though. It's thick and deep and sticky and I lost my crutch tips a few times. The mud just sucked them right off," said Milton.

He said he can't praise the porters and guides enough and raved about their bush skills and their willingness to help.



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"These guys can light a fire in the rain, dry your socks in a torrential downpour and carry 25kg of gear over a slippery two centimetre wide stick above a raging creek without falling off. They fell in the mud just as often as I did though so that made me feel better.

"In the spirit of the fuzzy wuzzy angels from World War II, they would do just about anything to ensure we made it to the end of the trek.

One guy even carried a guitar so they could have a sing-a-long at the end of each day to cheer everyone up after a hard slog," explained Milton.

He said two things impressed him about the terrain. The first was the altitude. Having spent much of his life in ski fields, Milton was dreading the oppressive heat and humidity but on day three the group camped near the top of the Owen Stanley Ranges, at 2190m where the temperature was just 13 degrees Celsius.

"That was a huge relief after those first couple of days. I could have done with a jumper which I didn't even think to take. Who knew it could be cold in the jungle?" Milton said with a laugh.



A few days later he cooled down with a swim in a creek.

"I was so hot and the water was freezing. I was the only one in our group brave enough to go in but I would much rather be cold and clean than hot and dirty!" he said, still laughing.

He was also surprised by the length and gradient of some of the hills.

"I knew it would be steep but I really had no idea. We often slogged it uphill constantly for three hours. And when I say uphill, I mean it was really steep. It was physically draining and all I could do was put my head down and keep going. I really enjoyed those more technical parts of the trek though when I had

to think about every step. I felt great when I reached the top," said Milton.

According to Wayne Weatherall, the Trek Leader from Kokoda Spirit, the track is always testing but Milton and Sanewski handled it very well.

"It never ceases to amaze me how every group I take out tackles the journey with such determination. Robyn and Michael were no exception. Michael did incredibly well to handle

the wet conditions on crutches and is an inspiration to us all."

Sanewski and Milton walked out together on the final day.

"I wouldn't swap this experience for anything. It was incredible and despite how hard it was, I'd do it all over again. Michael was a true inspiration - he's an amazing man and I feel privileged to have walked alongside him," said Sanewski.

"I'd love to do Kokoda again. It was a great challenge. I think Robyn and I proved that anyone can do it given the right support and some dogged determination.

"Maybe next time I'll be a little faster," said Milton with a grin.



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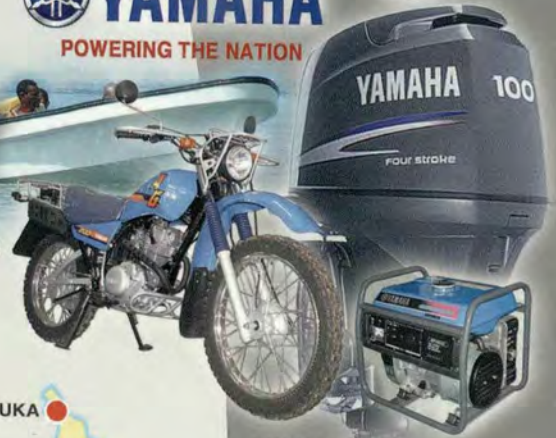


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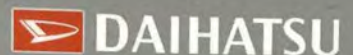
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