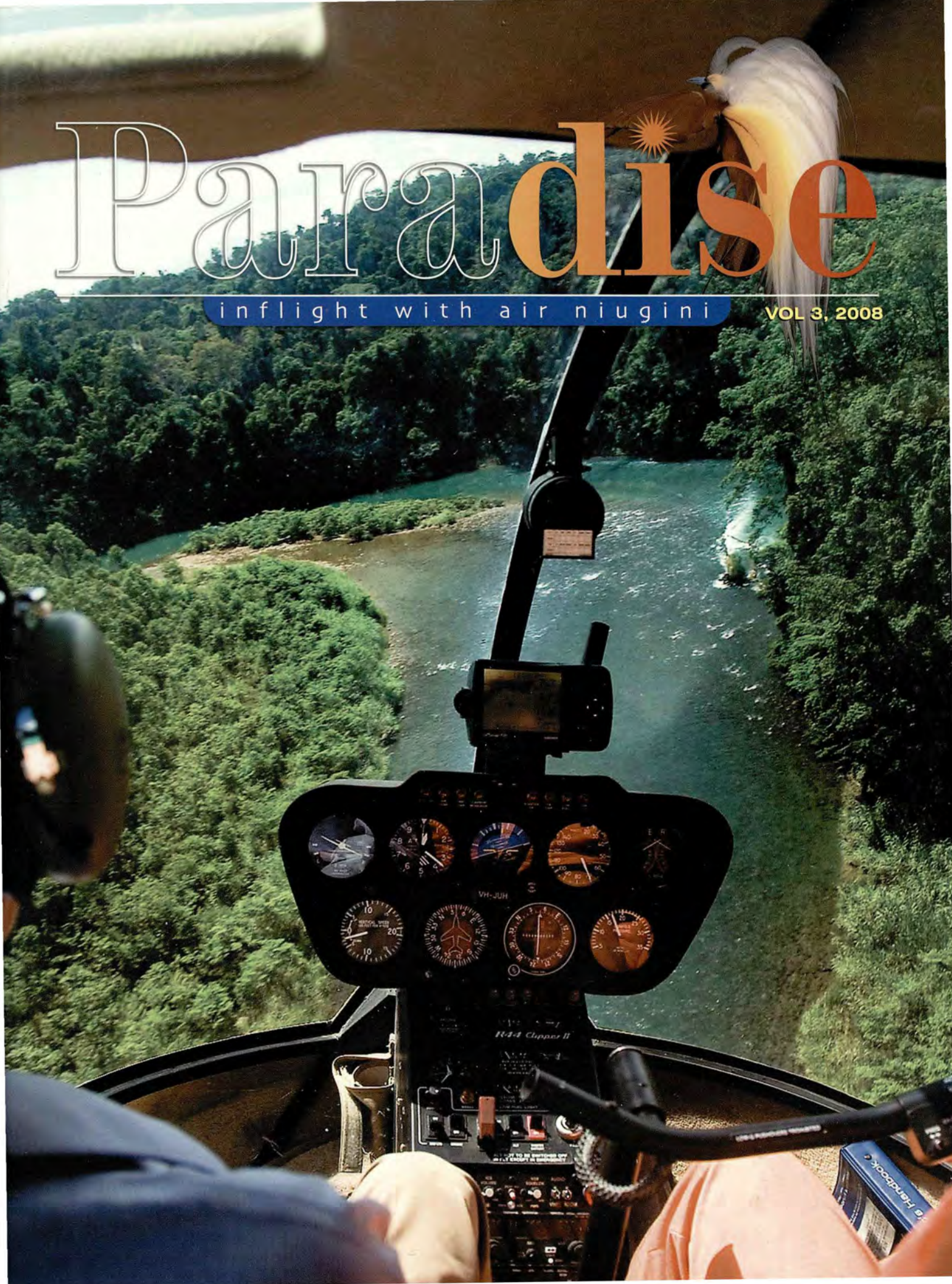


# Paradise

inflight with air niugini

VOL 3, 2008



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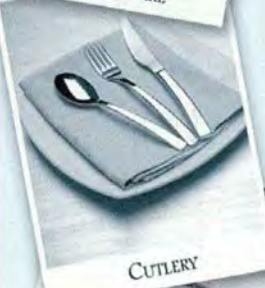


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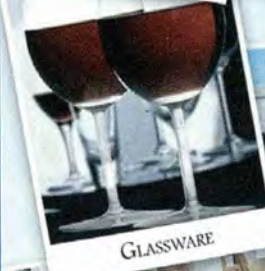
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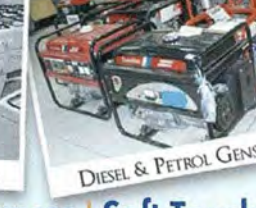
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# Chairman's Message



## **Welcome Aboard.**

We previously announced that 2008 would see Air Niugini consolidate its operations through a number of strategic initiatives to improve its domestic operations and develop new business and tourism opportunities from its international routes.

One of these initiatives was the decision to operate a direct service from Port Moresby to Sydney during the first half of this year. As part of our commitment to improve services to the travelling public, we commenced flying direct to Sydney on Friday 18th April 2008.

A modern ERJ190 operates the direct Friday and Sunday services to Sydney; returning to Port Moresby on Saturday and Monday with onward Air Niugini connections to Tokyo and Singapore respectively.

Concurrent to the direct Sydney service, we have introduced two extra weekly flights from Port Moresby to Brisbane on Saturday and Monday - giving our customers a seven days a week south bound schedule and offering tourists and weekend travellers the much needed connections to PNG for the weekend.

The new Boeing 767-300ER was inducted into service towards the end of April and is operating all international services to Australia, Singapore, Tokyo, Manila and Hong Kong. The airline's new flagship offers additional business class seats as well as greater seat pitch in both cabins which means more leg room for our passengers.

The Boeing 757-200 is now operating the Wednesday's service to and from Brisbane as well as the Port Moresby services to and from Honiara and Nadi. We are reviewing selected Asian destinations; and offering same day connections to and from Asia and the Pacific Islands.

In response to passenger demand we upgraded our service to Goroka with a 50 seater Dash 8-315 aircraft and are working on obtaining approval from Fokker Service to operate a F100 aircraft into Goroka. We are already operating F100 services to Vanimo via Madang. In the second half of the year, we are adding two more ports to the domestic schedule as well as a third daily service to and from Mount Hagen.

Goroka Township will once again host the PNG Coffee Festival and Trade Fair from May 8-10, so for coffee connoisseurs, this is an event not to be missed.

The festival will also feature a range of activities such as traditional singing groups, performing theatre groups, coffee roasting and tasting as well as display of the popular Kainantu pottery, basket weavers and arts and crafts. The festival culminates with the popular Coffee Ball, an annual Goroka extravaganza that promises to be a great night for all visitors. The other famous show to be hosted by this idyllic town is the Goroka Show which will be held on September 13 and 14 this year.

Thank you for choosing to fly on our Bird of Paradise service.

Enjoy your flight.

Sir J T Tjoeng, KBE  
**Chairman**

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**Publisher/Managing Director**  
Godfrey Scoullar

**Group Editor-in-Chief**  
Laisa Taga

**Design**  
Stanley Prasad

**Editorial Consultant**  
Eva Arni

**Advertising & Marketing Manager**  
Sharron Stretton

**Islands Business International**  
GPO Box 12718, Suva, Fiji Islands  
Tel: +679 330 3108  
Fax: +679 330 1423  
E-mail: advert@ibi.com.fj

**Correspondence to the airline to:**  
The Chief Executive Officer  
Air Niugini  
PO Box 7186  
Boroko, NCD, Papua New Guinea  
Tel: +675 327 3458  
Fax: +675 327 3550

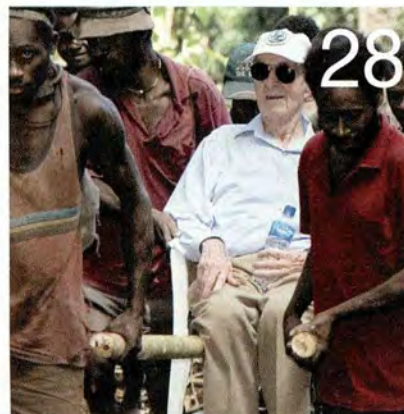
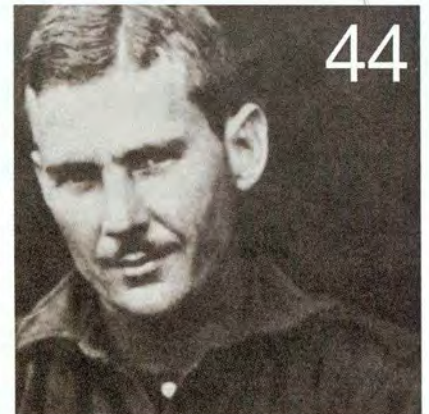
**Editorial correspondence to:**  
Paradise Inflight Magazine  
PO Box 12718, Suva, Fiji Islands  
Tel: +679 3303 108  
Fax: +679 3301 423  
E-mail: editor@ibi.com.fj

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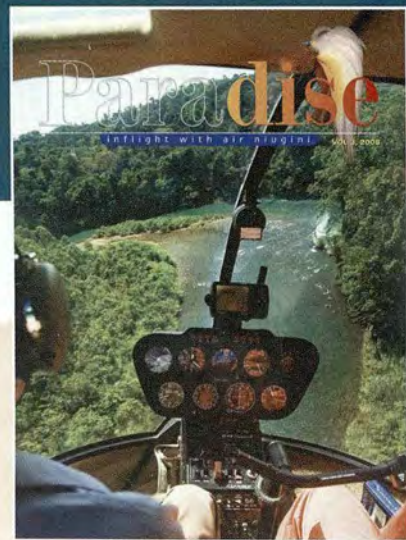
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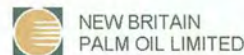


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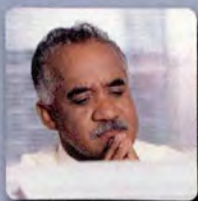


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# WELCOME ABOARD



## We hope you enjoy our Bird of Paradise In-flight Service

### Please ask us

If there is anything our cabin crew can assist you with during your flight, please do not hesitate to ask them.

### Hand luggage

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

### 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.

### 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.

### Children and babies

The cabin crew will also be pleased to assist in preparing your baby's food and bottle. Baby food and diapers are also available. Please do not hesitate to ask our friendly cabin crew.

### Smoking

Smoking is not permitted on any Air Niugini flight.

### Entertainment

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

### Pillows and blankets

On International flights, pillows and blankets are available on request from our cabin crew.

### Cuisine

Our inflight meals have been specially prepared for your enjoyment. If you require a vegetarian meal or you are on a special diet, child or baby food, please inform us when making your reservation.

### In-flight Duty Free

During the flight take some time to look through our In-flight Duty Free brochure located in your seat pocket. Duty free purchases can be made after Meal Service. All major credit cards are accepted.

### Immigration and Customs Forms

During your flight, our cabin crew will distribute Immigration and Customs forms before each landing point. Ensure that you carefully read and complete these documents and have them ready for inspection with your passport at the Immigration and Customs arrival counters.

### Before you leave

Please check your seat pocket and overhead lockers before you disembark to ensure you have not left any items of value. We look forward to seeing you when you next fly with us on our Bird of Paradise Service.





# AIR NIUGINI FLEET

## B767-300ER



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating Capacity	Range
B767-300ER	59.94m	47.57m	2 PW4000	857kph	11,000-12,000m	214 + 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 Roys Tay 650	780kph	11,000m	98 + bags	3000km

## DASH 8-Q315



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating Capacity	Range
DASH 8-Q315	25.7m	24.4m	2 Pratt & Whitney PW123	440kph	7,500m	50 + Bags	1,800km

## 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	7,600m	36 + bags	1700km





# IN-FLIGHT EXERCISES

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 of sitting. They may be effective in increasing the body's circulation and massaging the muscles. We recommend you do these

exercises for three or 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.

**Ankle Circles**

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

**Knee Lifts**

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

**Shoulder Roll**

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

**Arm Curl**

Start with arms held at 90° angle - elbows down, hands out in front. Raise hands up to chest and back down alternating arms. Do these exercise in 30 second intervals.

**Foot Pumps**

Foot motion is in three stages

1. Start with both heels on the floor and point feet upward as high as you can.

2. Put both feet flat on the floor.

3. Lift heels high, keeping balls of feet on floor. Continue these three stages with continuous motion in 30 second intervals.

**Knee to Chest**

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

**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 towards your ankles. Hold stretch for 15 seconds and slowly sit back up.

**Overhead Stretch**

Raise both arms straight up and over your head. With one hand grasp the wrist of the opposite hand and gently pull to one side. Hold stretch for 15 seconds. Repeat other side.

**Shoulder Stretch**

Reach right hand over left shoulder. Place left hand behind right elbow and gently press elbow toward shoulder. Hold stretch for 15 seconds. Repeat other side

**Neck Roll**

With shoulders relaxed, drop ear to shoulder and gently roll neck forward and to the other side, holding each position about 5 seconds. Repeat 5 times







# AIR NIUGINI COUNTRY



PVM14022



# 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 be 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.
- Follow our in-flight exercises programme

## **Jetlag**

The main cause of jetlag is traveling 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.

## **Recommendations**

- Get a good night's rest before your flight.
- Arrive at your destination a day or two early, to give your body a chance to become more acclimatised to the new time zone.
- Fly direct to minimise flight time. 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, adjust your meal and rest times to be closer to those of your destination.





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.

- 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.

- 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 or flu or hayfever, your sinuses could be impaired. Swollen membranes in your nose could block your eustachian tubes-the tiny channels between 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 traveling.
- To "clear" your ears try swallowing and/or yawning. These actions help open your eustachian tubes, equalizing 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 equalize 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**

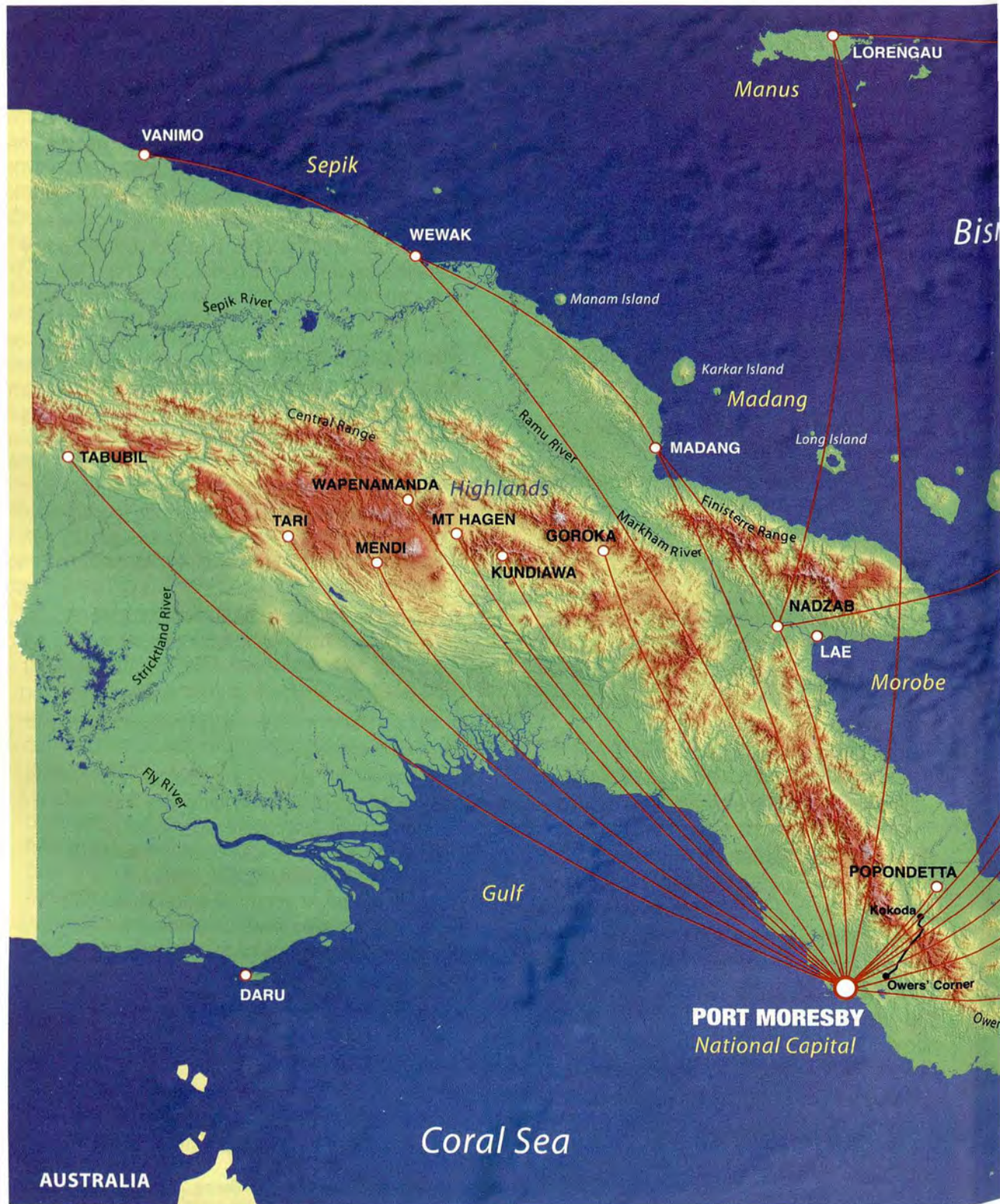
- When weather is clear and you can see the ground, sea or horizon, you are less susceptible to motion sickness.
- You can buy over the counter medications but we recommend that you consult your doctor about the appropriate medications.

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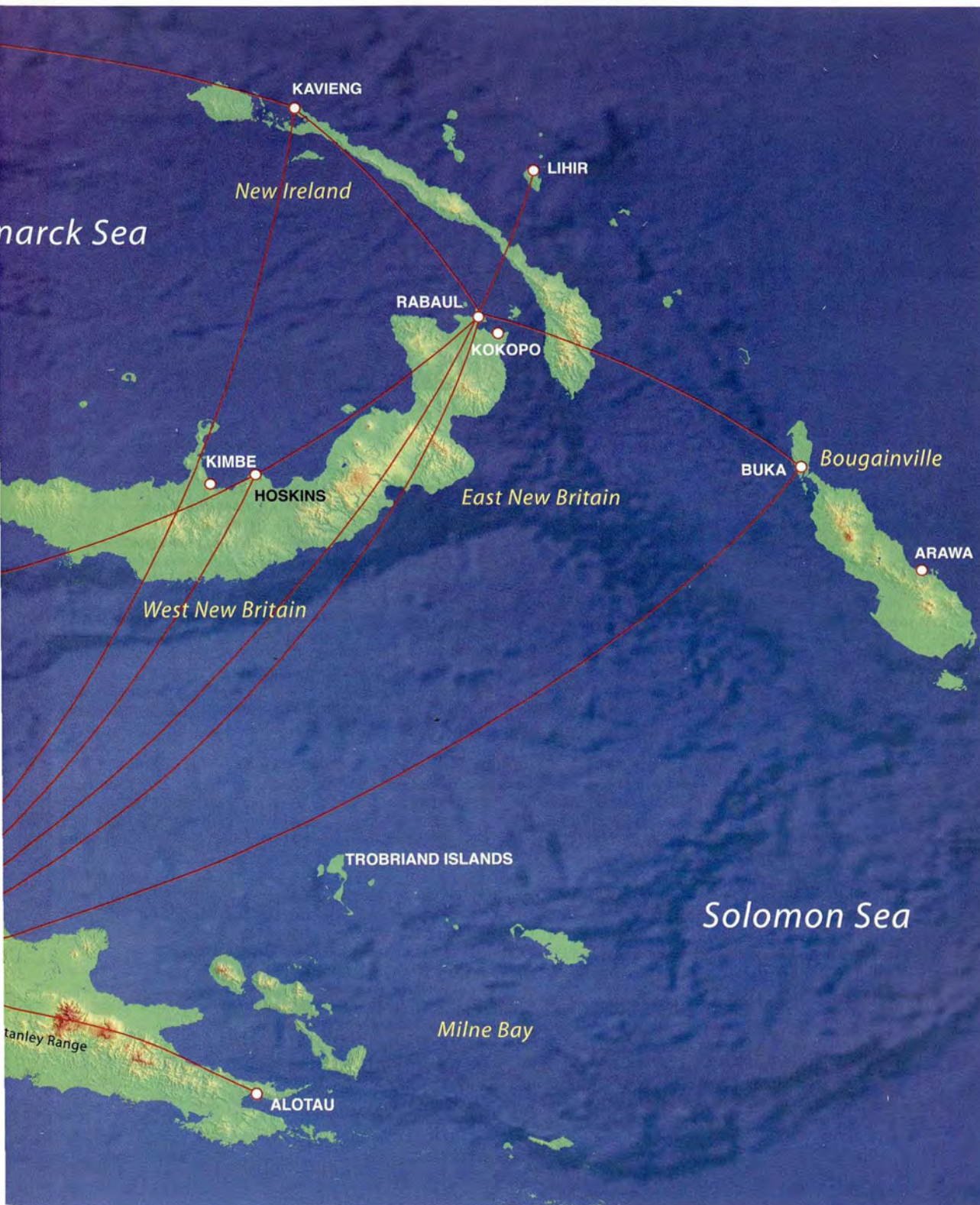


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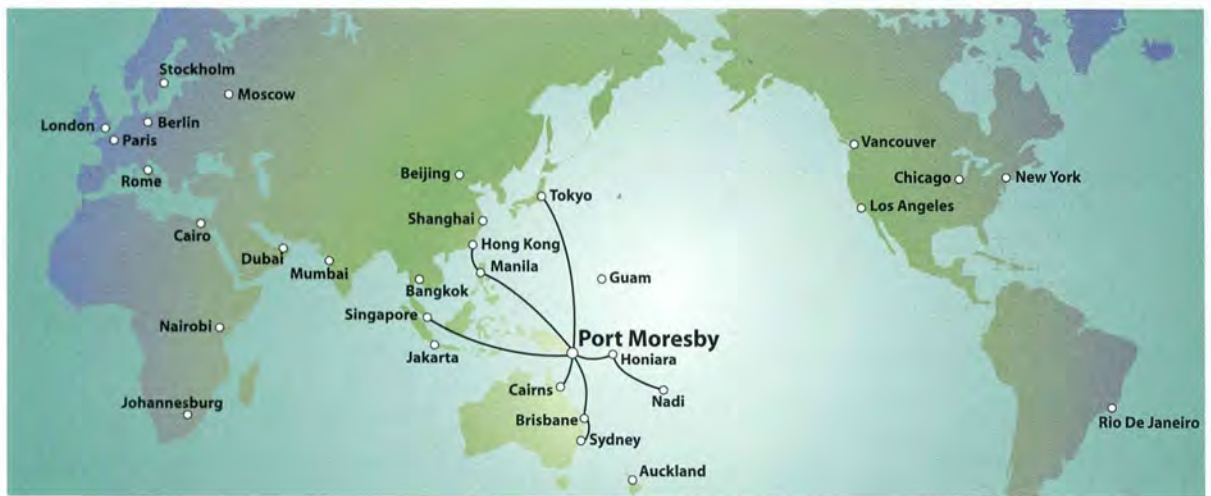


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#### Brisbane

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Snorkelling jetty at Tawali.

# MILNE BAY:

## A WALK ON THE MILD SIDE

By Diana McManus

*S*ometimes the ordinary can be extraordinary and you don't have to walk on the wild side to get your thrills.

*A recent visit to Milne Bay Province and a day out with laughing village kids who were dead keen to show us their school turned out to be a sheer delight and gave us a glimpse into some aspects of PNG village life.*

I had taken my visiting Australian friends across to Alotau and Tawali to get a glimpse of regional and rural PNG as a contrast to Port Moresby.

After snorkelling the gorgeous, clear waters around Tawali - an environmentally-friendly and up-market dive resort on the north coast, about one and a half hours' drive and boat ride from Alotau - we decided upon a bush walk.

We were told there was a clearly marked pathway along the coast with villages along the way and that we couldn't get lost. Hardly had we gone 200 metres when we came across a group of children playing in the sand under a shady tree.

They were on school holidays as were we. When we told them our plans, they insisted on accompanying us and told us about their school at Wagohuhu, meaning Bay of Flying Fish, which they walked to every day. Would we like to see it? Of course! Sounded like a pleasant stroll!

The younger children were unceremoniously packed off home and off we set with 13-year old Kasanta, 12-year old brother Esron, and 11-year old sister, Mary. Kasanta's English was excellent, which was not surprising when she told us their mother was a teacher.

The path rapidly veered away from the beach and the dugout canoes and meandered through pretty, light tropical growth beneath towering coconut trees.





*Seaside track.*

From time to time it opened up onto a neat little village with its thatched houses and courtyards swept immaculately clean.

Food gardens of pawpaw, banana, taro, sweet potato and other vegetables were glimpsed among the trees.

People waved and smiled and were very welcoming. One particular house was shaded by a giant ficus tree with its curtains of fibrous roots hanging down.

An enterprising villager had turned them into hanging gardens which supported a dozen or so orchids packed in coconut husks. Our young friends capered about us and were especially good in helping my friend Janice across the makeshift log bridges. Janice gets nervous on even the smallest of heights.

Mary and Esron stopped frequently to collect and smash chestnuts which they shared with us. Delicious! When my friends commented on the five cornered fruit, or star apples as they're sometimes called, growing along the path side, Esron was up the tree like a shot picking the fruit for us to eat.

The children enjoyed pointing out the drying houses used for making copra and asked us questions about ourselves. We basked in their easy chatter about their lives and lifestyle.

Sometimes we came across village youths having a game of volleyball, or children playing marbles. Others were laughing and splashing

*Our young friends capered about us and were especially good in helping my friend Janice across the makeshift log bridge.*



*Constructive play down at the beach.*

in the sea as the track took a sudden turn down to the beach again. One young lad amused himself building a miniature house in the sand. The frame of the little house faithfully replicated that of its adult counterpart.

Occasionally, children or young women would appear with lovely shells for sale, particularly the beautiful nautilus shells found in that area. Some women came to show us their handicrafts which either they or their husbands had made...shell necklaces or beautifully carved wooden objects.



*Getting a helping hand to cross a makeshift log bridge.*



A classroom at Wagohuhu.

*We were three weary but exceptionally happy people for having had the joy and camaraderie of happy children all afternoon and the contact with the villages and villagers.*

Finally, we reached Wagohuhu and crossed the grassy village playing fields to the little school. Our escorts were filled with pride. A couple of local lads, Kendrick Togi and Iphraim Boyoned, joined us for a chat.

The school was made of traditional materials and was airy and comfortable. The lads seemed keen to see a more substantial building erected. They were under the impression the resort might help in this regard. In fact, a few of the village women, including their sisters, worked at the resort and walked

the distance daily.

I asked about the skull caves which I had visited two years earlier. The geology of the area includes many limestone headlands, overhangs and caves.

Some of these were used in the past to store skulls of unfortunate victims of cannibalism. I was told the caves were a couple of kilometres up the coast and were temporarily closed to visitors while an access dispute was being resolved.



Husking chestnut.





*Heading for fresh water.*

As the afternoon drew on, it was time to return. In the cooler air of the late afternoon, more people became obvious. A few men in outrigger canoes were heading out for a spot of fishing. More women seemed to be down at the beach preparing chestnuts or playing with small children. Families had fires going and were clearly preparing for the evening meal.

Two hours later, when we finally got back to Tawali at dusk after our four-hour excursion, we were three weary but exceptionally happy people for having had the joy and camaraderie of happy children all afternoon and the contact with the villages and villagers.

To our huge surprise, the next morning as we were lounging around on the jetty for swimming and snorkelling, who should paddle around the headland in their dugout canoes but Kasanta and Ebron with their little cousin Shirley. The dugouts were loaded with clothes, pans and buckets.

Apparently their village has no freshwater source so it's part of their daily routine to bring the boats around to the village on the bay where they collect water for their household and do the washing.

They pulled over for a last, laughing conversation before heading off to do their chores.

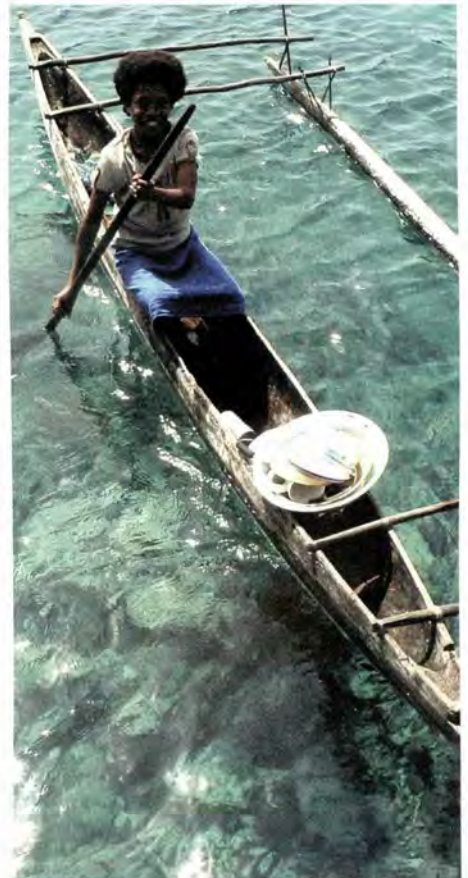
That afternoon the warmth and friendliness of



the people was repeated as we paid a brief visit to East Cape, the most easterly point of mainland PNG. It was being buffeted by strong winds which didn't seem to bother the families fishing from the end of the jetty.

Oddly enough, the province has a reverse climate to most of the rest of PNG. Its wet season occurs from about May to September. Stretching out for miles was a chain of huge islands which disappeared into the distance.

We were sorry to leave Milne Bay Province. It proved to us once again that some of the best things in life are free.





*On 5th June 1943, Lieutenant Fred Hargesheimer of the 8th Photo Squadron, US Army, was flying unescorted in his Lightning P38 F-5 named "Eager Beaver" on a reconnaissance mission to photograph an airfield at Sule, situated at the base of Mt Uluwan volcano on the then Japanese occupied island of New Britain in Papua New Guinea, when a twin-engine Japanese fighter mounted a surprise attack on the P-38.*

# WWII PILOT REUNITES WITH HIS EAGER BEAVER

## A journey of a lifetime for Hargy

WORDS &  
PHOTOGRAPHY: CECILIE BENJAMIN

With the port engine on fire and bullet holes in the aircraft, the other engine stalled as Fred tried to turn inland behind the massive form of Mt Uluwan in an endeavour to escape.

Now, with a doomed aircraft, Fred opened the cockpit canopy and was sucked out and falling. As he parachuted down to earth, he saw the stricken aircraft crash nearby in the dense Papua New Guinea jungle.

Little did Fred realise at the time that this was to be the last sighting and direct link he would have with Eager Beaver for another 63 years.

Fred, on landing in the strange and unfamiliar terrain of the Upper Pandi River, was now in a situation where he would be fighting to survive. The stricken P-38 would be the last thing on his mind.

The story of what happened to Fred in the following six months when courageous local villagers and Australian coastwatchers hid him from certain death at the hands of the Japanese Imperial Forces, is covered in Fred's autobiography "The School That Fell From the Sky".



A reception fit for a king...Fred Hagesheimer surrounded by villagers (left) and school children of Airmen's Memorial School in Ewasse.

Fred, well-known in the Bialla area of West New Britain, came back in the 1960s to establish a primary school at a place called Ewasse to thank the local villagers who saved his life.

This is the Airmen's Memorial School, still in existence today. He had also set up the Airmen's Foundation. Funds from this foundation have built a health centre and a new primary school library in the area.

These days, Bialla hosts a thriving oil palm industry involving thousands of smallholder Papua New Guinean growers, as well as large central estates with processing facilities.

The General Manager of Hargy Oil Palm Estate is David Mather. With many years experience working in PNG, David endeavoured to undertake a search for the wreckage of Fred's aircraft to honour the selfless contribution Fred had made to the people of Bialla.

The air war over New Britain was an intense and bloody affair with the loss of over 800 aircraft. Many planes simply disappeared without a trace into the dense jungles of the island. With the help of people of the Upper Pandi River area and the coordination of officers working with Hargy Oil Palm such as 5 Gabisini, the company's community relations officer, the wreckage of Fred's aircraft was eventually located in May 2006. The name "Hargy" which is used widely in the area, had come from the World War Two reconnaissance images taken by Fred and signed with his nickname, "Hargy", being short for Hargesheimer.

*Over the many years he spent at Ewasse, he had often thought of his aircraft up in the rugged New Britain hinterland.*

Buoyed by the success of the find, David made plans for Fred to be reunited with his long lost aircraft.

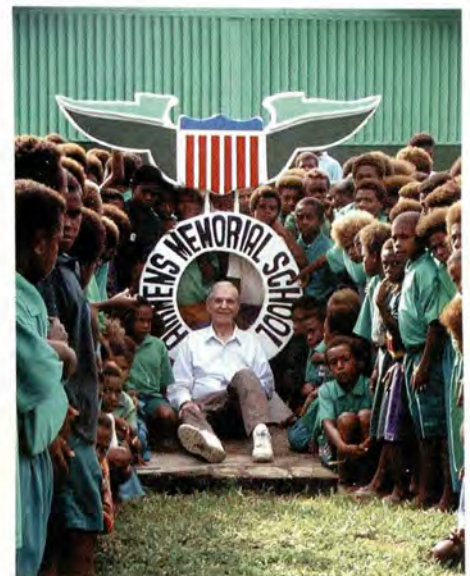
Wouldn't this be impossible? Fred was now 90 years of age and lived half way around the world! Little did David realise, he was planning and rising to the challenge of one of the most extraordinary events in the history of post-World War Two Pacific aviation.

Fred lives in California in the United States. Since 1960, he has made a total of 14 visits

to his beloved Airmen's Memorial School at Ewasse.

He vowed number 14 was to be his last and he had said his farewells. Over the many years he spent at Ewasse, he had often thought of his aircraft up in the rugged New Britain hinterland.

The possibility of Fred being reunited with his "Eager Beaver" one last time was just too special an event to miss.





*Fred Hargesheimer and Matthew Male, the sole survivor of Fred's rescuers, reunited. Bottom: Fred Hargesheimer taken to the P-38 wreck site.*

Fred, aged in years but with the heart of a young man who left his homeland to fight for his country so many years before, rallied to make the journey of his lifetime.

Fred and his family, son Richard and daughter-in-law Christy, flew out from the USA and made their way to Hargy Oil Palm Estate.

Fred's bright eyes mirrored a keen interest in people. One of the principal activities of his visit was to officially open a library for children of Noau Primary School, situated at the base of Mt Uluwan. People from this area had helped rescue him from the Upper Pandi River during July 1943. The traditional dancing to honour Fred was spectacular and went for many hours with frantic enthusiasm.

A moving scene occurred when Matthew Male, the sole survivor of Fred's rescuers, was reunited to say good-bye.

The following morning, a party of 20 people set off to reach the aircraft wreckage site. After a two-and-a-half hours drive from Bialla and a four-hour walk over punishing country, we reached the prepared campsite beside a tributary of the Pandi River.



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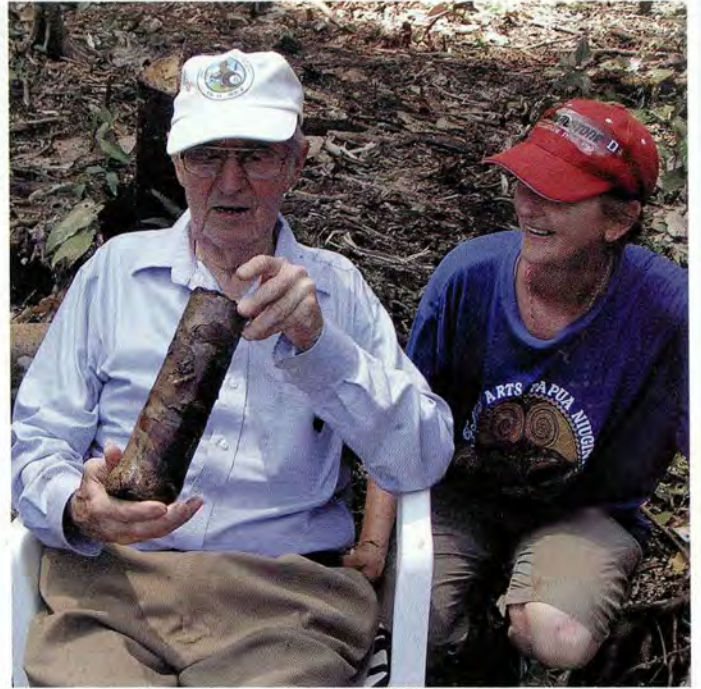


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Memories...reuniting with his P-38 after 63 years was personally moving for Hargy, particularly the roll of reconnaissance film from one of the three cameras his plane carried.

*...but the most personally moving of all was a roll of reconnaissance film from one of the three cameras the aircraft carried. The memories came flooding back...*

Over a small hill nearby and upside down against a tree was the left wing of the P-38, a large and gaping hole where the aluminum burned clearly visible. The front wheel carriage was propped up against a tree nearby with an inverted engine cover next to it.

Walking further along a beautiful fern covered creek revealed the remainder of the aircraft. The following day, Fred arrived by helicopter to see

his plane. The Kol people from the area had made a litter to support him. He was carried by the hardy inland people up and down the hill to the crash site from the large helipad cut in preparation.

The moment had arrived. Fred was reunited with his P-38 after 63 years. He viewed the burnt out wing, the front wheel carriage, two of the propellers plus other wreckage. But

the most personally moving of all was a roll of reconnaissance film from one of the three cameras the aircraft carried. The memories came flooding back. All gathered knew they were sharing the experience of one of life's unique moments.

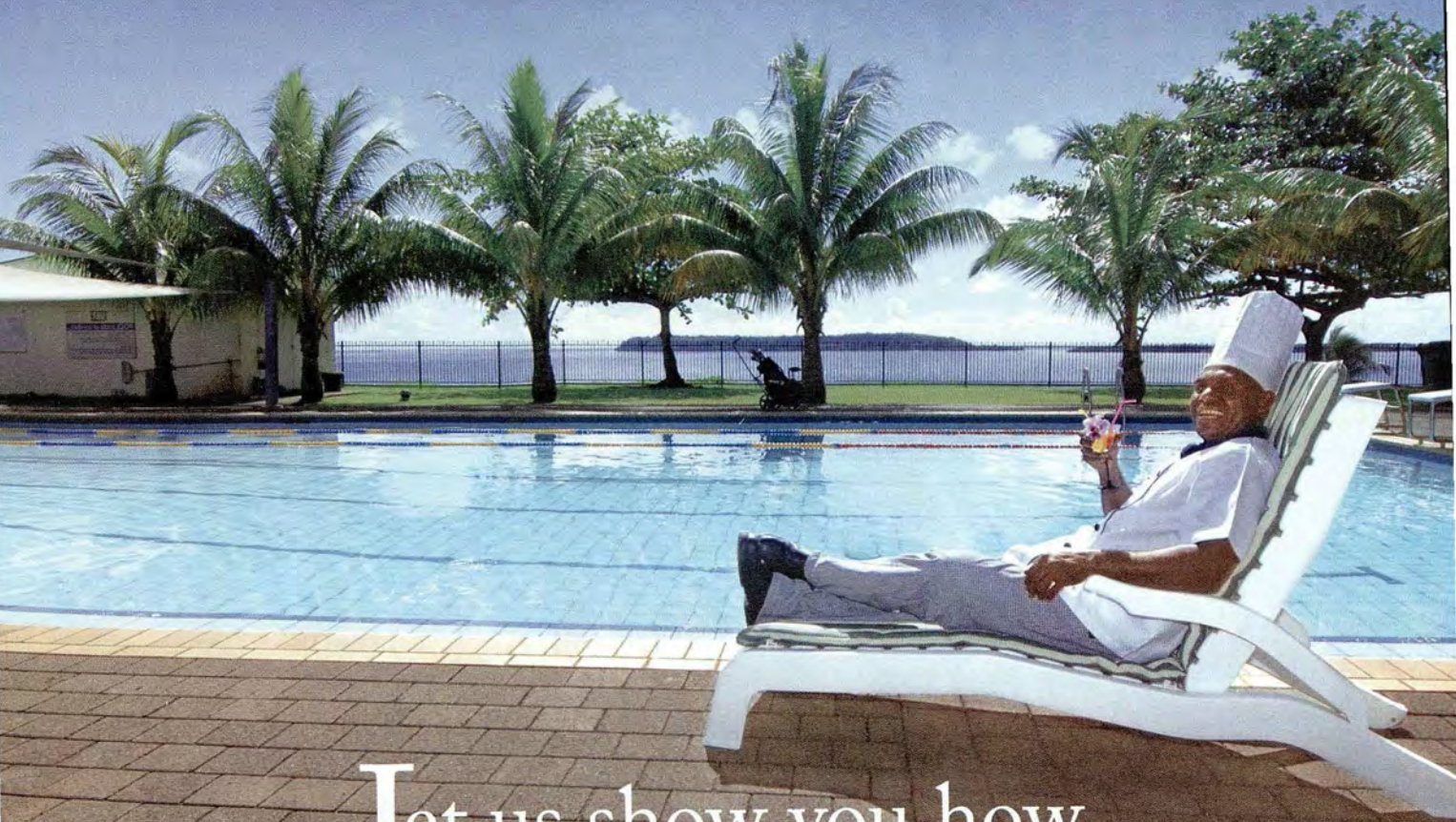
But for Fred, it was a reminder of how precious was the gift of life he received by surviving this crash. He bid a final farewell to his old aircraft and returned to the helicopter. The helicopter retraced his river journey to the coast by village canoe so long ago. Life was now complete and with that being the case, Fred returned to his home in California.

Retracing his journey 63 years via helicopter.





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# BECK'S IS BACK



## Sea bird thought to be extinct rediscovered

By John Brooksbank



Adult Matsudaira's Storm Petrel (*Oceanodroma matsudairae*) - off New Ireland, Papua New Guinea. (August 2007 - Hadoram Shirihai).

**N**o, it's not a spelling mistake or a local singing talent quest. In fact, this is all about a sea bird that until recently was thought to be possibly extinct - scientifically known as *Pseudobulweria becki* - but whose common name is easier to handle - Beck's Petrel.

The bird was only previously known from two specimens collected in 1928 and 1929 between New Ireland and Buka Islands and named after their finder, American Rollo Beck, then principal collector for the Whitney South Sea Expedition.

Beck's is a gadfly petrel and one of a number of species of Procelleriiformes seabird families, commonly known as tubenoses, because of the peculiar structure of their hooked beaks.

Species of this large order are found in all oceans of the world and some are amongst the most common of seabirds with populations of tens of millions, whilst there may only be a few hundred members of other species.

The beaks of these birds consist of several plates, topped by external tubular nostrils. But this is not the only interesting thing about these strange birds - like their relations the albatrosses, petrels only come to land to breed whilst spending the rest of their lives on the wing.

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*Petrels' inability to walk well and the building of nests on the ground means they are threatened by any disturbance of natural vegetation or human habitation...*

Petrels are pelagic, meaning they feed in the open ocean, dining on squid, fish and other marine life. They are apparently monogamous and form long-term pair bonds that may last a lifetime.

Typically, there is only one nesting event a year, where one egg is laid and reared with the parents returning to the same nesting site, usually where they themselves were reared, year after year.

The breeding grounds of these airborne, migratory birds are on rocky promontories accessible only by air. Petrels inability to walk well and the building of nests on the ground means they are threatened by any disturbance of natural vegetation or human habitation that results in the introduction of rats or other feral animals, against which they have no protection.

The enhanced ability to obtain directional information about airborne odours is used by petrels to locate patchily distributed prey in the open ocean and it was through food that Beck's Petrel was recently re-discovered by Hadoram Shirihai, an Israeli ornithologist and expert on seabirds.

*Comparison of the bill dimensions of Beck's Pseudobulweria becki (top) and Tahiti Petrels P. rostrata. Such distinctive differences in bill size support specific status for becki, but the field observer should bear in mind that these differences are not easily appreciated at sea. Specimens at AMNH, New York (Hadoram Shirihai).*

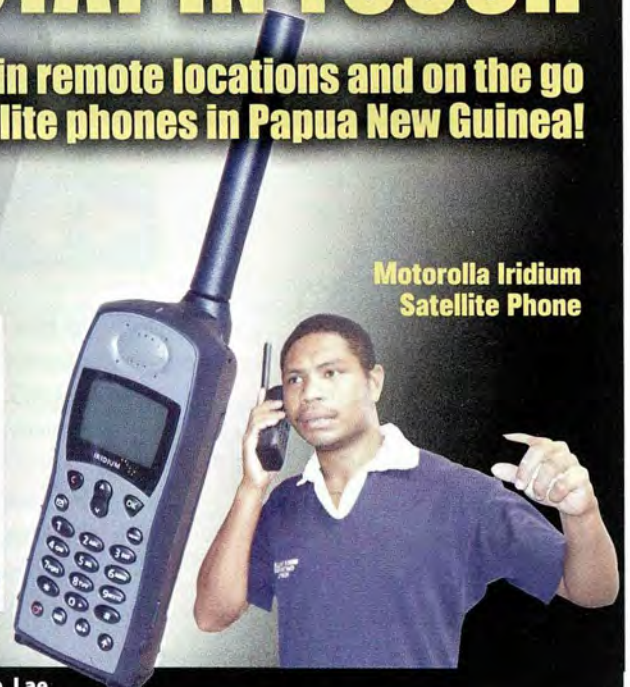


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This dogged follower of migratory seabirds has made a number of visits to Papua New Guinea during the last 10 years in search of new and long-lost species.

Beck's Petrel is very similar in terms of shape, colour and plumage as the more common Tahiti Petrel, but is considerably smaller.

The slight morphological and other determined differences can be seen from specimens when being examined. But this is much more difficult when observing birds in flight.

It is understood that DNA and other molecular analyses are being carried out now to confirm absolutely whether the Beck's and Tahiti petrels are completely separate species. Their superficial similarity is probably one of the reasons why there had been no confirmed sightings of Beck's Petrel for some 80 years.

Shirihai noted that in the 1920's Rollo Beck was the first ornithologist to use 'chum' to attract birds such as the tubenoses.

'Chumming' is where grated waste fish is mixed with fish oil and discharged into the sea, where it floats for a while, hopefully attracting seabirds, before it sinks.

Last year, Shirihai chartered a vessel, the FeBrina, to slowly travel in the waters around New Ireland, New Britain, and the northern part of Bougainville islands.

Although he had suspected the existence of Beck's Petrel from previous visits to the region where he thought the ranges of Beck's and Tahiti petrels overlapped, this trip confirmed it categorically - he photographed some 30 birds, alongside examples of the Tahiti Petrel, as well as salvaging a dead juvenile from the water.



*Fresh juvenile Matsudaira's Storm Petrel (Oceanodroma matsudairae), off Cape St George, New Ireland, Papua New Guinea. (August 2007 - Hadoram Shirihai)*

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Beck's Petrel (*Pseudobulweria becki*), off Cape St George, New Ireland, Papua New Guinea (August 2007).

'Chumming' close to the islands with undisturbed forest where the birds might breed or near underwater seamounts where fish would normally congregate during his voyage, Shirihai made the most frequent sightings of Beck's Petrel off Cape St George in southern New Ireland.

The number of juveniles amongst the birds

observed indicates there is a breeding population in that location.

It appears then that Beck's Petrel is alive, well and apparently thriving - at least in remote areas of New Ireland and maybe also elsewhere in the Bismark Archipelago.

So...Beck's is back!



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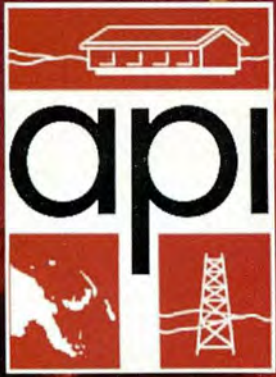
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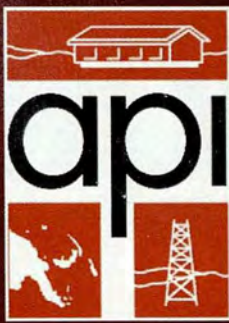
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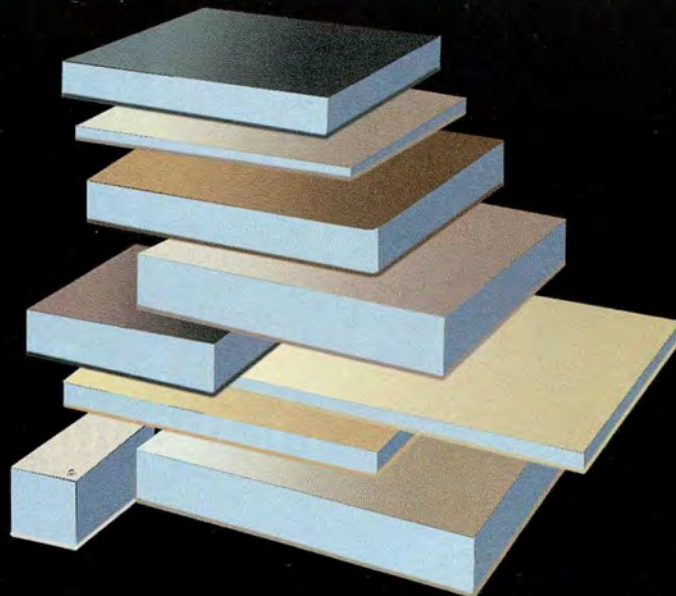
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# THE NAME BEHIND HIDES GAS FIELD

Jack Hides - an outside man of Papua ●

By John Brooksbank



*Jack Hides...born in Port Moresby and spent most of his life in Papua New Guinea.*

*It is surely no coincidence that Errol Flynn and Jack Gordon Hides were flamboyant, almost larger than life characters. Both men were tall, good looking, self confident and charming storytellers; with a taste for a drink or two, as well as a yearning for excitement.*

In different ways both found their destiny in Papua New Guinea. Errol Flynn's story has been told before, but that of Jack Hides is perhaps less well-known.

The two men in fact met and became friends in April 1932 when a Government patrol led by Jack overnighted at Errol's tobacco plantation on Laloki road, en route back to Port Moresby.

For a while, until Errol left to seek cinematic fame and fortune in the United States, they spent some time together drinking in the town's hotels - one night apparently culminating in Errol beating Jack in a fist fight!

Jack, born in Port Moresby in 1906, had spent most of his life in Papua, his father having been employed in various government and private sector positions there since 1897.

Allowed to roam around town with other children, Jack spoke fluent Motu and attended the first school opened for Europeans in Port Moresby with others who would become prominent such as Ivan and Claude Champion, before his mother moved to Australia in 1916. He completed his education in Queensland.

Always a bit of a larrikin and an excellent sportsman with a wiry physique who always pushed himself to the limit, Jack was an accomplished swimmer, a member of the Queensland team for the Australian championships at age 16, before his mother Helena used her influence with old friend Sir Hubert Murray, Lieutenant Governor of the Australian Territory of Papua, newly knighted in the 1925 New Year's Honours List, to get him a job.

In July 1925, Jack took up a position as a cadet clerk with the Post Office in Port



Moresby, not really exciting enough for his taste, but at least he was back in Papua New Guinea. Raised on stories of famous 'outside men' of the Papuan administration such as Monckton, Beaver and others and enthralled by tales of the interior from prisoners from the Port Moresby jail who he chatted with as a child when his father was head gaoler, Jack was just waiting for a patrol officer vacancy in the small territory administration, numbering only 130 officers at that stage.

He didn't have to wait long - in May 1926, Jack was appointed as a cadet patrol officer and immediately posted to Kambisi police camp in the highlands of Central Division, newly established by his boyhood friend Ivan Champion, also a patrol officer.

With just a handful of administration staff, a huge area to 'govern' and a burgeoning small-scale alluvial gold mining industry underway in a number of remote locations, all officers of the Papua administration, including Jack, were kept busy and spent much of their time on patrol.

In the next few years, Jack clocked up many miles of patrolling in all the divisions that the territory was split up into, each run by a resident magistrate.

He was based for varying periods at Mondo, Cape Nelson, Kairuku, Kerema, Kikori, Daru, Buna and Misima. Jack carried out numerous patrols from these centres arresting murderers, resolving disputes and instilling rule of law, despite being attacked on a number of occasions.

On one patrol he walked without permission from the Tauri River in the Gulf hinterland to Wau in the Mandated Territory of New Guinea and was instructed by his superiors to walk back rather than take an aeroplane!

In 1932 whilst on leave in Sydney, Jack married Marguerite Priestley; they had met two years previously when she was 18 and since that time he had kept up a furious correspondence.

During his leave he was asked to give some lectures on his experiences and realised that he had a talent for public speaking and that there was an audience for such presentations. A year later, he wrote of his exploits in his first book - 'Through Wildest Papua'.

Mr and Mrs Hides returned to Papua and Jack was posted to Misima after being promoted to Assistant Resident Magistrate Grade 2 in February 1934.

Lieutenant Governor Hubert Murray then selected Jack to lead an expedition to one of the last unknown parts of the territory - 7000

*Jack carried out numerous patrols from these centres arresting murderers, resolving disputes and starting to instill a rule of law, despite being attacked on a number of occasions.*



square miles of unexplored country in its north-west corner, between the Strickland and Purari rivers.

As his only European companion for the Strickland-Purari patrol, Jack chose Jim O'Malley, a younger patrol officer he had worked with in earlier years. Leaving Port Moresby in December 1934 the two officers travelled to Daru, picking up 10 policemen and 30 carriers en route.

The patrol travelled up the Fly River, then the Strickland River and a new river they named the Rentoul, always heading in an easterly direction. Soon, they had to leave the river and the patrol started in earnest.

It was a gruelling journey that saw them undergoing great hardships from the rugged country traversed, lack of food and the numerous attacks from



*The patrol captured the imagination of the world and received enormous publicity as one of the last exploratory journeys to be undertaken with no radio communication or use of aeroplanes.*

people met along the way.

This animosity may have been due to the fact that Jack had brought mirrors, steel knives and axes as trade goods, not knowing unfortunately that the Highlands communities he would meet set most store by shell money - mother of pearl and cowries - of which the patrol had none.

It may never be known how many villagers were killed by the patrol in their struggles to continue. It is likely that in a later official enquiry, the numbers were somewhat understated.

However, Jack and O'Malley were the first Europeans to meet the colourful Huli wigmen as they walked just north of Mount Bosavi and into the highly populated valleys of what

is now the Southern Highlands. They finally reached the Erave River, one of the rivers that became what is now known as the Purari, but felt they were not strong enough to get to the coast through that route.

The patrol walked through the Samberigi valley, around Mount Murray and rafted down the Kikori River, arriving in an extremely weak state at the Ogomabu rubber plantation, just up river from Kikori station in June 1935, after travelling for five-and-a-half strenuous months.

The patrol captured the imagination of the world and received enormous publicity as one of the last exploratory journeys to be undertaken with no radio communication or use of aeroplanes.

Jack was feted as a hero in Port Moresby and

Australia, where he undertook an extensive lecture tour that coincided with the publication of his first book.

He told audiences of the 'Papuan Wonderland' he had found and the strange people therein, and wrote up his story of the patrol in his next book of the same name.

The journey had however taken its toll on Jack's health and it took quite some time for him to recover.

In January 1936, he undertook a fly-over of the country he had walked, piloted by Bob Gurney and accompanied by Ivan Champion and Jack Taylor.

This flight discovered a huge lake that Jack and O'Malley had missed by walking to the

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Jack Hides (left) and David Lyall just before their fateful journey.

north; Jack named it Lake Marguerite after his wife - but today we know it as Lake Kutubu. Jack returned to work in Misima, but was still suffering from the effects of his now famous patrol.

He was moody, depressed and resentful of a new administration's ruling preventing the publication and lecturing on matters relating to official duties.

He took sick leave and then resigned in July 1936 after being approached by a group of Sydney investors to lead a prospecting expedition to areas where he had panned gold during the Strickland-Purari patrol. At this time, he wrote his third book, entitled 'Savages in Serge'.

Investors Limited was a private company owned by a number of wealthy businessmen whom Jack met at a meeting at the exclusive Union Club, where they were impressed by his quiet confidence in the existence of a gold mother lode in the Highlands of Papua.

They fitted out the expedition with no expense spared - boats, radios, shell money and other specialised equipment that Jack requested. He chose a young miner he knew from Wau, David Lyall, to be his partner and recruited some ex-policemen and carriers from Milne Bay and Gulf - many of them veterans from his previous journeys.

They left Port Moresby in February 1937 for Daru and thence up the Fly River to the Strickland and its smaller tributaries. Staging camps were constructed and Lyall constantly tested the river gravels, finding tantalising signs of gold in small amounts.

They were resupplied by a seaplane on the upper Strickland in April before they struck off on foot above Rentoul junction when river travel was no longer possible.

Heading towards the central cordillera and border with the Mandated Territory, travelling became increasingly difficult and in June David Lyall's health started to deteriorate.

The patrol was now in the Juha area of the upper Strickland and close to where Hides considered the El Dorado to be.

But in early August, Lyall sickened dramatically and was unable to walk or hold down any food. Most other members of the patrol, including Jack himself, started to show signs of beri-beri, brought on by a lack of fresh foods.

In mid-August, Jack decided he would make a dash for the coast in an attempt to save Lyall. Abandoning almost all their cargo, the patrol force marched back to the river bank with little food, resulting in the death of some carriers.

They rafted down river to eventually meet a launch of the Papua Oil Development Company on the Fly River in mid-September. But it was too late - Lyall died the next day and was buried in Daru.

Although his dramatic journey received much publicity and acclaim, Jack was a sick man physically and was disappointed at the death of Lyall and others on the expedition.

This gloomy situation was compounded by reports from a mining engineer Investors Limited had sent to assess the alluvial mining claims they had registered along the Strickland - that the leases were commercially worthless.

'Savages in Serge' was published in May 1938 and during his recuperation Jack wrote his last book, 'Beyond the Kubea', about his final journey.

Although giving lectures, Jack had not fully recovered and after a chill, developed pneumonia and died in hospital on 18 June 1938 with his pregnant wife Marguerite by his side, aged just 32.

Although not a perfect character in some ways, Jack's drive, determination and his demonstrated endurance in the bush, including the Strickland-Purari patrol that first discovered the land of the Huli people - it is only fitting that his name was chosen for Papua New Guinea's first commercial gas field in 1991.

The Hides gas field will also be the foundation for the PNG LNG Gas Project which in a few short years will change the economy of the country. Jack Hides would have been proud!



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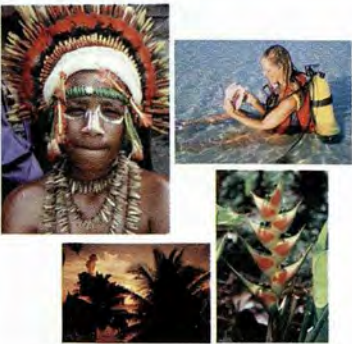
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Laying Leatherback is being looked after by Morobe villagers.

# THE GENTLE GIANTS

The endangered leatherback turtles

By John Brooksbank

*They are veritable monsters, ancient ocean voyagers, who can live for up to 150 years during which time they grow up to 1.8 metres in length and weigh more than 500 kilogrammes.*

*One of the world's largest reptiles, the Leatherback turtle, or *Dermochelys coriacea* as the scientists would call them, are found in all oceans except the Arctic and Antarctic.*

However, in all their ranges, these huge creatures are classified as Endangered or Critically Endangered, despite being protected under various national laws and international treaties.

It has been estimated that there are as few as 34,000 adult female Leatherbacks alive in the world today and in this region maybe only 2300 female Western Pacific Leatherback females.

What makes leatherbacks unique is that they use changes in blood flow to regulate their temperature - avoiding overheating in warm water and maintaining temperature in cold water.

These turtles are vulnerable because they don't start breeding until about 10 years old and spend their lives travelling extensively between temperate feeding grounds and the tropics where they return to breed and lay eggs at only a few coastal locations.



*...Only about 25% of turtle hatchlings usually survive their first day of life - even if they manage to make it off the beach...*

During this time the turtles are exposed to many dangers such as being caught by fishing hooks, lines and nets by long-liner, purse seiner and other fisheries.

Known innocuously as by-catch by fishermen, this 'collateral damage' has devastated ocean-going populations of Leatherbacks in recent decades.

Leatherback turtle nesting beaches in tropical regions and near-shore feeding areas are also under threat from spreading and more intense coastal development, feral animals, increased public use of beaches and direct interference from humans.

Creatures of habit, female turtles return to the beach where they hatched many years before and can become disoriented if there have been significant changes to the topography and conditions of the area.

It takes females about two hours on shore to

use their large front flippers to dig a hole in which to lay and bury clutches of eggs before they head back to the ocean.

However, that is not the end of the story - the moisture content and temperature of the sand will determine whether the eggs will hatch or not and in fact what sex they will be.

After hatching two to three months later, only about 25% of turtle hatchlings usually survive their first day of life - even if they manage to make it off the beach, predatory fish and birds are waiting for them offshore and then plastic bags, garbage and other pollution floating around the ocean are additional hazards.

Little is known about what the turtles get up to for much of their peripatetic lives - some migrate for thousands of kilometres across the Atlantic and Pacific oceans - except that they are able to dive to depths of more than one kilometre for long periods and eat jelly fish, squid, salps and other soft bodied





macroplankton. The United Nations declared 2006 as the 'Year of the Turtle' in an attempt to highlight the plight of these gentle sea creatures.

In this region, the beaches of Papua New Guinea, the Solomon Islands and Indonesia host the most significant populations of Western Pacific leatherback turtles in the Pacific. After breeding in these tropical spots, the turtles then travel to feeding grounds as far afield as New Zealand and America.

In all three countries there are a variety of programmes to support the local protection of turtle populations, since international cooperation is required when dealing with migratory species such as turtles.

These countries also work together as co-signatories to treaties such as the international Convention on Biodiversity in this seascape, which has been named the Bismark-Solomon Seas Eco-region.

Papua New Guinea, Solomon Islands and Indonesia signed a Memorandum of Understanding (MOU) in August 2006 to protect and manage Western Pacific turtle populations and habitats. An action plan to implement the MOU was drafted in a tri-national meeting conducted in Jakarta in June 2007.

Cooperation is evidenced in the exchange of data on migration routes, nesting sites, feeding areas and the establishment of customarily managed conservation areas.

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In Papua New Guinea, initiatives include activities of the Huon Coast Leatherback Turtle Network and the Kamiali Integrated Conservation Development Group, both located in Morobe Province. These community groups are supported by the national Department of Environment and Conservation and WWF to reach a compromise between conservation and the traditional use of these natural resources.

Building on their success in the Morobe Province, WWF PNG is now preparing to work with communities along the Madang coast to set up protected turtle nesting beaches there as well.

At international level, WWF works with governments and the fishing industry to encourage the fitting of turtle excluder devices on trawl nets and the use of circle

hooks for longline fishing which catch fewer turtles than the smaller hooks previously used by the industry.

With local communities, governments, the fishing industry, environmental NGOs and everyone else all working together to ensure Leatherback Turtle survives, it is hoped this gentle giant of the ocean will continue to be seen travelling through the waters of the Pacific.



Looking after a laying female leatherback.

Leatherback turtle tracks on Qeuru beach, Tetepare Island in Solomons.



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# Did you know that...

## Small is beautiful

By John Brooksbank

Everyone knows what parrots look like - they are those tropical birds that fill lowland and upland forests with their noisy songs and colourful plumage.

Parrots can be recognised by their distinctive hooked beaks and rather weird feet which each have four toes - two facing forward and two facing backwards!

Originating from the times of Gondwanaland - that huge land mass from eons ago that eventually broke up to form much of today's tropical Australia and surrounding islands - parrots have had a long time to diversify into many different species that have colonised various habitats in the region.

Amongst the more than 350 parrot species that are estimated to exist today are a genus of pygmy parrots, *Micropsitta*, whose members are only found on the island of New Guinea.

There are six species of pygmy parrots, the smallest members of their family and they are all really tiny - rarely larger than eight centimetres long and weighing less than 10 grammes. These little birds are pocket rockets of the avian world that have the ability to fly around the forest very fast. When not airborne, they use their oversized beaks, feet and stiff tail feathers to climb amongst the treetops.

Pygmy parrots are all mainly green in colour with individual species distinguished by bright highlights of other colours as indicated by their common names - the Buff-faced Pygmy Parrot, Yellow-capped Pygmy Parrot, Geelvink Pygmy Parrot, Meek's Pygmy Parrot, Finsch's Pygmy Parrot and the Red-breasted Pygmy Parrot.

Found in tropical lowland forests, secondary growth and even coconut plantations, pygmy parrots spend a lot of their time climbing through the foliage of trees looking for their food which includes insects, flowers, fruit, algae and fungi.

All the pygmy parrot species were scientifically described in the late 1800s when the exotic tropical regions of Southeast Asia and Papua New Guinea were a magnet for naturalists from Europe, collecting colourful, weird and wonderful specimens of plants and animals for their own or their country's museums.

Each of the pygmy parrots have evolved to fill a particular ecological niche. For example, the Red-breasted Pygmy Parrot (*Micropsitta brijnii*) probably breeds all year round and makes its nests inside termite mounds, just a few metres above the ground. In a nest chamber accessed through a narrow tunnel, the female lays a clutch of two eggs and broods during the day whilst being fed by her male partner.

Some species, such as Finsch's Pygmy Parrot (*Micropsitta finschii*) have a restricted range - in this case it is only found in New Ireland and north and south Solomons provinces. Overall, it appears these little birds are common throughout their ranges and although not extensively scientifically studied, they are classified by IUCN as species of Least Concern.

So once again - this time proven by the unique pygmy parrots of Papua New Guinea - it seems that small really is beautiful!

The Buff-faced Pygmy Parrot.



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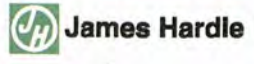
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Granger Narara is one of Papua New Guinea's biggest aviation exports. He proudly told me in an earlier interview that "I am a product of the PNG system".



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# FLYING EXPORTS

## PNG pilots setting records abroad

By Kora Nou

*"Ladies and gentlemen, this is your Captain speaking," came the all-too familiar announcement. "Shortly, we will begin our descent into Dubai International Airport," he continues.*

I did my usual check of my seatbelt, ensured my seat was upright, but allowed my thoughts to race ahead as Singapore Airlines powered on to its destination.

It was November 2007 and I was part of an official delegation from Papua New Guinea to the Commonwealth Heads of Government Meeting (CHOGM) in Kampala, Uganda.

I was expecting to meet Granger on my arrival as he had assured me he was going to be at the airport.

But when we landed at Dubai, Granger was nowhere to be seen, much to my disappointment.

I found out much later that Granger had a good reason for not being at the airport.

Granger happens to be Granger Narara, one of Papua New Guinea's biggest aviation exports to that side of the world. He proudly told me in an earlier interview that "I am a product of the PNG system."

Granger hails from Dobu Island in Milne Bay Province and joined Air Niugini on April 4, 1978 as a Cadet First Officer on Fokker 27.

He said he was privileged to fly with some of the early national pioneers of PNG aviation like Captain Minson Peni and Captain Nat Koleala.

He ended his 13 years association with Air Niugini in 1991 when Emirates offered him a job due to their proposed expansion.

"They only had five aircraft and 110 pilots when I joined their ranks as an Airbus A310 captain and instructor in November 1991. They have continuously expanded and by the end of 2005, had 86 wide-bodied aircraft and 1300 pilots."

Granger had said then: "I am very proud to be one of many PNG pilots who are able to hold and fly the PNG flag high. Our training and experience in PNG in both civilian and military aviation has given us a solid background to take on and succeed against the best in the world.

"The world aviation community has long known the calibre of those pilots who have honed their flying skills in the air over PNG due to the terrain, unpredictable weather and many other challenges that are faced. PNG pilots are held in high esteem and give much added value to many overseas airlines.

"However, it is pleasing to note that PX (Air Niugini) is now seriously addressing the issue of better pay and working conditions of PNG pilots to be comparable with their expatriate counterparts in an effort to retain more of them onshore."

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Captain Narara and his co-pilot pose with the Red Arrows prior to their departure for the fly-pass.



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The view from inside the Etihad A340-600.

Little did I know that after flying for 15 years as chief pilot for Emirates Airlines on the Airbus fleet, Granger resigned in 2006 to become Vice President Flight Operations for Etihad Airways, the national airline of the United Arab Emirates (UAE), another first for a Papua New Guinean pilot.

Etihad Airways, formed in 2004, is only four years old and currently operates 37 aircraft, mainly Airbus A330, A340 and Boeing 777.

"There are 500 pilots and over 3000 cabin crew - with a massive operation that covers almost 50 destinations worldwide - including New York, Toronto, Beijing, Manila, Singapore, Brisbane, Sydney and Johannesburg - from our base in Abu Dhabi, the capital of the UAE," he said.

Granger reckons Etihad is poised to become a big player on the international aviation scene.

Not long after crossing over to Etihad Airways, he was joined by another PNG pilot, Terry Togomagoma, a fellow Milne Bay from Trobriand Islands, in September 2007 from Gulf Air after a few years in Oman.

"The A340-600 is one of the world's longest plane and is used for the ultra long-haul flights to New York, Toronto and Sydney from UAE," Granger explained.

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*Etihad A340-600 captained by PNG's Granger Narara and the Red Arrows in formation over the Arabian Gulf.*

As if his achievements to-date are not impressive enough, Captain Narara has made another aviation history by a PNG pilot when in December 15 he flew an Etihad Airways Airbus A340-600 in formation over the waters of the Arabian Gulf with the famous British Royal Air Force Aerobatic Team, the Red Arrows.

And if that is not enough, he is also mentioned

in the 2008 Guinness Book of World Records (page 205) for another formation flight he did previously!

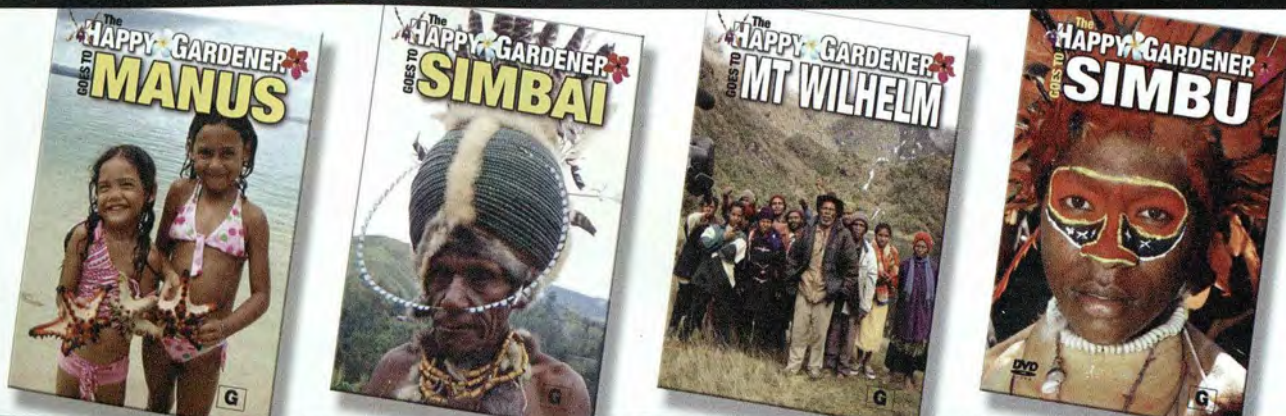
So where to from here for our exceptional crop of PNG-trained pilots flying in the Middle East? What of the Nararas? Will Granger and brother Tim finally call it quits and return home? I wouldn't bet on that yet!

The next generation of Narara aviators is now coming on-line with the likes of Granger's 25-year-old son Nigel, who is now in the UAE.

Perhaps next time you hear the all-too-familiar "Ladies and Gentlemen, this is your Captain speaking" as you fly over the Middle East, it could be Captain Narara, or another PNG pilot or even Nigel, who will ensure this fine PNG aviation tradition lives on!



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**MEMBER**

# DECOLONISING THE MIND: A PNG CASE STUDY

By Patrick Matbob

In September 1967, an expatriate couple and their baby son arrived in the Territory of Papua New Guinea to teach at the newly established University of Papua New Guinea.

Ulli and Georgina Beier had previously been teaching at the University of Ibadan in Nigeria where they had become famous for their work in facilitating and encouraging African writers, poets, playwrights and artists.

While holidaying in England, they saw an advertisement for an English lecturer to teach 'new English writing from developing countries' at the University of PNG.

Ulli had been looking for an opportunity to do just that. Professor of Literature at UPNG Frank Johnson had heard of Ulli and knew his magazine *Black Opheus*.

After a short discussion, in which Ulli's request to write a new literature course for UPNG was accommodated, the couple agreed to take up the new challenge in the Pacific. It was a challenge that would give them a place in the history of the birth of PNG, especially their efforts in inspiring and promoting the country's first group of writers, poets, artists and visionaries.

Ulli and Georgina's experiences in PNG has been captured in a memoir titled *Decolonising The Mind: The impact of the university's culture and identity in Papua New Guinea 1971-74*.

After working in an independent country in Africa, the couple was stunned when in Port Moresby they encountered the colonial racist attitudes towards indigenous Papua New Guineans.

Their first experience happened when they went to the Papuan Hotel and tried to order

two cups of coffee. The expatriate Australian woman refused to serve them because they were not wearing any socks.

The rule of socks they realised was similar to the rule of ties in British Africa where ties could not be worn with African gowns thus most native Africans were excluded from bars and restaurants.

Similarly, most Papua New Guineans wore the rubber thongs while unofficial Australian uniform was shorts and long white socks. They went on to encounter many such discrimination against Papua New Guineans especially in the supermarkets where natives could not enter but were served through a hatch instead.

However, it was the language that most Australians used that was most upsetting for them. The natives were called 'boys' or 'bush kanakas' or even 'rock apes'.



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On the other hand, the University of PNG headed by Dr John Gunther, was much more progressive. Gunther had began his career in PNG as director of medical services and was responsible for introducing the dokta bois who pioneered the development of government medical services in the rural areas of PNG.

Ulli, who had served in six universities on three continents, said he had never felt 'at home' in any of them, except UPNG.

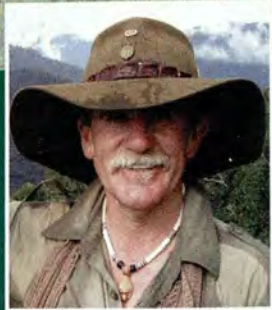
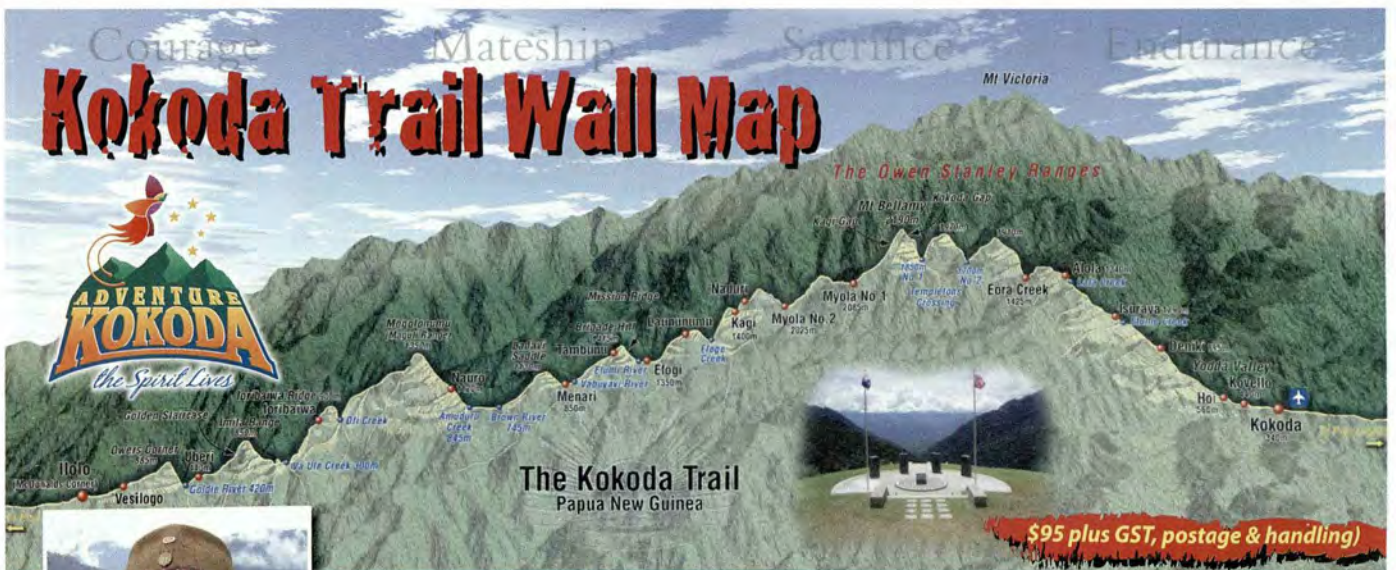
"I always felt like an interloper in academic institutions. I found them hierarchical, of pompous, full of petty intrigues and mostly top-heavy with administration."

UPNG was different. It tried to develop courses that were relevant and meaningful to the students. It was a small institution with only 300 students, so staff and students got to know each other and interacted well.

# DECOLONISING THE MIND



## Kokoda Trail Wall Map



**Charlie Lynn**  
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The Kokoda Trail Souvenir Map has been compiled by Charlie Lynn with data collected during his 48 treks across Kokoda over the past 16 years. It includes data from wartime sketches in the Australian War Memorial, Australian Army Survey Maps, the PNG National Mapping Bureau and satellite images. Indigenous names of mountains and rivers have been provided by clan leaders from along the track. The Isurava Memorial is embedded in the Owen Stanley Ranges and the words etched in the granite pillars of the memorial: 'Courage, Mateship, Sacrifice, Endurance' are watermarked in the sky as a solemn reminder of the qualities of our diggers, and the PNG 'fuzzy-wuzzy angels', who saved Australia from invasion during the war in the Pacific in 1942. The map measures 850mm X 300mm.

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*Their first experience happened when they went to the Papuan Hotel and tried to order two cups of coffee. The expatriate Australian woman refused to serve them because they were not wearing any socks.*

The students were also aware of the privileges they enjoyed and the responsibilities they bore and were highly motivated.

One of the first Papua New Guineans the Beiers met was Sir Albert Maori Kiki. They met Kiki at Brisbane Airport and Ulli described the meeting as a 'good omen' because Kiki, they found out, was from Orokolo in the Gulf Province, a place they had read about in the only book on PNG they could find at the University of Ibadan in Nigeria!

The meeting was fruitful as it resulted in the hugely successful book *Ten Thousand Years in a Lifetime* by Kiki. The book, a first ever written by a Papua New Guinean, received raved reviews and was translated into Swedish and Japanese. There were even paperback editions in Germany and New Zealand.

Georgina, a gifted artist, also became involved in helping the first PNG artists to draw and paint. Interestingly, her first art classes were conducted at the Laloki Mental Hospital, just outside Port Moresby. It was a project she had embarked on to try and help ease the boredom of patients locked up at the institution.

It was there that she discovered artists such as Tiabe from Enga, Hape from the Gulf, and Mathias from Aitape. Georgina recalls that when the Laloki paintings were first exhibited at the University of Papua New Guinea, they caused some 'shock waves and even mild antagonism'.

The exhibition was the first ever mounted in PNG and also the first of contemporary art in the country. The work was also shown in London, Edinburgh, Brighton, Geneva, Manila and Bombay. Later, individual artists also exhibited in Los Angeles, Prague and Sydney. The reviews were very positive wherever the work was exhibited.

Ulli became busy in making his university students interested in the literature of their people - something which has never happened before in the country. Arming them with tape recorders, the students spent their Christmas breaks in the village recording and translating oral literature.

This included love songs, magic formula, ballads, myths, chants, etc. The result was a fascinating collection of poetry published in small booklets called the *Papua Pocket Poets*

that sold for 50 cents. Amongst the names to emerge were Leo Hannet, Apisai Enos and Kumalau Tawali.

Ulli also inspired the first novel by a Papuan, Vincent Eri, titled *The Crocodile*. The novel attracted a great deal of attention for its portrayal of Hoiri, the boy from a hill village who grows up, marries and becomes a carrier for the Australians during the war against the Japanese.

Ulli's creative writing class had pioneer writers such as John Waiko, John Kasaipwalova, Arthur Jawodimbari, Rabbie Namaliu, Leo Hannet, Russel Soaba, John Kadiba, Kaka Kais. Most of their work was published in *Kovave* which was edited by Beier and printed at the University. *Kovave* was later succeeded by *New Guinea Writing*, *Bikmaus* and *Ondobondo*. The publications were widely available at the time in most school libraries and were to create an interest amongst young Papua New Guineans in PNG literature.

The plays written by the students were eventually performed on stage by the university's drama society which was headed by another gifted university staff, Peter Trist.

*Nathalie Le Riche*

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*Decolonising The Mind is a valuable documentation of the contribution of the Beiers to PNG at a crucial time in its history. While they spent only a short time in the country, they had a genuine concern for PNG cultures and their efforts have helped to raise consciousness amongst Papua New Guineans to appreciate and value their cultures.*

Some of the plays such as Leo Hanne's The Ungrateful Daughter, Arthur Jawodimbari's Manki Masta, and How Missionaries Inspired Cargo Cult were politically 'hot' plays and became controversial especially amongst the colonial administrators in PNG at the time. From the amateur theatre, PNG was later to develop professional theatre companies - the National Theatre company and the Raun Raun Theatre. New playwrights such as Albert Toro, William Takaku and Nora Vagi Brash also emerged.

The book also has a chapter dedicated to Akis of Tsembaga in Madang whom the Beiers fittingly described as the pioneer of contemporary PNG art. Akis was a revelation and Beier says his impact on Papua New Guineans cannot be overestimated.

Akis broke new ground, and even Mathias Kauage, the most successful of all contemporary artists in PNG, might never have begun to paint, had it not been for the inspiration and hope he received from Akis' first exhibition in February 1969.

Another two chapters document the work of Kauage who was one of the many labourers who came to see Akis' first exhibition in 1969.

With the help and encouragement of Georgina, Kauage became a success story for PNG exhibiting worldwide and many of his works are found in international public collections.

He met Queen Elizabeth II when she opened the Glasgow Museum and the queen was fascinated by him. She gave him a lift back to his hotel, and Kauage later sent her a portrait he had painted of her. He received an OBE in 1999.

A chapter of the book is also dedicated to the tragic story of Marie Taita Aihi of Waima, a Roro village in Central Province. Marie, who was raised by the Catholic nuns became a textile designer under the direction of Georgina.

Soon she was a key figure in the Hara Hara Prints, a company set up by Georgina to produce screen-printed textiles based on local

designs.

However, Taita's sudden rise as a talented artist and a businesswoman did not fit in well with her people's culture, especially their view of the role of women.

Eventually, an incident in her life would affect her so much that she would abandon her textile design skills and a promising business future to return to a subsistence life in the village.

The cases of Kauage and Marie highlight the uncertainty that haunts artists in PNG who may be gifted and talented, but yet find no support in a national art industry or culture in PNG. Many, like Marie, fall back on the security of a subsistence life in the village, or a wage employment to 'fit in with society' and make ends meet.

The contemporary artists like Kauage eventually realise that their works are only recognised, valued and rewarded in progressive western societies. Marie's case also highlights the overpowering belief in

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sorcery that is prevalent throughout the PNG society.

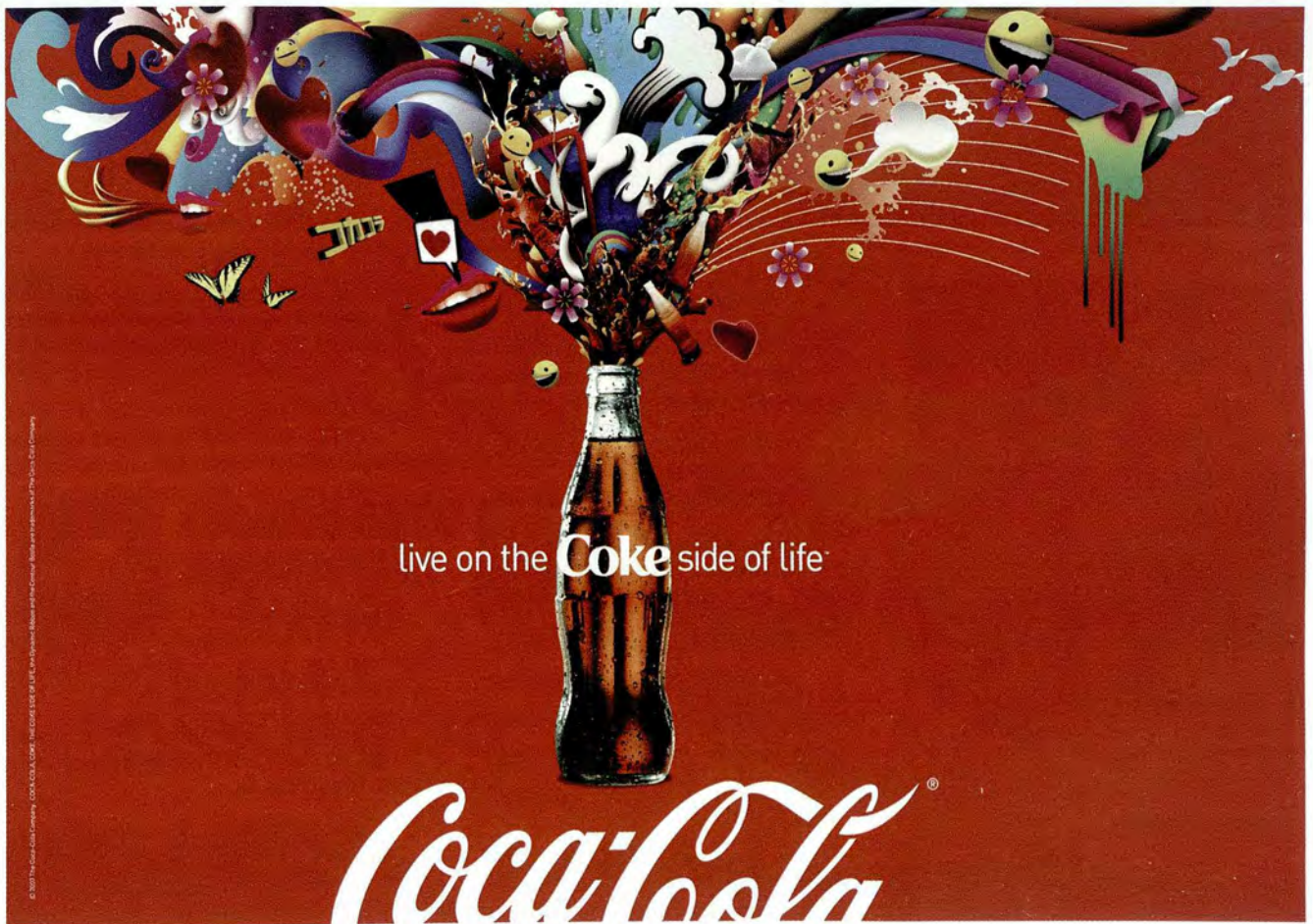
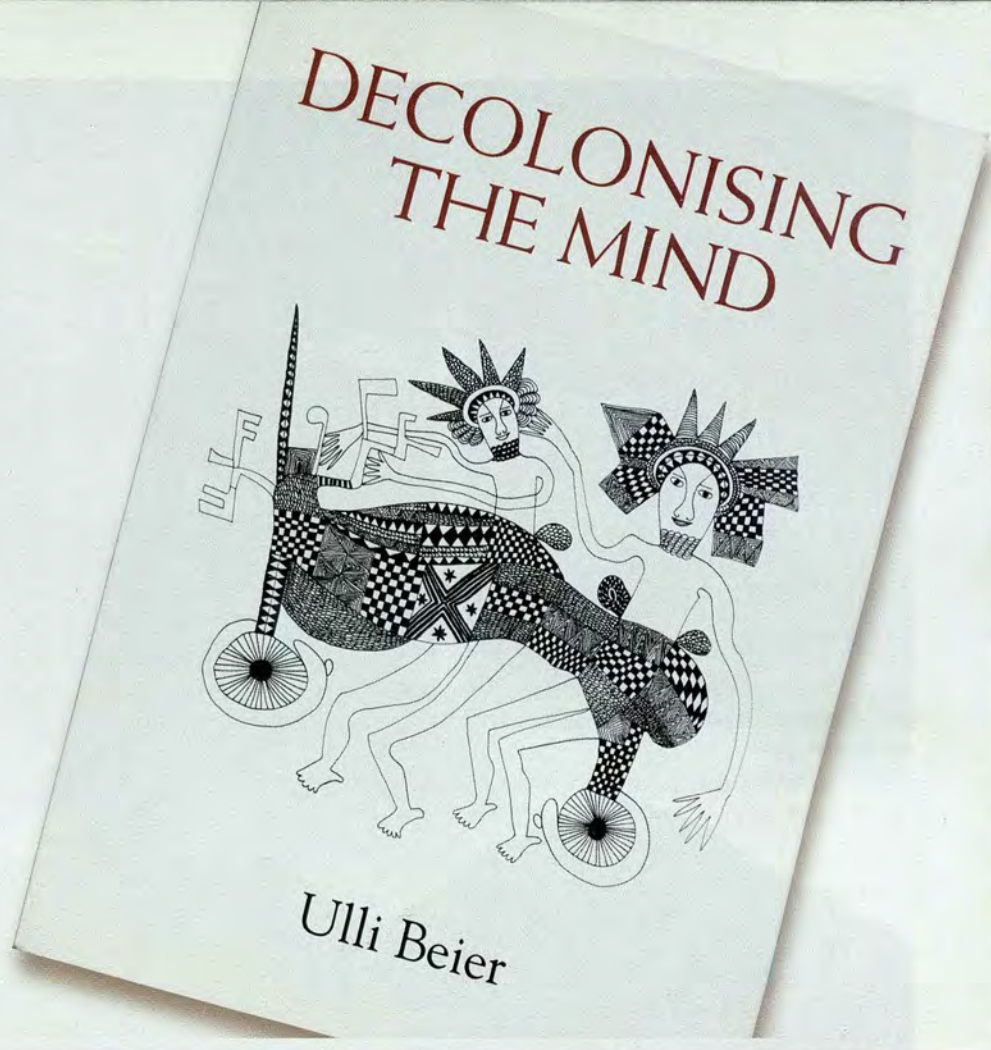
Decolonising The Mind is a valuable documentation of the contribution of the Beiers to PNG at a crucial time in its history. While they spent only a short time in the country, they had a genuine concern for PNG cultures and their efforts have helped to raise consciousness amongst Papua New Guineans to appreciate and value their cultures.

Georgina's efforts in 'discovering' contemporary PNG art is unique and one must wonder if there are other Akises or Kauages out there waiting to be discovered.

Taita's textile designs had inspired in the 70s the consciousness for a national dress which has sadly gone astray in recent times.

How appropriate would it be if PNG had its own national dress for men and women that suited our climate and conditions rather than to be attired in the cheap imitation of western clothing.

• *Decolonising the Mind* is published by Pandanus Books, Research School of Pacific and Asian Studies, ANU, Canberra.  
[www.pandanusbooks.com.au](http://www.pandanusbooks.com.au)



# MAN OF THE FIERY MOUNTAINS

By Aolani Lee



*Mt Tavurur erupting in Rabaul.*



*Leslie ToPue and Tony Taylor during one of their many assignments.*

*As a young man, Leslie ToPue laid his life on the line by flying to Oro Province, the scene of the Mount Lamington eruption, which killed 3000 people.*

*That dangerous mission, on which he accompanied his Australian supervisor, Tony Taylor, was his first test as a volcanological assistant at the Rabaul Volcanological Observatory (RVO) and set the tone for his illustrious 38-year career.*



It was 1951 when ToPue, who came from Nonga Village in East New Britain Province, joined the RVO, which is the national centre for the volcanological service of Papua New Guinea.

In 1952, ToPue and Taylor were awarded medals for their courage and the dangerous work they had undertaken while in the province.

The late ToPue is remembered today not only for being a Papua New Guinean pioneer in this field and one of the founders of the re-established RVO following World War Two, but also as a man of modesty, reliability and bravery.

These qualities also made him a loyal and loving father and a leader in his community and church.

ToPue's family members interviewed several elderly people within the Balanataman LLG, mostly close relatives at Nonga, Tavui, Pilapila and Ratauvul villages.

His family members said most of the people interviewed agreed on the accuracy of the information about ToPue's birth, his parents and his life in the village and community.

But there were some minor uncertainties on the exact dates of significant events in ToPue's life. However, two of the most elderly villagers and statesmen in the area confirmed the authenticity of the information.

These two men are Liprin Baul ToMarat (born September 28, 1927), father of Dr Allan Marat, the current member for Rabaul Open seat in the National Parliament. He attended the same school as ToPue and they were classmates at various schools.

The boys left school the same year and took up different jobs; ToMarat became a school teacher and later changed career to become a medical assistant. He retired from active service in the mid-1990s.

The next man is Sir Ronald ToVue (born February 17, 1933), the nephew of ToPuti, ToPue's father.

Sir Ronald knew ToPue as a close relative and was a few years behind him at Kerevat High School.

Sir Ronald is also a retired school teacher, as well as a former Provincial/District Commissioner and former Premier of East New Britain, who was knighted for services to the public service and politics.

ToPue was born on July 14, 1927, at Rata vul Village, Rabaul. His father, ToPuti ToUtuna, from Rata vul Village, and his mother, laTioan (Joan), from Nonga Village, settled at Rata vul village at the start of their married life.

Both ToPue and his younger and only sister, Gavaiva laNgatingat (deceased), were born at Rata vul.

Tragedy struck early in ToPue's life with the death of his mother, leaving them in the care of his father.

ToPuti later remarried to laWartama, which resulted in the family moving to her village of Ratang.

ToPuti had two more children from his second marriage, a daughter named Priscilla laNiur,



Leslie ToPue...a pioneer in his field.



Leslie ToPue's daughter.

*The late ToPue is remembered today for being a Papua New Guinean pioneer in his field and one of the founders of the re-established RVO following World War Two.*

and a son, Ainui ToVue.

ToPuti and laWartama did their best to raise their children, but life was difficult at times for ToPue and Gavaiva because, as children from their father's first marriage, they did not always get the attention they needed.

Their grandmother, laTabu, was so concerned that she brought them back to Nonga where she raised them to be well-mannered teenagers.

laTabu later passed away leaving ToPue and his sister under the care of her other daughter, laTalom, and her husband ToMimi.

Gavaiva married agricultural assistant Tunaita ToKapa and the couple had 10 children.

They spent most of their working lives in New Ireland and East New Britain.

ToPue started his early schooling at Rata vul village school in the mid-1930s. He then attended Tavui area school during the late 1930s after ToPue and his sister returned to Nonga.

War broke out in 1942 and until it ended in 1945, most schools in the area were closed and some were destroyed. During that time, many villagers died from disease and inadequate diet.

ToPue and other village children spent their time hiding in the bush with their families, trying to survive.

By 1946, schools started to open again and ToPue, together with Liprin ToMarat, Koniel Alar, ToLote and William Kaveo - all classmates from Tavui area school - enrolled at the Malaguna Technical School.

ToPue and ToMarat, then about 20 years old, entered Kerevat Central School (now high school) in 1947 and continued until 1948.

Two years at Kerevat gave students the equivalent of a grade eight education and after that, an extra year of formal job training, which ToPue, ToMarat and others undertook in 1949.

ToPue's adoptive parents, ToMimi and laTalom, guided and encouraged him and his



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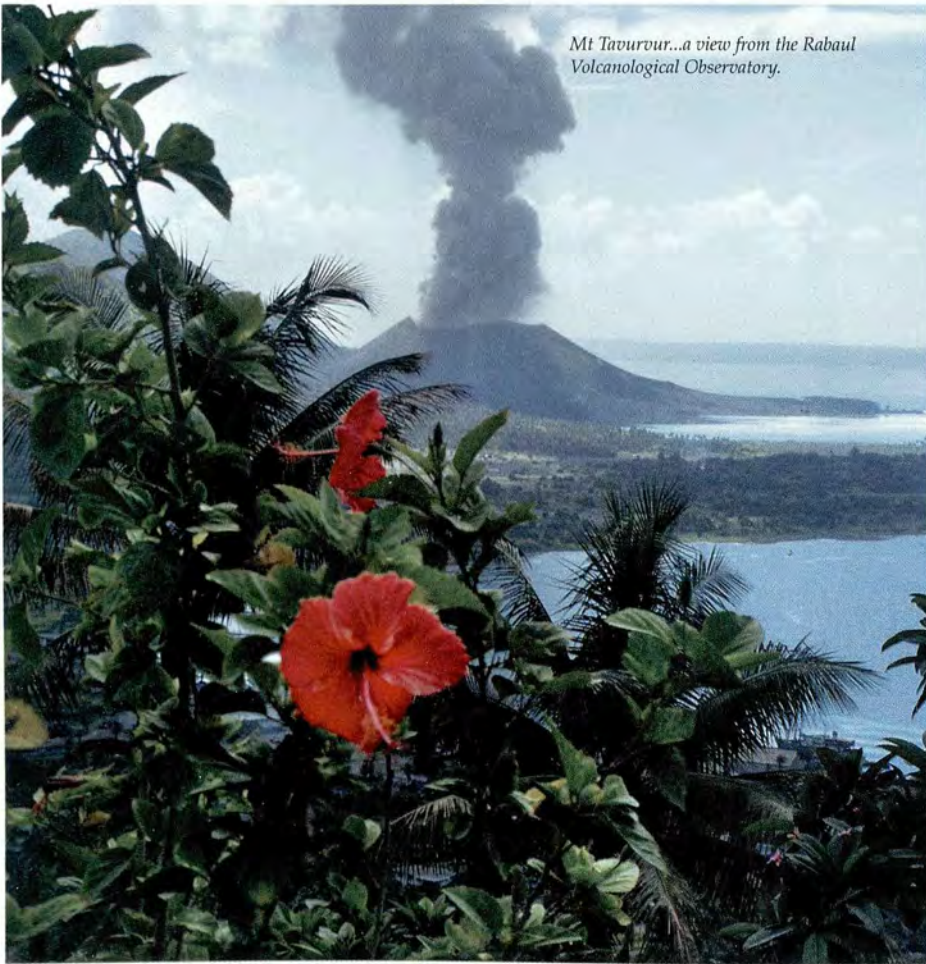


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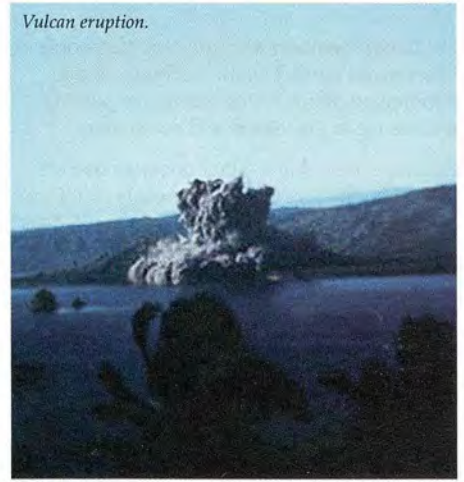
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*Mt Tavurvur...a view from the Rabaul  
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*Vulcan eruption.*



sister.

Though ToPue first intended to become a teacher, he was much more interested in deepening his understanding of volcanic eruptions and listening to elderly people's stories about past eruptions while growing up in the village.

The eruption of Vulcan in May 1937 when ToPue was nine had left a lasting impression.

ToMarat said that he and ToPue's final year at Kerevat High School was in 1949 (ToMarat became a teacher in the following year).

ToPue joined RVO in 1951 according to official records and Australian volcanologist Tony Taylor had arrived in Rabaul in April 1950 to



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*He undertook his job with distinction and dedication, earning the respect of many colleagues - both Papua New Guineans and expatriates - at the observatory and in the community.*

re-establish the observatory.

Taylor went straight to Kerevat High School, picked up ToPue and took him to RVO.

ToPue was 23 years old when he joined the observatory and he never regretted it.

He undertook his job with distinction and dedication, earning the respect of many colleagues - both Papua New Guineans and expatriates - at the observatory and in the community.

When he was 26, he married Lydia laLom in 1953 at Nonga Village.

He was away most of the time for months so Lydia had to take on most of the responsibility for raising their children.

For all his hard work, ToPue was presented with the British Empire Medal by the acting Administrator of the Territory of PNG, Brigadier D M Cleland, on November 25, 1952 at Popondetta, Oro province.

ToPue retired in 1989 and settled peacefully at his Nonga village with his children and grandchildren and continued to work in the

gardens, growing copra and cocoa.

He also gave more of his time to his community and church and continued to encourage young people to find jobs or work on the land.

• *This appreciation of the life of the late Leslie ToPue is based largely on comprehensive information collected and compiled by the ToPue family in Rabaul, East New Britain Province in 2006. The account is supplemented by sentiments and information expressed in the eulogy that was read by Robin Moaina, former secretary of the PNG Department of Mining, at ToPue's funeral in 1991 and by further information and photographs gathered by Dr Wally Johnson, formerly of Geosciences Australia, Canberra.*



*Medal awarded to ToPue for his courage and the dangerous work he had undertaken in East New Britain.*

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Bulolo Goldfields Aeroplane Service's Bristol Fighter.

Commercial aviation in New Guinea had its beginning in the discovery of gold at Edie Creek, Morobe Province, in January, 1926. Many notable pilots flew in New Guinea over the next 15 years.

Of them all, a short, brown-eyed, olive-skinned man of Spanish ancestry was acclaimed by his peers as among the best: R.J.P. (Ray) Parer. He came very close to being the first man to fly in New Guinea.

# BATTLING PARER

## A dauntless aviator during the golden era of PNG aviation

By James Sinclair

Like many of the early Morobe Goldfield aviators, Parer had been a pilot during the Great War. He first came to public notice in 1919.

In that year, the Australian Government offered a prize of 10,000 pounds for the first Australians to fly from England to Australia. Scores of young ex-wartime pilots prepared to enter the great race, among them were Parer and a fellow adventurer, John Cove McIntosh.

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Parer and McIntosh were the last to start. They had no money for an aeroplane and things were looking grim when the generous whisky millionaire, Peter Dawson, provided them with a single-engined De Havilland 9 bomber. They took off on 8 January, 1920 and after a long series of well-nigh incredible adventures reached Australia 206 days later! They were greeted by a roaring, cheering crowd, thrilled by their exploit, for long-distance flying was a dangerous business indeed in those days.

The Prime Minister himself, William Morris Hughes, acclaimed their feat and the government awarded each pilot 500 pounds in recognition of their determination and courage.

McIntosh did not enjoy his new fame for long; he was killed in an air crash in 1921. Parer went on flying. He tried to make a living from "barnstorming" as did many ex-wartime pilots then.

For a brief time he operated a service between King Island in Bass Strait and the mainland, carrying produce from island farms.

It was a precarious way to make a living, and when news of the great Edie Creek gold discovery reached him, Parer decided to go to New Guinea and start an aerial service.

With an ex-sugar farmer, Eric Gallet, he floated a little company called The Bulolo Goldfields Aeroplane Service Ltd. An old DH4 was the only aeroplane they could afford.

But another organisation was ahead of him. The ex-district officer and visionary C.J Leven had convinced the pioneer mining company, Guinea Gold No Liability, that they must enter the aviation field to protect the leases they held on the Goldfield.

Guinea Gold engaged an experienced pilot A.E. (Pard) Mustar and mechanic A.W.D. Mullins, and purchased a DH37, a single-engine bi-plane with a 600-pound payload, superior to that of the DH4.

*They took off on 8 January, 1920 and after a long series of well-nigh incredible adventures reached Australia 206 days later!*



What Lae looked like in 1932.

Mustar and his team embarked on the Burns Philp vessel, Melusia, leaving Sydney for Rabaul on 1 February, 1927.

Parer and Gallet were unable to obtain space for their De Havilland on this ship and were forced to come later in another Burns Philp steamer, Marsina.

By the time Marsina reached Rabaul, Mustar and Mullins had already assembled their DH37, and made a test flight.

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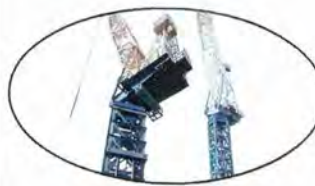
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*Ray Parer's hangar, workshop, store and residence assembled from bush materials.*



*He was becoming known as "Battling" Parer in recognition of the bad luck that seemed to dog him.*

Mustar and Mullins made the historic and then hazardous first flight from Rabaul to the tiny new airstrip at Lae on 30 March, 1927, in five hours 19 minutes.

This heralded the start of the Air Age in New Guinea. Over the next decade and a half world freight records would be repeatedly broken in New Guinea as the big Junkers G31 three-motor freighters of Guinea Airways Ltd (the operating company formed by Guinea Gold) flew in eight great dredges of Bulolo

Gold Dredging Company from the coast to the field. Nothing of this scale had until then been attempted anywhere in the world. The dredges, each weighing up to 2,000 tons, were flown in section by section from Lae and assembled at Bulolo.

Mustar eventually left Goldfield aviation, but Parer kept on. He made his first flight from Rabaul to Lae on 23 June, 1927. He was becoming known as "Battling" Parer, in recognition of the bad luck that seemed to

dog him. Gallet returned to Australia and Parer started his Bulolo Goldfield Aeroplane Service (BGAS), flying between Lae and Wau.

He was joined by engineer Joe Taylor and general assistant H Blackford. BGAS could not afford luxuries; the hangar-workshop-store-residence was a hastily constructed shack assembled from bush materials.

Other operators soon came in and by the end of 1927, there were four aerial services operating out of Lae to the goldfield, employing six pilots, six engineers and six bi-planes, mostly of De Havilland manufacture.

One aircraft - an Avro 50-4K - had already been lost in a crash.

Parer challenged Guinea Airways right from the beginning, but magnificent airman though he was, he lacked the resources and it must be said the business acumen to prevail.

Guinea Airways was able to purchase and put into operation a fleet of Junkers W34 and G31 all-metal monoplanes at that time the most advanced in the world. Parer had to make do with what he could afford to buy. The old DH4 was out of service as often as not, and Parer got hold of an old ex-war-time Bristol Fighter. BGAS staggered from one crisis to another. Parer could not keep his staff for he had little understanding of business; all he really wanted to do was fly. And fly he did, hard and constantly. He acquired a DH9C, and on 28 September 1928, pioneered the Wau-Port Moresby route.

Planter Shaw Moody probably did not realise

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the risks he was taking when he became the first passenger in this antique aeroplane. Parer was forced to land on Orokolo Beach to refuel, and they did not arrive at Port Moresby until 2 October.

But Parer carried on, making a number of Wau-Moresby flights during succeeding weeks, even managing to persuade several brave individuals to fly with him, and pay for the privilege. During this period, Parer was flying without a licence! His had expired, and he had been too busy to see to its renewal.

But BGAS was on its last legs, and gently expired. Out of its ashes rose Morlae Airways (for Moresby and Lae), financed in part by Parer's friend, P.J. McDonald. Relatives of Parer arrived and were put on the payroll: Alphonse (Fonce) and Bernard Parer in 1928, and Bob and Cyril in 1929.

Parer kept on flying - erratically - the Port Moresby service. In July, 1929, he was even able to persuade the august Lieutenant-Governor of Papua, Sir Hubert Murray, to make his first flight in the DH9C.

Sir Hubert gingerly climbed into the rear cockpit with his niece. Parer took off from the rough Pari strip and had just become airborne when the engine coughed and died.

Parer put the aeroplane down and as best as he could, steered the De Havilland between two large trees at the side of the airstrip, smashing off both wings and crumpling the forward part of the fuselage.

Parer, aghast, scrambled from the wreckage and hastened to the tail. There Sir Hubert sat, his helmeted head still protruding sternly from the cockpit.

"Excuse me, sir," said Parer, "don't you think you should get out?"

"Oh, is it all over?" asked Sir Hubert.

"We've had a crash," Parer explained.

"Oh" replied Sir Hubert. "I thought it was one of Parer's tricks." And he calmly descended from the wreckage.

Ray Parer with Morlae Airline's DH-9. Photo: H L Downing



The DH9C was of course a write-off, and Parer kept on flying a DH9 he had earlier acquired.

Morlae Airways was by now in an almost terminal condition, but Parer was not dismayed. On 17 February 1930, he actually grabbed the honour ahead of Guinea Airways of making the first landing in an old DH9 on the new Bulolo airstrip, which was almost ready to take the first Junkers. This was the only aeroplane Morlae now had, for the original DH4 had been condemned and its certificate of registration withdrawn.

Morlae now expired, replaced by an organisation known as Pacific Aerial Transport, or PAT. How it was financed is impossible, now to say, but many of Parer's friends were involved and another Parer, Kevin, joined PAT as a pilot.

PAT managed to finance the purchase of a used Fokker F111, which arrived in Port Moresby by sea in February, 1931. Parer and Kevin assembled the Fokker and on 14 March, Parer flew it to Salamaua. It was by far the most capable machine Parer had yet flown.

On 18 March, Parer took off from Salamaua on a flight to Wau. At the critical point of takeoff, the engine failed, and the Fokker plunged into the sea off the end of the 'drome'. Parer was unhurt, but his passenger suffered a broken wrist.

Battling Parer's legendary bad luck had struck again. Parer was almost beaten. He had invested everything he had in the Fokker and was now "flat broke".

But the miners of the Goldfield had so much admiration for him that they offered immediate finance to enable PAT to carry on.

Parer purchased another Fokker, an FV11 single-engined aircraft of greater capacity than the Fokker F111.

He continued to fly the Goldfield-Port Moresby service, despite competition from Guinea Airways, who used a more modern Junkers F13 on the route. PAT also operated a Junkers W33, christened The Lady Lettie, which Parer often flew.

Parer was interested in mining and he began to look around for a likely prospect. He acquired a lease on the Upper Watut and from this time on spent most of his time gold mining.

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Goldfields miners again showed their admiration for Battling Parer by subscribing enough to finance the attempt. With co-pilot Geoff Hemsworth, Parer sailed to England.

They spent all of their scant funds preparing the Fairey Fox and when they took off, Parer was suffering from malaria, leaving the 24-year old Hemsworth to do much of the flying.

The great race was of course won by C.W.A. Scott and T. Campbell Black in their specially built De Havilland Comet racer in 71 hours. Parer and Hemsworth took 116 days!

As seemed always the case with Parer, bad luck had dogged them on virtually every stage of the flight. But undaunted, they pressed on again finishing to national applause.

Parer continued to fly using the Fairey Fox in the Sepik before going back to mining. Pacific Air Transport (PAT) was taken over by Mandated Airlines after Parer sold his shares.

Early in 1939, he decided he had enough of gold mining and in partnership with Dick Glasson re-entered the aerial transport business.

He located and purchased an enormous Boeing 40-H-4 biplane and flew it from Sydney to Salamaua in May. It crashed in September 1939 with pilot Hugh Bond at the controls and was a total loss. That was the end of the Parer-Glasson partnership.

Parer was too old to fly in the Pacific War. His brother, Kevin, was killed in his DH84 Dragon



Ray Parer (right) and Geoff Hemsworth.

But the lure of the air proved too much. In 1934, to mark the centenary of the foundation of the City of Melbourne, chocolate manufacturer Sir MacPherson Robertson announced a prize of 10,000 pounds for the winner of a race from England to Australia.

To Parer, the challenge was irresistible. Parer - as always - lacked the capital to buy a modern aeroplane. But he managed to scrape enough to buy a Fairey Fox, which first flew in 1925. It was a beautiful streamlined bi-plane but no match for its competitors. Nevertheless, Parer calculated he had a shot at winning the handicap section of the great Centenary Air Race.

on 21 January 1942, during a Japanese bombing attack on Salamaua. Another Parer, Damien, became Australia's most celebrated wartime photographer.

A great pilot, Ray Parer had his faults. But he will be remembered as a dauntless aviator during the golden era of aviation in Papua New Guinea.



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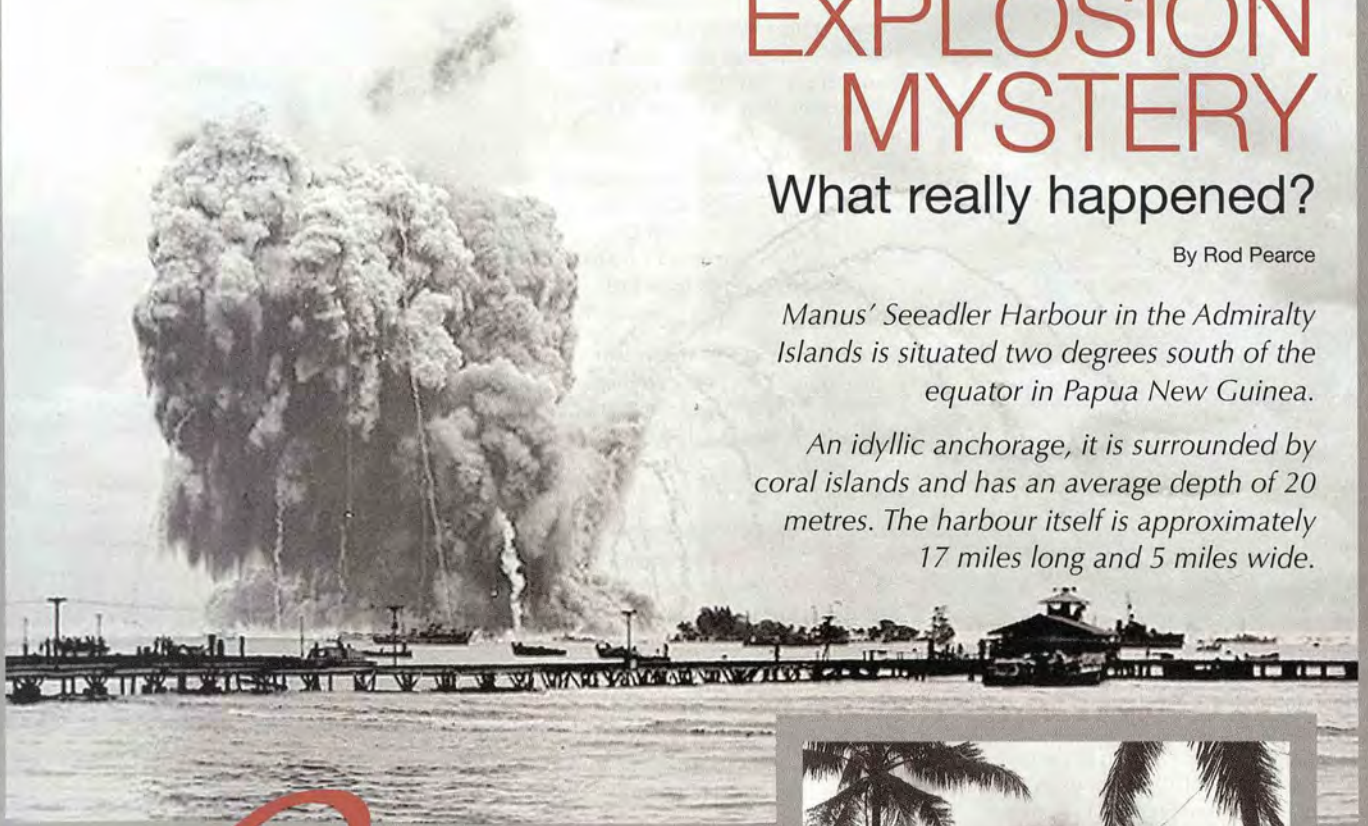
# SEADLER EXPLOSION MYSTERY

## What really happened?

By Rod Pearce

*Manus' Seadler Harbour in the Admiralty Islands is situated two degrees south of the equator in Papua New Guinea.*

*An idyllic anchorage, it is surrounded by coral islands and has an average depth of 20 metres. The harbour itself is approximately 17 miles long and 5 miles wide.*



Captured by the Japanese in April 1942, the Americans retook the island in February/March of 1944 with General MacArthur himself present at the landings. Later, the harbour was turned into a colossal naval base and staging area for the onward push towards the Philippines and finally, Japan.



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It was the Japanese who built the first airstrip at Momote (but called it Hyane) on the island of Los Negros, the Americans expanded it and is still being used by Air Niugini and other third level airlines today.

Anchored in Seeadler Harbour on November 10, 1944 were numerous ships of Admiral Kinkaid's 7th Fleet - some 250 vessels of all kinds ranging from small Flat Tops to minesweepers.

The vast majority of "MacArthur's Navy", as it was referred to, had sailed from Seeadler weeks earlier with General MacArthur to the Philippines (some 600 vessels) for the landings at Leyte.

Those remaining at Seeadler Harbour were awaiting sailing orders to various destinations throughout the region.

Tied up at buoy 380 in 35 metres of water was the ammunition ship USS Mount Hood (AE11) which arrived in Seeadler Harbour on September 22, 1944 with 3800 tons of ammunition to support MacArthur's Philippines offensive.

Mt Hood was originally laid down as the SS Marco Polo at Wilmington, North Carolina, and later the hull was acquired by the navy and purpose-built as an ammunition carrier at Norfolk, Virginia.

Her name was changed to Mount Hood by the US Navy in January 1944. She was commissioned on July 1 of the same year and was under the command of Harold A. Turner (USNR) and sailed on her maiden voyage from the East Coast of the States by way of Panama in August with a cargo of ordinance to support the war effort in the Pacific.

Mount Hood's cargo of volatile explosives

*Tied up at buoy 380 in 35 metres of water was the ammunition ship USS Mount Hood (AE11) which arrived in Seeadler Harbour on September 22, 1944 with 3800 tons of ammunition to support MacArthur's Philippines offensive.*



*USS Mt Hood (AE-11) in July, 1944.*

was spread over five hatches. This consisted of a variety of explosives such as bombs, projectiles, fixed ammunition, rockets, smokeless powder, depth charges, nose fuses, and torpex (a type of explosive).

Among the 200 odd vessels at anchor that morning with Mt Hood were the Destroyer Escorts: Oberrander (DE-344), Lyman (DE-302), Kyne (DE-744) and Walter C. Mann (DE-412); Destroyer Tenders: Piedmont (AD-17) and Sierra (AD-18; Escort Carrier: Petrof (CVE-80) and Saginaw Bays (CVE-82); High Speed Transport: Talbot (APD-7), Fleet Oiler, Cacapon

(AO-52); and the Repair Ships: Cebu (ARG-6) and Mindanao (ARG-3).

There were many other craft of all sizes, minesweepers, tugs, motor launches, landing craft, all of which the navy relied on and all going about their day's work.

At 0830 on the 10 November, Lt Lester A. Wallace, a communications officer, had just gone ashore with a party of 13 crew members from the USS Mt Hood to pick up some communication manuals and other publications at the base.



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*...They found a massive trench had been blasted into the seabed, over 30 metres by 20 metres and nearly 18 metres deep at ground zero...*

Some enlisted men had dental appointments at the base hospital, mail clerks had to pick up mail and run errands for their ship and ship mates.

The group had been ashore only a few minutes when at 0850 hrs a sailor shouted, "Look!" and pointed to the USS Mt Hood. They turned and saw an enormous flash of flame where the ship had been. They were stunned and knocked to the ground by the concussion, although 4500 metres from the blast, they struggled to their feet and re-boarded their boat to return to the USS Mt Hood. All they found were debris, fuel oil and numerous small craft wallowing in the aftermath.

As they reported afterwards, "the carnage and destruction was beyond belief". They and four other enlisted men on a similar errand were the only survivors of the crew of 22 officers and 273 enlisted men.

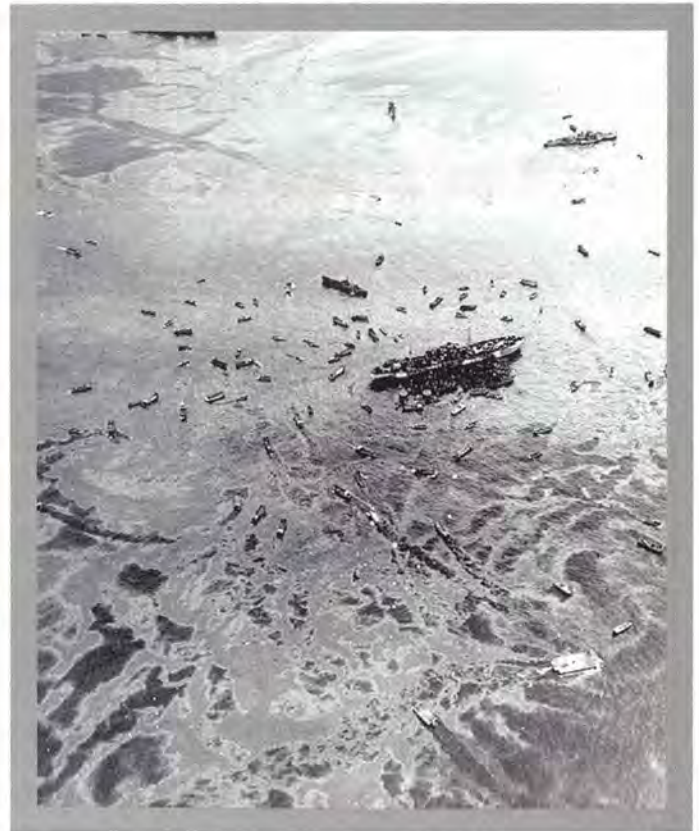
No identifiable wreckage remained afloat around the anchorage of Mt Hood and when divers were sent down to investigate the rumour of a sighting of a Japanese minnie submarine and to look for any worthwhile remains that may have helped to identify the cause of the explosion, they found a massive trench had been blasted into the seabed, over 30 metres by 20 metres and nearly 18 metres deep at ground zero.

The largest piece found at the bottom of the blasted trench was a piece of unrecognisable steel of about 30 metres in length. Personnel were shocked to see the USS Mindanao (ARG-3), a repair ship, literally riddled with gaping holes some as big as three metres across and with 23 of the crew killed outright and 174 injured.

Mindanao had been anchored 120 metres from Mt Hood and took the brunt of the explosion on her port side. Along side the Mindanao on her lee side (starboard side) were seven YMS minesweepers of about 46 metres, many of them were damaged and crew seriously wounded.

Two of the minesweepers YMS286 and 293 were so badly damaged they had to be written off due to concussions from the blast.

*Damaged ships at Manus after the USS Mt Hood explosion.*







Damage to USS Mindanao from the Mt Hood explosion.

Also damaged were USS Alhena (AKA-9), Walter C. Mann (DE-412) and USS Oberrender (DE-344). Fortunately, the Mindanao was not holed below the waterline but above the waterline. She was a mass of twisted steel and gaping holes.

By mid-afternoon, the full extent of the damage

was revealed - 18 larger vessels were damaged along with 75 smaller craft, many simply vanished. In all, 743 naval personnel were killed, missing or wounded.

For some unknown reason, Mt Hood had been anchored in the midst of the ships of the US Seventh Fleet Service Force. Casualties to

other vessels would have been minimised if the ammunition ship had been spotted at an isolated location a few miles down the harbour.

Had it occurred a month earlier, there would have been nearly 1000 vessels assembled in Seeadler ready for the Philippines invasion and the outcome would have been worse.

At the time of the explosion there were no major capital ships in Seeadler Harbour, all had sailed for the Leyte invasion in the Philippines.

The day after the disaster, Commodore J.E. Boak, who was commander of the Navy's facility at Manus, ordered an enquiry and Commander Paul B. Koonce was placed in charge to head the investigation aboard his own vessel the USS Sierra AD-18.

The 22 days of testimony that followed was found that the only conclusion, based on the evidence, was that the possibility of enemy action appeared to have been remote, despite the rumours and witnesses to the so-called "enemy attack".

Such rumours still persist today. "The most probable cause of the accident appears to have been the rough handling of the ammunition while being loaded or unloaded."

However, evidence indicate the detonation of the TPX-loaded bombs could have been caused by striking the hatch or dropping them into the hold carelessly.

Today at Seeadler Harbour, there is nothing

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Damage from USS Mt Hood explosion, November 1944.

left to even indicate the USS Mount Hood's explosion ever took place. There is, however, still numerous amounts of war-time equipment and wreckage left lying around the harbour from this former American base.

Sunken barges, aircraft the remains of the dry docks (ABSD 2& 4) ironically both dry docks

were not stricken from the US registrar until 1987 & 1989 respectively.

Around the area that was once the naval base, a few "Quonset Huts" still stand. Many concrete foundations are still visible and a few have even been reclaimed as foundations for today's houses. Most relics are now covered

*...although many a treasure was found from both sides of the conflict, he found nothing of the Mt Hood, not even the trench caused by the explosion...*

by jungle but in the 50s and 60s much still remained of the former base.

The author spent three months in 2004 diving and exploring around Seeadler Harbour looking for relics and stories from the war years and although many a treasure was found from both sides of the conflict, he found nothing of the Mt Hood, not even the trench caused by the explosion.

Jungle now has taken over where once the naval HQ stood. However, the army's 1st Cavalry emblem is still in existence. It is made out of .50 caliber shell casings.

The 1st Cavalry was the first unit ashore at Los Negros Island, Manus, on February 29, 1944.

Although the USS Mt Hood is gone, along with nearly her entire crew, a new Mount Hood (AE-29) was constructed in post-war years to remember the former vessel and her crew.

For more on the war years at Manus, visit [www.pacificwrecks.com](http://www.pacificwrecks.com)



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# VIGAN

## A PIECE OF SPAIN IN ASIA

WORDS & PHOTOGRAPHY: JOHN BORTHWICK

*"I have the highest-placed job in the country - but with the lowest pay," quipped Ruben Labugen, the keeper of the ornate old Spanish lighthouse whose endless spiral staircase I was climbing. It was clear this tower, built in 1892 on Cape Bojeador near the northwest tip of the Philippines' main island of Luzon, had survived a hundred rounds with typhoons, but its light still probed imperiously across the South China Sea.*

Ruben led me to the top of his tower, 108 metres above sea level where I found a powerful solar-electric lamp. As we looked down on the Ilocos Norte coastline and out to the ocean, I could almost see the Spanish caravels that for centuries sailed here from Europe via Mexico. Instead, I spotted a giant container ship heading to Manila, still guided by the old tower's light.

As we descended, I heard Ruben's tongue-in-cheek lament, "Instead of danger money, up here, I should get loneliness money!"

He explained he was due to soon retire. "The Department of Tourism should keep him on at double the salary - he's such a tourist attraction in himself," commented my travelling companion.

Ruben has now retired but exploring this historic lighthouse, is just one of the unsung adventures of the Philippines' "far north", the prosperous provinces of Ilocos Norte and Sur. Further up the coast is Pagudpud Beach, a two-kilometre arc of blindingly pure sand. It looks like a pristine version of that other famous, though now overbuilt Philippine strand, White Beach on Boracay Island.

I scan the beach and note that Pagudpud's "crowd" today consists of two strollers, one dog, three fishermen and a swimmer. I make a mental note: beat the dreamers and schemers - get to Pagudpud now.

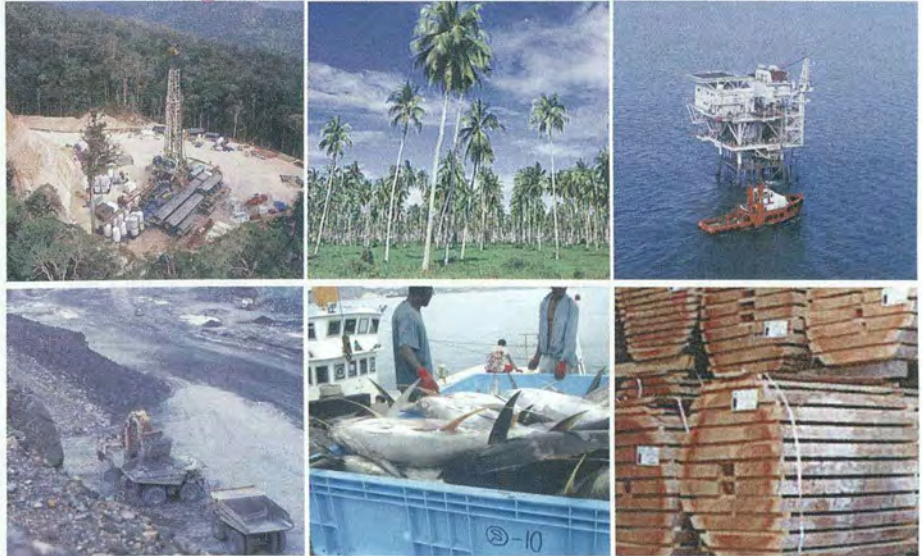
Laoag City, capital of Ilocos Norte, is alive with a fiesta on the day I arrive. A jubilant parade of marching bands passes hefty churches built by the Spanish during their occupation between 1572 and 1899. The adjacent Ilocos coast remains peppered with Spanish-era cathedrals built in "Earthquake Baroque" style - massive, squat structures with buttresses up to three metres wide.



*Pagudpud Beach...a two-kilometre arc of blindingly pure sand.*



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*One of the great treats of the Philippines is food, especially the snacks unique to each region.*

A striking feature of most Ilocano churches is the huge stone belfry that sits apart from the main building - should an earthquake tumble it, the tower will not crush the main church. In mid-town Laoag, I find an example, known as the Sinking Bell Tower. It not only tilts Pisa-like, but since 1580 has been subsiding by several centimetres each year.

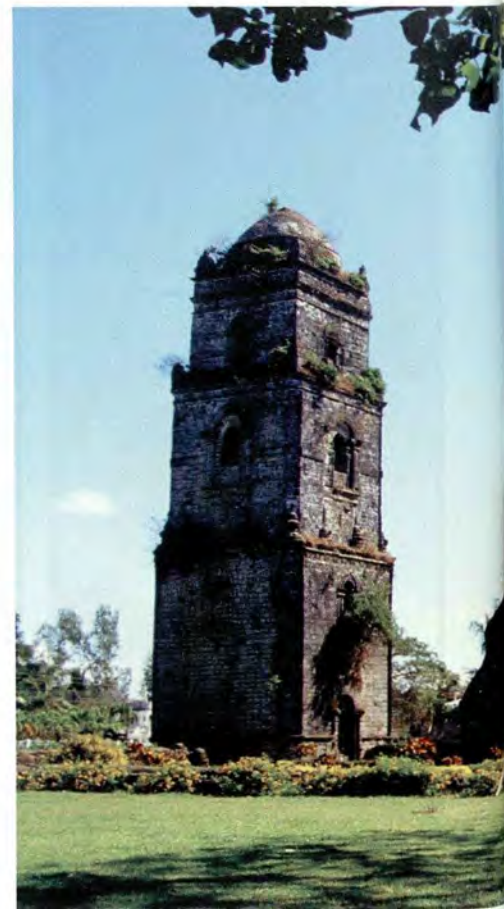
"How is it that all the roads are so good?" I ask my guide, Maria. "This was the home province of President Ferdinand Marcos," she answers. "He made sure his people always had good roads."

One of the great treats of the Philippines is food, especially the snacks unique to each region. At Batac town, Maria takes me to a stall area where the tables are crowded with students and office workers; they're wolfing down the local speciality, fried empanadas filled with bean sprouts and sausage. Batac was the family seat of Marcos who died in 1989. Around the corner from the empanada

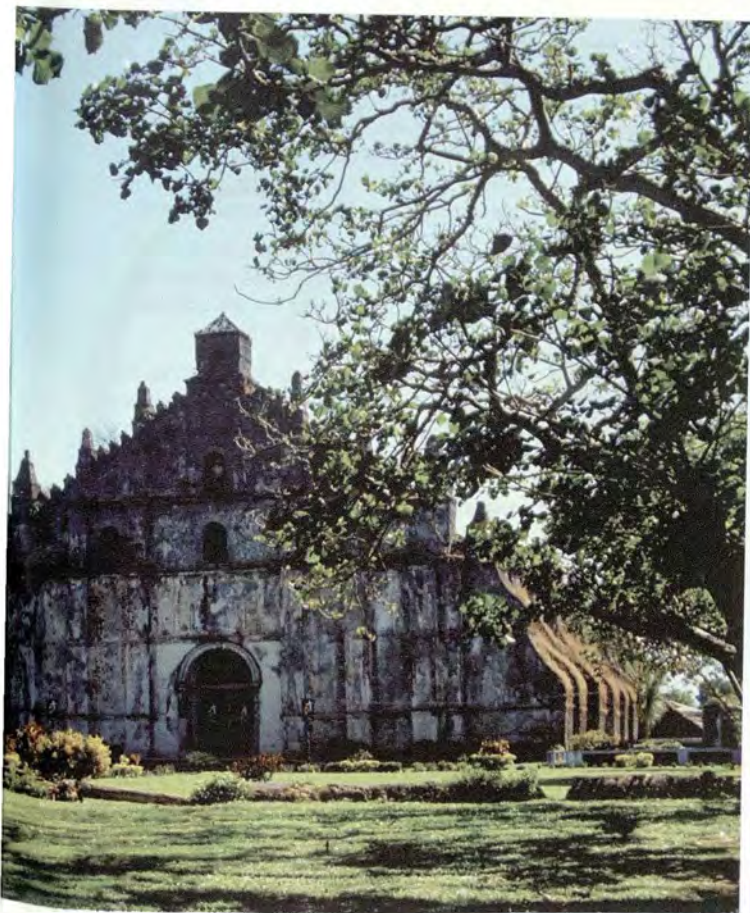
stalls is his mausoleum. Here, I find the disgraced, embalmed ex-Prez lying in a glass coffin like a leftover Lenin, a discounted Mao. I make a second mental note: next time, skip the mummy - another empanada is far more fun.

In the beautiful city of Vigan, 90 minutes south of Laoag, I find pony-drawn calesa carriages clattering along cobble-stoned streets that are overseen by iron lace balconies. In 1999, UNESCO added Vigan, capital of Ilocos Sur province, to its World Heritage list, lauding it as "the best-preserved Spanish colonial town in Asia." History strolls with you here, especially along Mena Crisolologo Street and Plaza Salcedo, named for the Spaniard who founded Vigan in 1572.

Facing the broad plaza is the imposing St. Paul's Cathedral, built by Augustinian friars in 1541. Beside it stands the rambling Archbishop's Palace built in 1783. Parts of Vigan, like this, look like an 18th century



*Pony-drawn calesa carriages clattering along cobble-stoned streets that are overseen by iron lace balconies.*



*Some homes have been turned into inns, museums and souvenir shops, and yet royal Vigan remains refreshingly "under-discovered" by foreign tourists.*

Spanish town, with some 180 ancestral stonehouses still standing in its historic Mestizo District. The best of the massive brick houses still boast red tiled roofs, grand doorways, fine staircases, narra-wood floors and capiz shell windows, all reflecting the craftsmanship of the early Filipino artisans who developed an architecture that could survive earthquakes. Some homes have been turned into inns, museums and souvenir shops, and yet royal Vigan remains refreshingly "under-discovered" by foreign tourists.

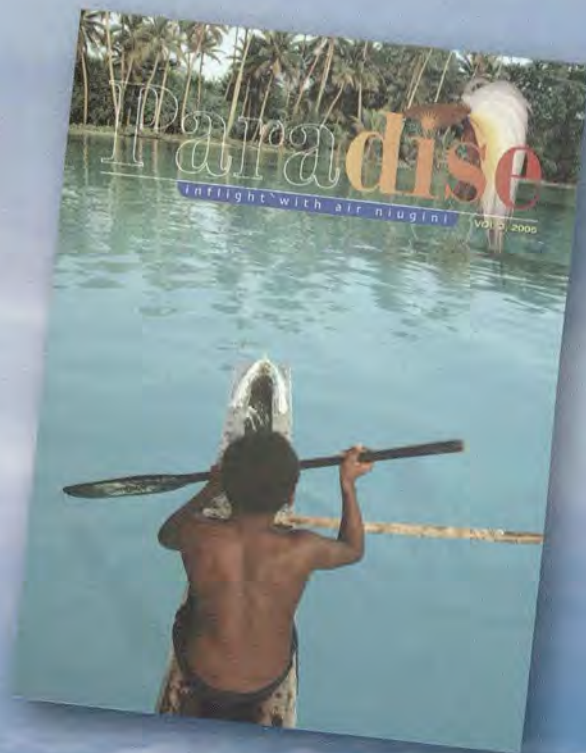
At the baronial Syquia Mansion, I meet Eddy Quirino, grandson of the late-1940's Philippine president, Elpidio Quirino. His family home is now a museum. The walls are hung with pictures of his grandfather in the company of presidential contemporaries like Truman, Franco, Sukarno and Peron. "He almost went to Argentina in Peron's time," says the flamboyant Eddy, adding, "And he could tango - if only he'd gone there, he could have tangoed with Evita"!

I sip a coffee in cobbled Plaza Burgos and consider the echoes of Vigan history that surround me - earthquakes, assassinations, piety and liberation. The plaza is named in honour of Jose Burgos, a Filipino priest garrotted by the Spanish for espousing minor Church reforms. That there is even a square to sit in is fortuitous. In the final days of World War II, Vigan miraculously escaped being razed by the retreating Japanese and bombarded by the advancing Americans.

History here is not without humour. A Filipino friend explains how the Spaniards allocated three common surnames to local people. "If your father was one of the King's soldiers, you might get the family name, De Los Reyes - 'of the kings'. Illiterate people were often named De La Cruz - 'of the Cross' - because you just signed your name with a cross. But if your name was De Los Santos - 'of the saints' - that meant your sire was probably a friar. So much for priestly celibacy."



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## AIR NIUGINI FLIES TO SYDNEY AND 7 DAYS A WEEK TO BRISBANE



**A**

ir Niugini has signed a lease arrangement for an Embraer 190 from Australian operator and Brisbane-based company SkyAirWorld to operate its twice weekly direct service to Sydney. The flight will operate from Port Moresby every Friday and Sunday and return from Sydney on Saturday and Monday.

With the commencement of this direct Sydney service, the airline will also introduce additional services from Port Moresby to Brisbane on Saturdays and Mondays. The additional services will give the airline daily flights between Port Moresby and Brisbane.

Since the biggest tourist arrivals to PNG are currently from Australia,

the airline hopes the additional services will enhance tourism opportunities and provide better travel options to potential tourists.

Chief Executive of Air Niugini, Wasantha Kumarasiri said based on the demand for the direct service, the airline will consider increasing the frequency in future.


Mr Kumarasiri said the decision to offer direct Sydney services is based on its shareholder, board and management's commitment to improve services to the travelling public, ensuring scheduled service reliability, explore more tourism opportunities to PNG and make the route financially viable.

The Embraer 190 belongs to a series of narrow-body, twin-engined, medium range jet airliners produced in Brazil.

He added the aircraft has a versatile cabin layout and "big jet" feel. The 94-seat aircraft offers dual class cabin with 10 business class and 84 economy seats; each passenger has either an aisle or a window seat," said Mr Kumarasiri, adding "it is an ideal aircraft with lower operating costs and impressive mission performance."

The Embraer 190 schedule:

Friday/Sunday  
12.15pm Brisbane - 3.15pm Port Moresby  
4.30pm Port Moresby - 8.25pm Sydney

Saturday/Monday  
7.30am Sydney - 11.25am Port Moresby  
12.45pm Port Moresby - 3.45pm Brisbane 

## NEW GMS ON THE JOB

**T**

he executive management of the airline has two new General Managers with the recent appointments of **Mr Colin Lyttle** as General Manager Marketing and **Mr Eymard Joseph** to the position of General Manager Finance and Administration.


Mr Lyttle comes to Air Niugini with a long career in the airline industry, having previously worked for both Ansett and Qantas. He was the Qantas Manager for PNG and the Solomon Islands from 1995 to 1999.

Since leaving PNG, Mr Lyttle has fulfilled a number of different roles in both human resources and commercial areas in these airlines.

"Mr Lyttle brings significant experience and strength to our commercial focus and will enable Air Niugini to develop a strategic approach to the airline's commercial business," said Air Niugini's Chief Executive, Wasantha Kumarasiri.

Mr Joseph joins Air Niugini from a career in Finance and Administration with many years in Papua New Guinea and exposure to other Pacific countries in his previous managerial positions. He is an associate member of the Chartered Institute of Management Accountants (CIMA, London) and is also a

Certified Practising Accountant of Papua New Guinea. He also has qualifications and experience in business administration and marketing which will add value to his current role and Air Niugini.

Mr Kumarasiri said the appointments of the two general managers will add more talent and skills to the senior management team. 

Mr Colin Lyttle.



Mr Eymard Joseph.





# AIR NIUGINI GETS ITS NEW FLAGSHIP



**A**

ir Niugini's new flagship, a Boeing 767-300ER, entered service at the end of April 2008 and is operating its international services to Australia,

Singapore, Tokyo, Manila and Hong Kong.

The new flagship features 30 business and 184 economy class seats with greater seat pitch which will offer more leg room for passengers.

The Boeing 767-300ER comes under a

maintenance lease agreement which allows engineering enhancement to the aircraft and is flown by Air Niugini pilots.

Powered by two Pratt & Whitney 4000 engines, the B767-300ER has 180 minutes ETOPS and a maximum takeoff weight of 181,436 kg and 144.7 cubic metres of cargo capacity which will provide adequate cargo movement.

Air Niugini is negotiating for the B757-200 beyond October 2008 as an aircraft under maintenance lease which will also allow it to be flown by its pilots. The B757 will also move to the Papua New

Guinea register, giving it higher operational flexibility. Operating as the second aircraft on international routes, the B757 will provide sufficient redundancy to the Boeing 767 to improve service reliability for Air Niugini.

Chief Executive Officer, Wasantha Kumarasiri said that the company is pleased to secure an aircraft in top market condition as there is a high demand for wide-body aircraft in the aviation industry.

Mr Kumarasiri added that Air Niugini is confident with the capability of the B767-300ER to operate its international routes through to 2010-2011.



## Air Niugini awards top travel agent



Highest Performing Travel Agent goes to Travel Service: left to right: Mrs Joann Chin - Travel Service Limited, Mr Wasantha Kumarasiri - Air Niugini Chief Executive, Mr Patrick Trubert - Travel Service Limited.



Most Valued Agent - Travel Planners (left to right): Joyce Lee and Noemi Dampil with their award.



2008 Travel Service Staff celebrating their award: Joanne Chin, Mary Nicholas Ireire Olewale, Bethany Sirip and Patrick Trubert.

**A**

ir Niugini Chief Executive Officer, Wasantha Kumarasiri presented Travel Services Limited the award for the Highest Performing Travel Agent for its contribution to the airline during a recent function for travel agents.

Travel Services won the top award last year when the airline initiated the travel agents' awards in recognition of the valuable support and contributions by travel agents.

Mr Kumarasiri assured travel agents of Air Niugini's commitment to continue supporting travel agencies as partners in the travel industry.

Award for the Most Valued Agent was presented to Travel Planners in Port Moresby and third place for Valued Travel Agent to Lae International Travel.



# Welcome to Papua New Guinea

## General Information

Lying entirely within the tropics, barely south of the Equator and just north of the Australian continent is Papua New Guinea, the second largest island in the world. With a total land mass of 473,189sq.km it is the last of a string of Islands spilling down from South East Asia into the Pacific.

Apart from the mainland, Papua New Guinea comprises a remarkable collection of islands, atolls and coral reefs scattered around its coastline. The mainland is divided by the Owen Stanley Range-a rugged central spine with peaks over 4,000 metres high. Great rivers begin their journey to the sea from these mountains-among them, Fly and Sepik waterways. Below the mountain chain, fertile coastal plains, flooded delta regions and mangrove swamps exist alongside broad sandy beaches, sheltered bays and dense rain forests.

The coastal regions are tropical however in generally the climate is warm to hot and humid all year round. Temperatures on the coast vary between 25-30 degrees throughout the year. The Highlands regions enjoy a temperate climate, ranging from 20 degrees during day to as low as 10 degrees during the evenings. Rainy season varies from province to province, however generally the country is driest from May to December.

Fully independent since September 16, 1975, the country has a freely elected democratic government. PNG became the 142nd member of the United Nations on October 10, 1975 and is also a member of the British Commonwealth.

The population is just over 5 million with over a third in the Highlands region of the country. The people are Melanesian though in

appearance they are quite varied.

There are more than 800 distinct "live" languages with Melanesian pidgin and Hiri Motu being the two most widely used. English is the official language in education, business and government circles.

Papua New Guinea has a vibrant and multifaceted economy with two distinct systems operating side by side.

The vast majority of the people live a traditional, non-monetary barter economy that existed long before European colonization began. Co-existing with this is the modern economic system based on mining, petroleum, fishing, forestry and agriculture.

The main exports are gold, copper, oil, coffee, tea, copra, oil palm and forest products.

## What to See and Do



### Ideal Cruising Experience

The wonders of Papua New Guinea never cease to impress even the most intrepid traveller. Offering a multitude of ideal experiences, the visitors will find a country rich in culture, ethnic diversity and where little has changed over centuries. Cruising Papua New Guinea is relaxing since island life is slow-paced and informal. Rich in cultural and ethnic diversity PNG promises to reward cruise enthusiasts with unforgettable sights and sounds.

### Diving

This is home to some of the world's most spectacular diving, dubbed as 'underwater photographer's paradise.' It is said to have twice as many species as the waters of the Red Sea, and up to five times as many as the Caribbean. The waters are a wonderland of elegant reefs, sunken wrecks, brilliantly coloured coral and marine life. The immense diversity of dive sites includes barrier reefs, coral walls (drop-offs), coral gardens, patch reef, fringing reefs, sea grass beds and coral atolls.

### Trekking the rugged terrains

Trekking in Papua New Guinea is a challenge which portrays the real meaning of adventure in paradise. An extensive network of walking

tracks covers most mountain areas, and experience bush walkers are well catered for. The most popular is the Kokoda Track which continues to provide challenges and experiences beyond men's imagination. Others include Mt. Wilhelm, Bulolo, Wau and Madang. The Kokoda Trail, so significant to World War II continues to grow in popularity amongst serious trekkers.

### Excellent Fishing

The country's reputation for excellent fishing localities and choices of catch is fully boosted by the wonderful climate.

### Surfing the waves

Experience an unforgettable wave-riding adventure in the country's wave-breaking shores. From the breath-taking coastline of Vanimo that stretches down Madang, to the sandy beaches of New Ireland Province, where premiere breakpoints and scenic surfing sites are located.

### Bird Watching

Bird watching does not only require dead silence, it provides the opportunity for watchers to take in nature's most eerie surroundings and eternal spring whether up in the Highlands or in a typical tropical weather in the coastal areas. Over 700 species of feathered fliers flutter across our island

including 38 of the 43 known species of the exotic Bird of Paradise. Not all the colours of the rainbow have been reserved for our feathered friends as there is an unlimited range of hues and shades to be seen in our 2000 orchids and countless magnificent butterflies including the world's largest, the Queen Alexandra Birdwing.

### World War II Relics

Relics of World War II battles are found in most parts of Papua New Guinea's land, underwater, caves and tunnels.

### Astounding Volcanoes

Located along the "Pacific Ring of Fire, Papua New Guinea offers distinct views of active volcanoes that captivates a land of tranquility. There exists a number of volcanoes in certain provinces, including the latest 'basaltic statovolcano on Manam Island, Madang Province. Other recent volcanic location include Rabaul's two volcanic cones-Vulcan and Tavurvur-and West New Britain's Mt Pago.

Visitors to our country are guests and hospitality is an honour in our Melanesian culture. Tipping is neither expected nor encouraged.

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