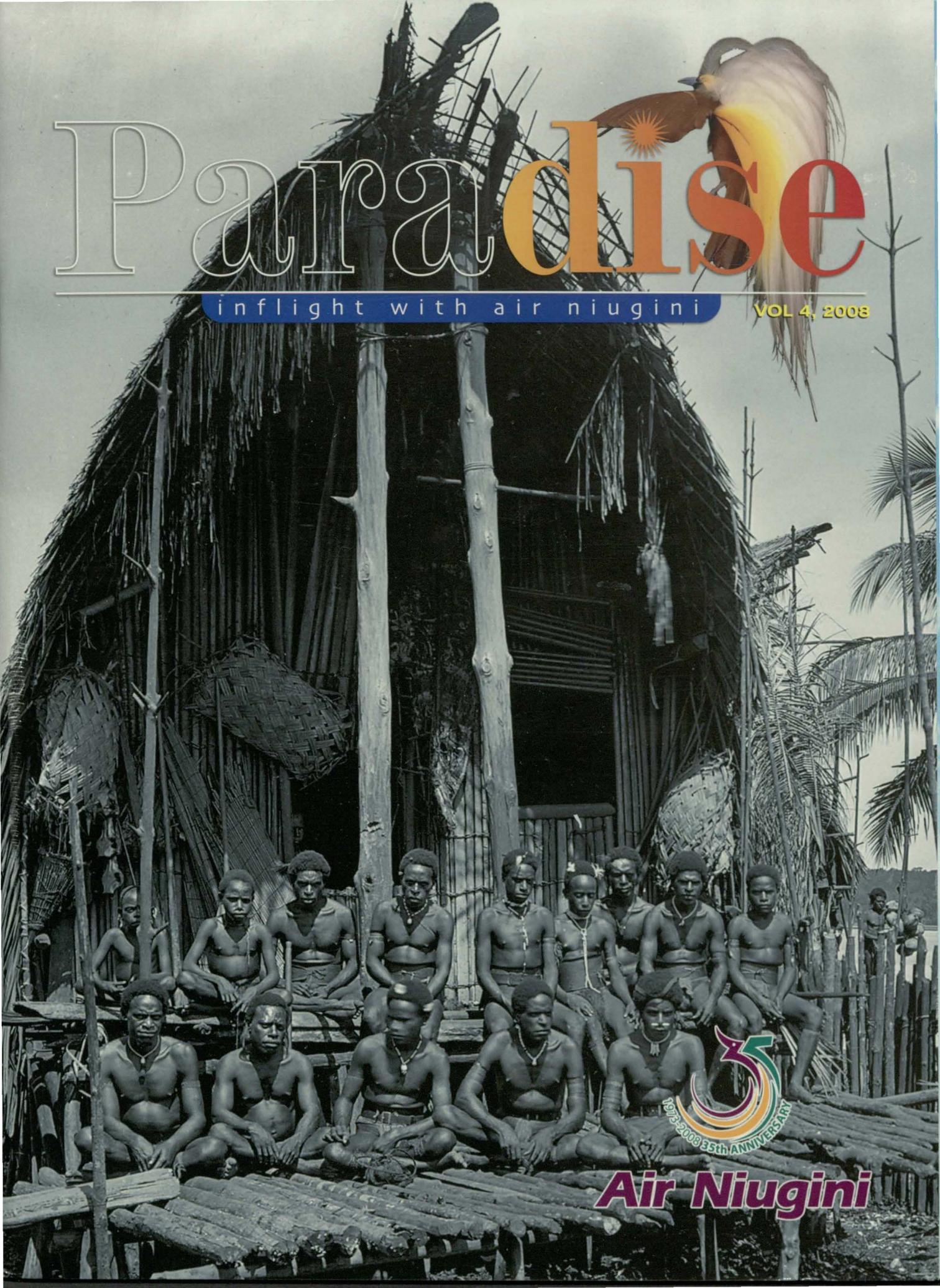
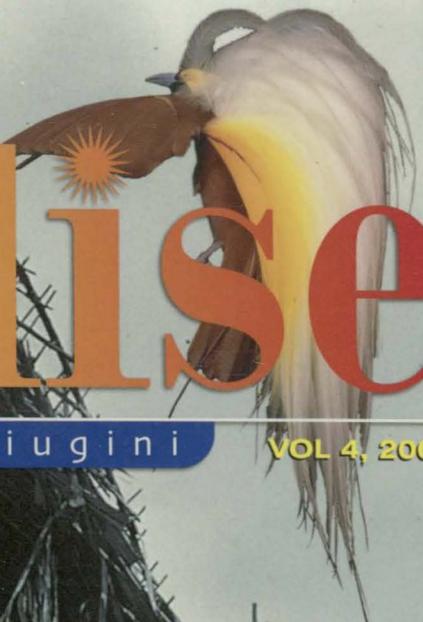


Paradise

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VOL 4, 2008



Air Niugini

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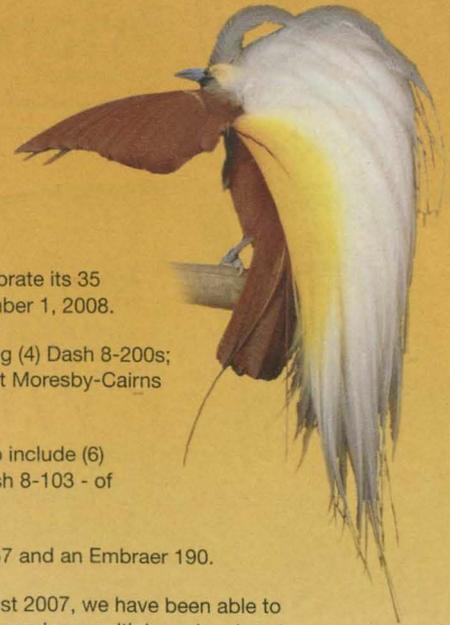
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Chairman's Message



Welcome Aboard our Bird of Paradise Service.

As we move into the second half of this year, Air Niugini is poised to celebrate its 35 years of operation as the national airline of Papua New Guinea on November 1, 2008.

Two years ago we operated our domestic schedule with a fleet comprising (4) Dash 8-200s; (4) F28-4000 series; and (2) F100s - one F100 was also operating the Port Moresby-Cairns route.

Within two years I am pleased to say, the domestic fleet has expanded to include (6) F100s; (3) 50-seater Dash 8-300s; (3) 36-seater Dash 8-200s; and (2) Dash 8-103 - of which one is a dedicated freighter.

The international schedule is operated by a Boeing 767-300, a Boeing 757 and an Embraer 190.

Since we introduced a second aircraft on the international routes in August 2007, we have been able to increase schedule reliability. We are rationalising the domestic schedule to reduce multiple regional port services to provide a more efficient operation. The issue of pilot shortage is also being addressed and when resolved, will enable us to achieve better schedule reliability on our domestic network.

With the current fleet of 17 aircraft mix operating the domestic and international schedule, the airline is positioned to offer the best travel options to meet our customers' expectations.

The introduction of one way fares last month from Port Moresby to Cairns, Brisbane and Sydney and vice versa will ensure we remain competitive in these markets.

We commenced operating a second service to Manila on May 24 with the Boeing 757-200 to alleviate the capacity shortage on the route and with the confidence it will offer excellent same day connections to and from Asia and the Pacific Islands through Port Moresby.

With our vision to be the premier airline in Papua New Guinea and the region, we have joined the queue of airline customers for the long-range, high-tech jetliner B787 for delivery in 2010. The order for the Dreamliner is in line with the shareholder's plan to see Air Niugini equipped with a modernised fleet to meet future expansions and growth as a regional airline. With the currently announced delivery delays, we expect the actual delivery around April 2012.

In our cultural calendar of events during July and August, Rabaul (East New Britain) will host the 14th National Mask Festival from 16-19 July. The festival will display a variety of cultural masks from the many ethnic groups, some of which have not previously been seen in public. The world famous Mt Hagen Show will once again be staged from August 14-16; promising another spectacular cultural display of singing groups from the Western Highlands Province, as well as surrounding highlands provinces turning out in their magnificent plumes and fineries; a most pleasing sight for every photographer and ethnographer.

Inside your *PARADISE* issue, we bring you a fascinating glimpse of history through stunning photographs from the Frank Hurley's Exhibition and the images of a rugged journey through Kokoda, as it is now and in 1942.

Whether we are taking you home or bringing you to our fascinating country, experience our unique Melanesian hospitality right here with our inflight service.

Enjoy your flight.

Sir James 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 3350

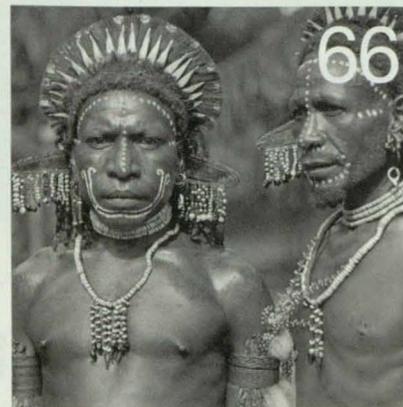
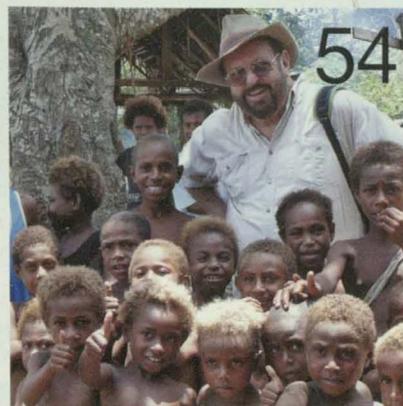
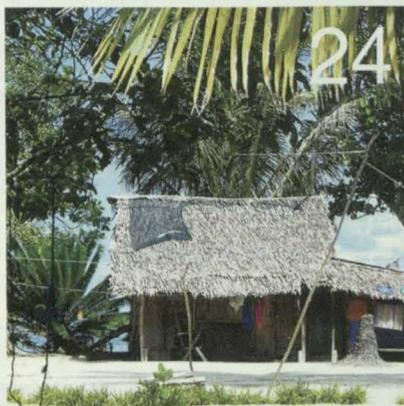
Editorial correspondence to:
Paradise Inflight Magazine
PO Box 12718, Suva, Fiji Islands
Tel: +679 3303 108
Fax: +679 3301 423
E-mail: editor@ibi.com.fj

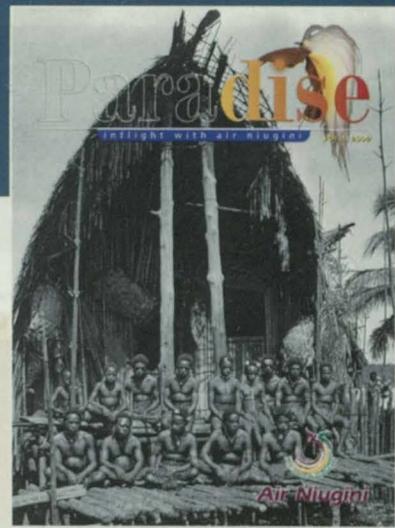
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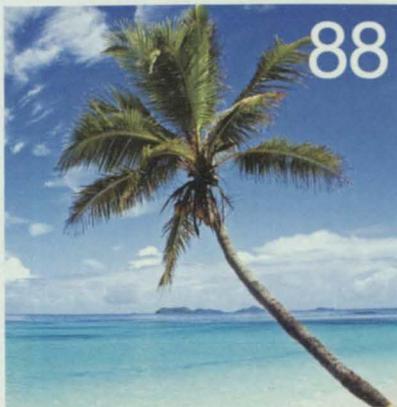
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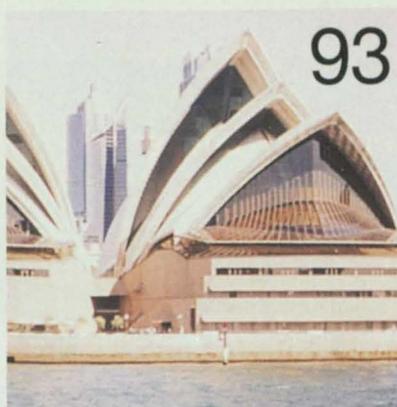
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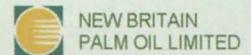
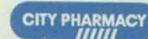
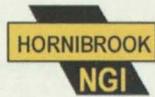
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Please ask us

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.





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B767-300ER



Aircraft type	Length	Wing Span	Power Plant	Cruising Speed	Normal Altitude	Std Seating Capacity	Range
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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



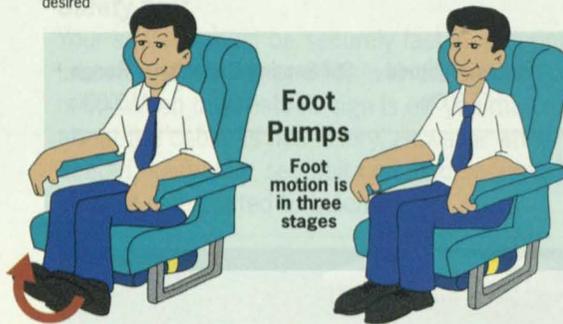
Hunch shoulders forward, then upward, then backward, then downward using a gentle circular motion

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



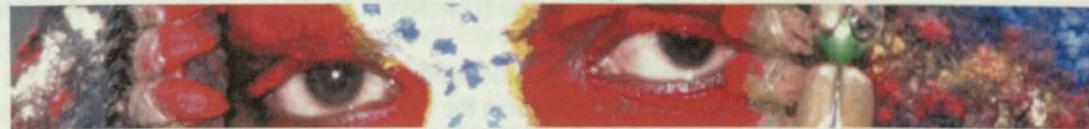
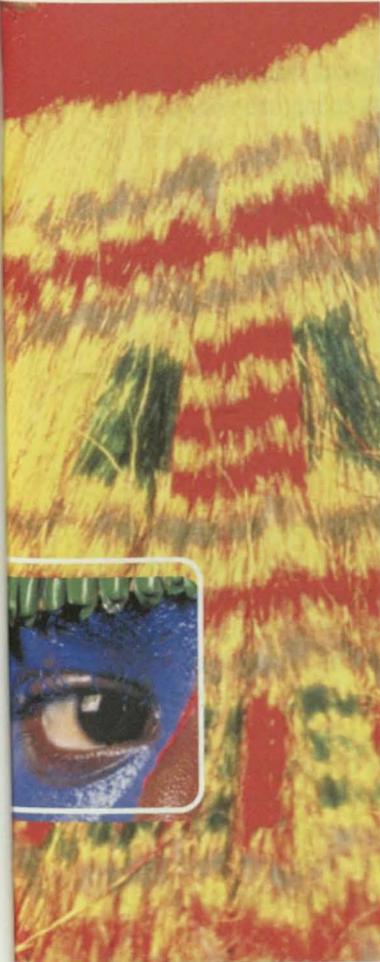
Neck Roll

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





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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

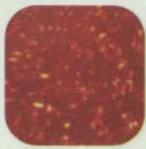
Jetlag

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.



TRAVELLING WITH ANIMALS

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:

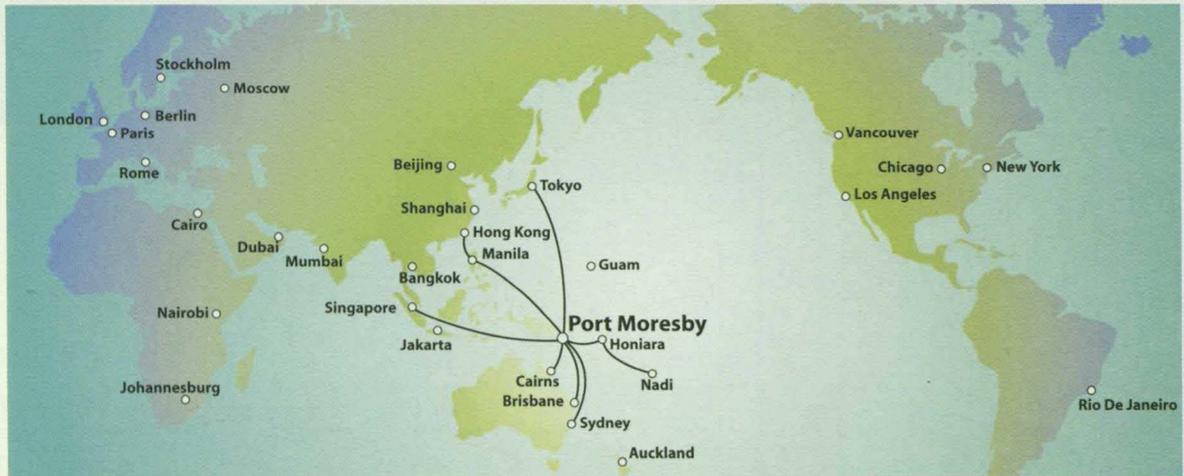
- When weather is clear and you can see the ground, sea or horizon, you are less susceptible to motion sickness.
- You can buy over the counter medications but we recommend that you consult your doctor about the appropriate medications.

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Wuvulu: ANOTHER WORLD

But well worth the visit

By Frank Mills

Swept by ocean breezes and coconut brooms, Wuvulu villages are beautifully tidy, in the absence of pigs, betel nut and modern-day litter.



Nothing could be more generous than the smiles extended to the very occasional visitor who arrives on far-flung Wuvulu Island.

Wuvulu is a tiny speck in the South Pacific, 120 nautical miles across a fathomless ocean, north west of Wewak, on Papua New Guinea's northern side.

(Measured in nautical miles because the journey is almost always accomplished by a slow boat, or the very occasional aircraft).

Complicating the visitor's curiosity as to what kind of people these smiling islanders might be, is their comparative proximity to the people of Wewak and the Sepik River, side-tracked by an administrative anomaly that puts Wuvulu under the care of distant Manus Island, Papua New Guinea's most northerly and most oceanic province.

Even more intriguing to the newcomer is that these Wuvulu people bear only a slight resemblance to mainland Papua New Guineans, having light brown complexions and long black hair, not immediately akin to either the Sepik or Manus people with which they share a very large chunk of the Bismark Sea.

Their hospitable welcome, however, is unmistakable, bearing an instant resemblance to that of many friendly islanders all over the Pacific

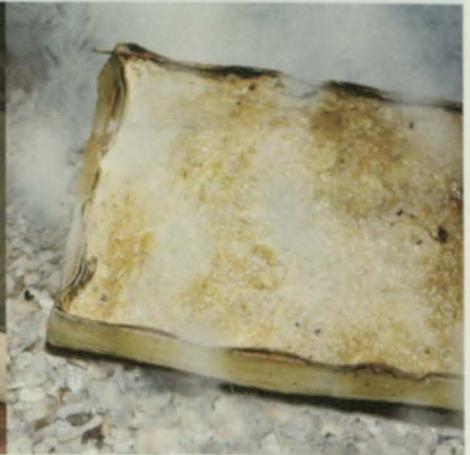
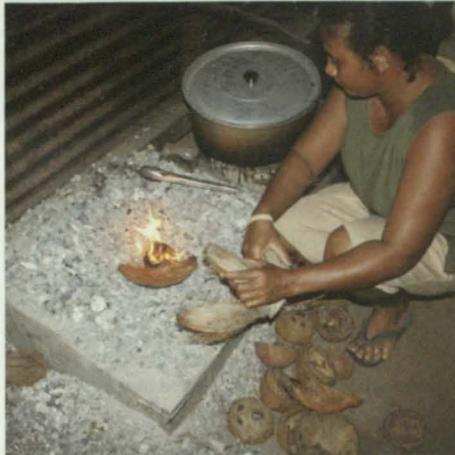
Wuvuluans will tell you that their forebears sailed from Micronesia, north of the equator, and that aspects of their culture and language are closer to those of Samoa or Tonga...

Wuvuluans will tell you that their forebears sailed from Micronesia, north of the equator, and that aspects of their culture and language are closer to those of Samoa or Tonga, other terminal points on the great canoe voyages that entered the vastness of the South Pacific in relatively recent times, completing mankind's occupancy of every last corner of the planet.

It may indeed be from the ocean-going canoes and the cooking fires that were preserved within them on their voyages that the stony hearths of Wuvulu women first came ashore on this small, reef-fringed atoll.



Unique cooking style encases taro, fish and other tasty dishes in a pandanus basket, cooked on the coral stove-top and transferred directly to the table.



UNIQUE COOKING STYLE

In the thatched kitchens of Wuvulu, coral pebbles and other fragments from the beach are heaped over smouldering coconut shells to form a slow cooker, that steeps the flavours through all the foods strewn on its low-tech but highly effective cooking surface.

Little boxes woven from pandanus palm leaves encase the ingredients as they steam and transfer the finished food straight from the stove-top to lap-top.

Fingers were made before forks in the Pacific.

Today's Wuvuluans are still seafaring people, with a developed skill at gardening that enlivens their diet and keeps their children nourished in times of storm at sea.

Shark's teeth serrate the edges of deadly

weapons still hanging in a house or two, designed to slash an enemy's throat, testament to a warlike pre-Christian possessiveness regarding their hard-won home.

Fish, turtles, clams and crabs make up the substance of the diet, supplemented with sago, taro, tapioca and sweet potato, and all wrapped in the sweet sustaining succulence of the Pacific's tree of life, the coconut.

The visitor soon finds that it is only the hearths, and not the hearts, of the Wuvulu people that are stony.

They generously share what they have.

Despite the threatening weaponry that speaks of past conflicts, it is the arts of the home and the garden that are now at the centre of village life.

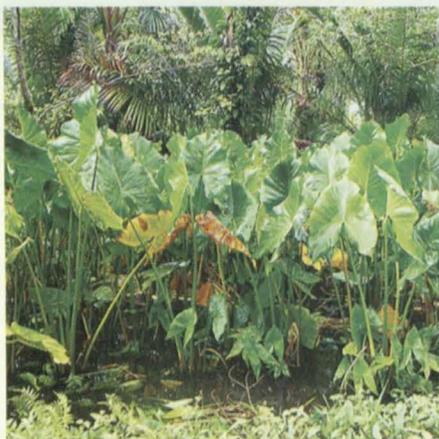
Wuvulu axe.



Miles from anywhere, atop a sea-mount anomaly, Wuvulu is very hard to access, but well worth the visit.



Amazingly, this surface-water level rises and falls according to the tides of the salt sea that surrounds and infiltrates the limestone sub-structure down below.



Growing taro Wuvulu-style, in ancient pits dug into the coral surface with fresh water levels responding to the salt water tides within the island's core.

STRANGELY PRODUCTIVE PONDS

Good garden ground is limited on Wuvulu, critical to the livelihood of the 1200 inhabitants who seldom see an aircraft on their grassy strip and expect a boat with fresh supplies of life's little luxuries about once year.

The Micronesian ancestors brought with them the Pacific's staple root crop, taro, but found this essential food plant did not flourish on the sandy-topped coral shelf that constitutes the island.

Their response to necessity was unique.

Across the island are shallow pits, dug by ancestral hands, some wide enough to be called small lakes - and all filled with a metre or so of brackish water.

Amazingly, this surface-water level rises and falls according to the tides of the salt sea that surrounds and infiltrates the limestone sub-structure down below.

At times of storm, the island even moans and thumps deep in its porous heart as the sea surges through cavernous basements.

In the watery pits, dug between the sweet potato mounds and the pumpkin patches, Wuvuluan gardeners pull off an amazing agricultural adaptation.

Their ancestral taro now grows like a water

lily, with leaves above the water surface, and the starchy bulbs permanently rooted in the swampy floor of the pit.

Other PNG gardeners would be amazed to see taro thrive under water, and even more surprised to see the huge taro roots, the size of a soccer ball, that are harvested after a growing period that might be several years long.

As if giant taro, underwater gardens and unique cooking stoves were not enough to set them apart, Wuvuluans take pride in other distinctions.

Unlike almost every other village community in PNG, there are no pigs, no betelnut and almost no modern-day litter.

The place is pristine, swept by ocean currents and cool breezes, and by the brooms of house-proud families.

Splendid isolation is one of the terms that come to mind. But isolation can be anything but splendid if it means a lack of economic activity, shortages of medicine and health care, and a dearth of education and opportunity for the young generation.

Many of these shortcomings are being addressed with the quiet backing of the SDA church and the recent installation of satellite telephones and internet access by PNG Telekom.



The tyranny of distance is another expression that aptly describes the Wuvuluans' dilemma: they have much to offer tourists, but almost no means of enabling them to visit.

Life goes on its tranquil way, however, and many well-educated Wuvuluans live and work in the wider world these days, supporting those who keep the home fires burning, on coral hearths.

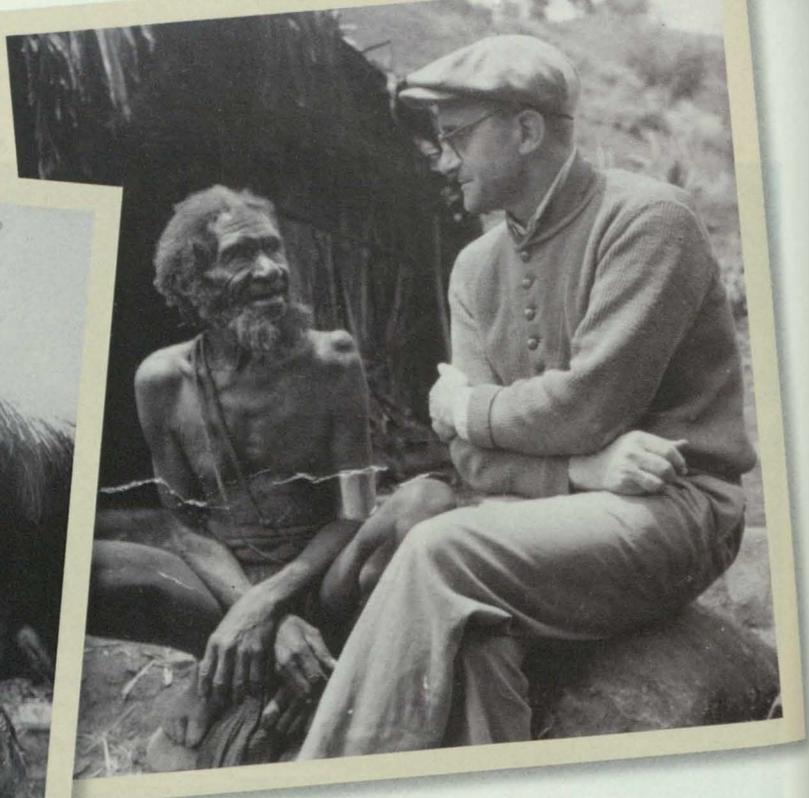
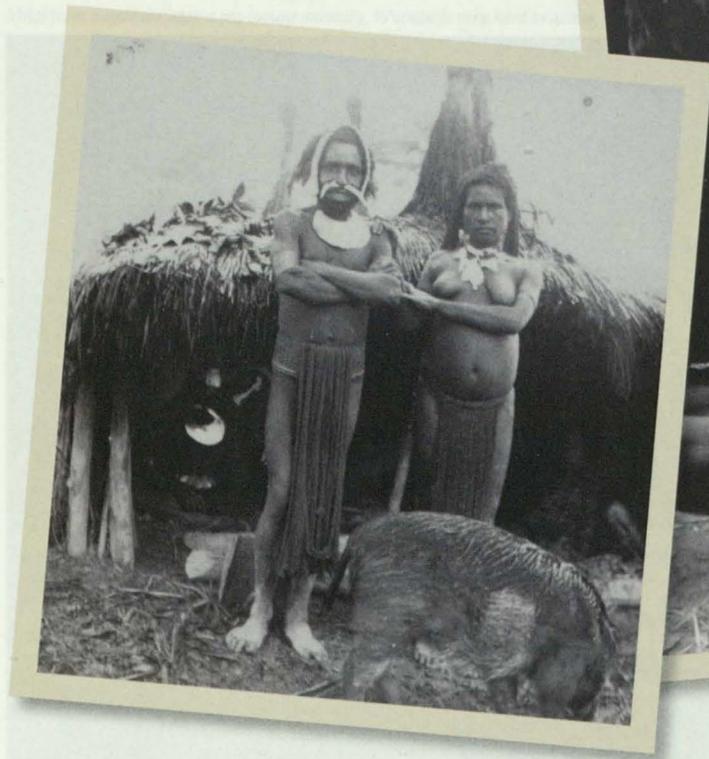
Another world, Wuvulu, and well worth the visit.



A Wuvulu student trying out the new phone service and looking forward to the data line that will link her to the world of knowledge available on the Internet.



Grade 8 student Tracey Danny is all smiles after cutting the ribbon to open Wuvulu's first-ever telephone service, in the company of PNG Telikom's acting CEO, Peter Loko, and Air Niugini's Eva Arni, one of Wuvulu's best known daughters.



PAPA BILONG CHIMBU

Discovering family in the Chimbu Province

By Verena Thomas

M

y great-uncle John Nilles had always held a great fascination for me, a fascination with his life, with the foreign culture he lived in, with the faraway.

As a child growing up in Germany, I received his letters with pride. I collected the stamps which were the most beautiful and most exotic in my collection.

My great-uncle was a Catholic missionary. He was born in 1905 in a small German village close to the French border. When he was sent to Papua New Guinea in 1936, he knew he would devote the rest of his life to working there. He stayed for 54 years.

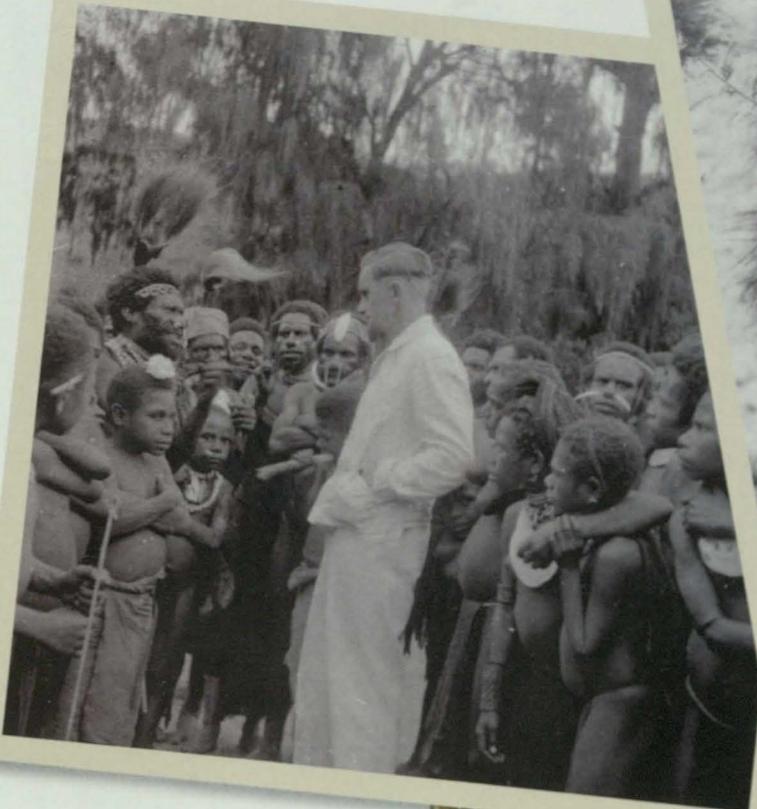


In our family, Nilles was a brave adventurer. The time he spent with us on his visits back to Germany was short, but we always remembered his stories and the striking photographs he brought back from Papua New Guinea.

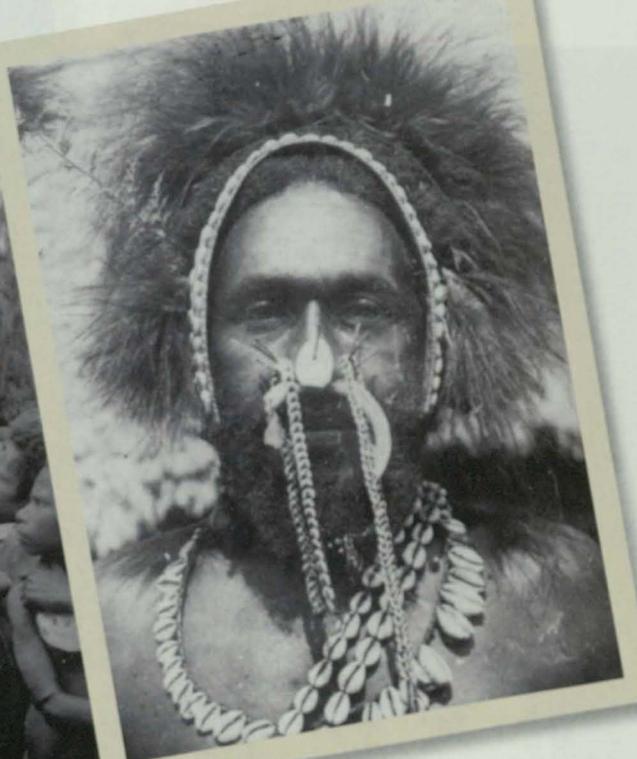
It was not until twelve years after my great-uncle's death that I took the opportunity to travel to Papua New Guinea. As an adult, I had become interested in his experiences with the people and questioned his role as a missionary. I felt I had never truly known the man behind the loving letters I received as a child. I wondered what his life had really been about.

When I arrived in the Chimbu province I was overwhelmed by the warm and open welcome the people gave me as Nilles' great-niece and how vividly they remembered him. Everyone wanted to tell me their own personal story about him. I even discovered a few people that were named after John Nilles.

I was advised to first go to Dimbi, a small friendly village, off the main highway and 10 minutes from Kundiawa. This was the place where the first missionaries arrived in Chimbu. I was told that I needed to speak to the elder of the village, Kutne Kawagle.



John Nilles...when he first arrived in Chimbu in 1937.



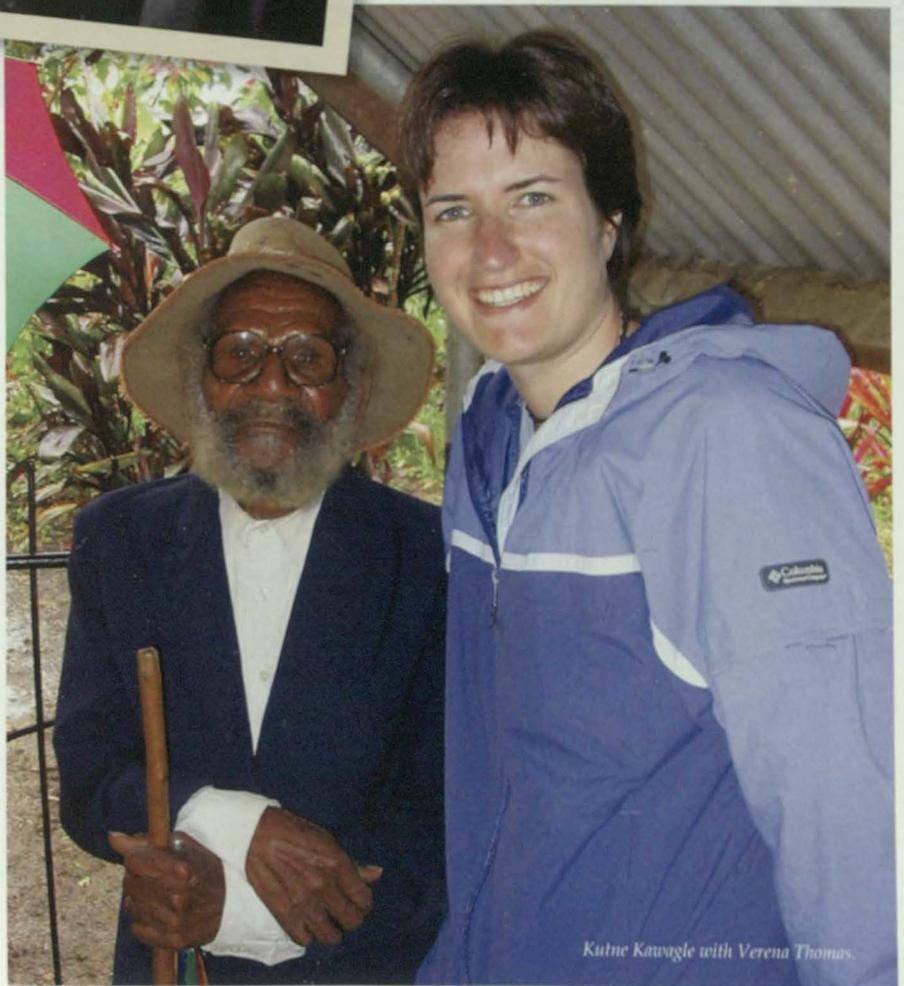
While we were walking up a muddy path, people started shouting for Kutne who lives further up the mountain. He arrived holding onto a big walking stick wearing a blue suit and gave me big hug.

I had brought photos of my great-uncle and me, sitting on his lap as a toddler. That caused a big laughter and we had an immediate connection. "Papa Nilles bilong me!" Kutne said when he saw Nilles' photograph.

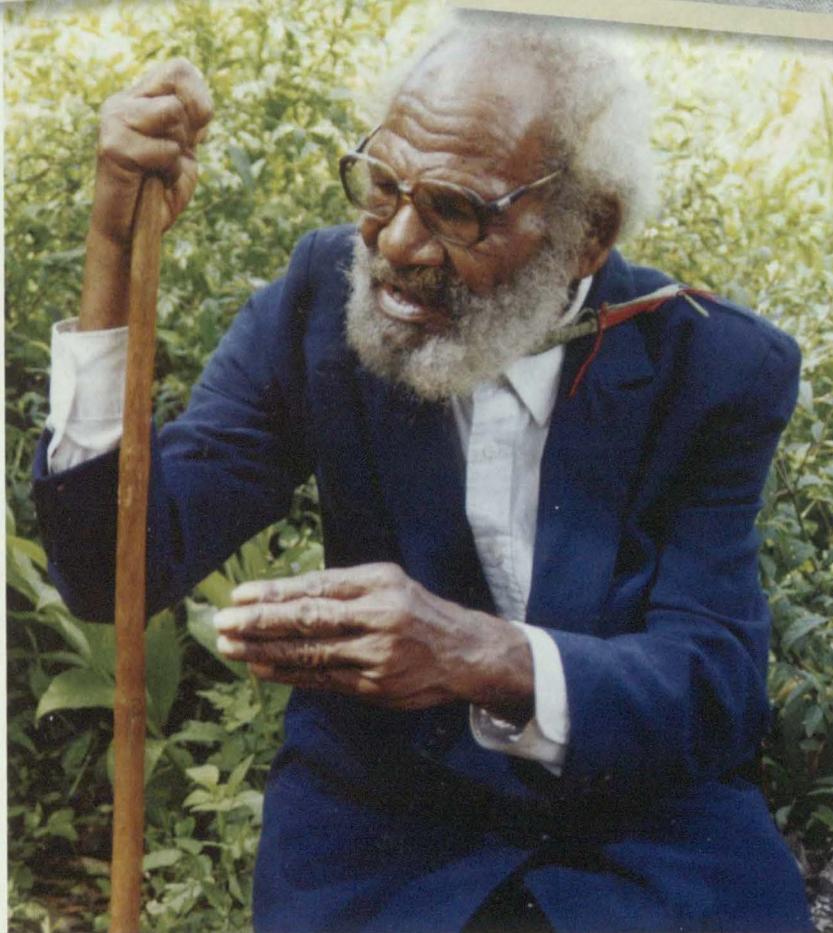
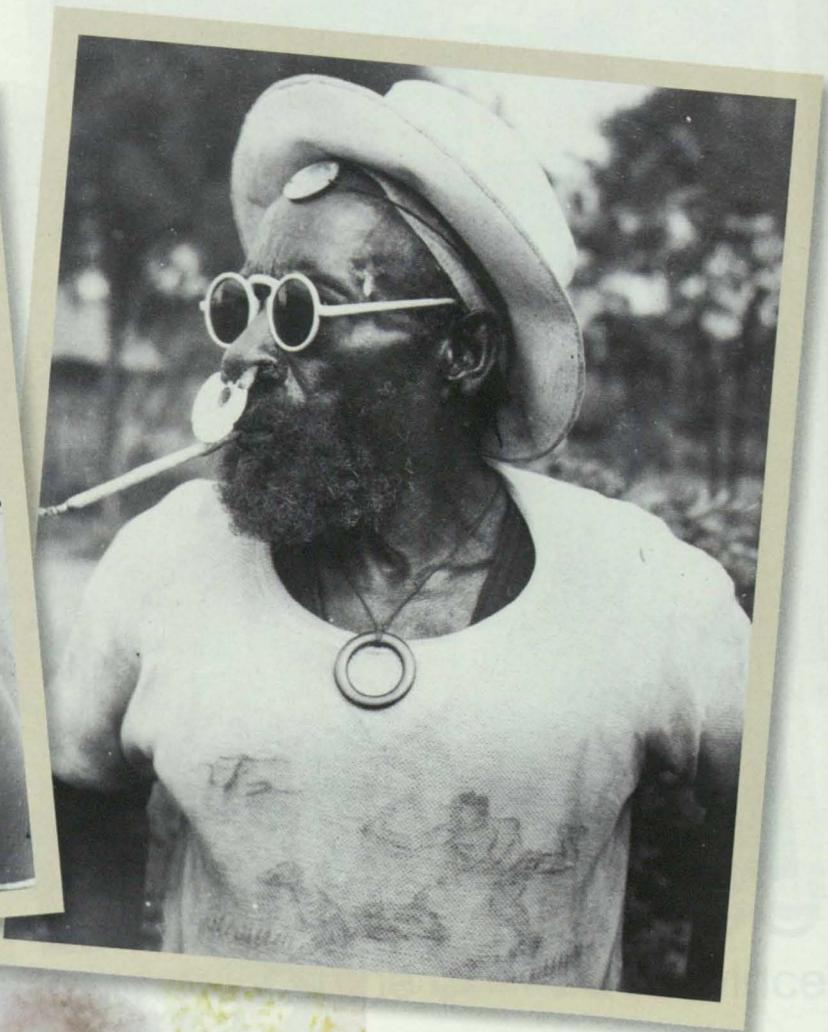
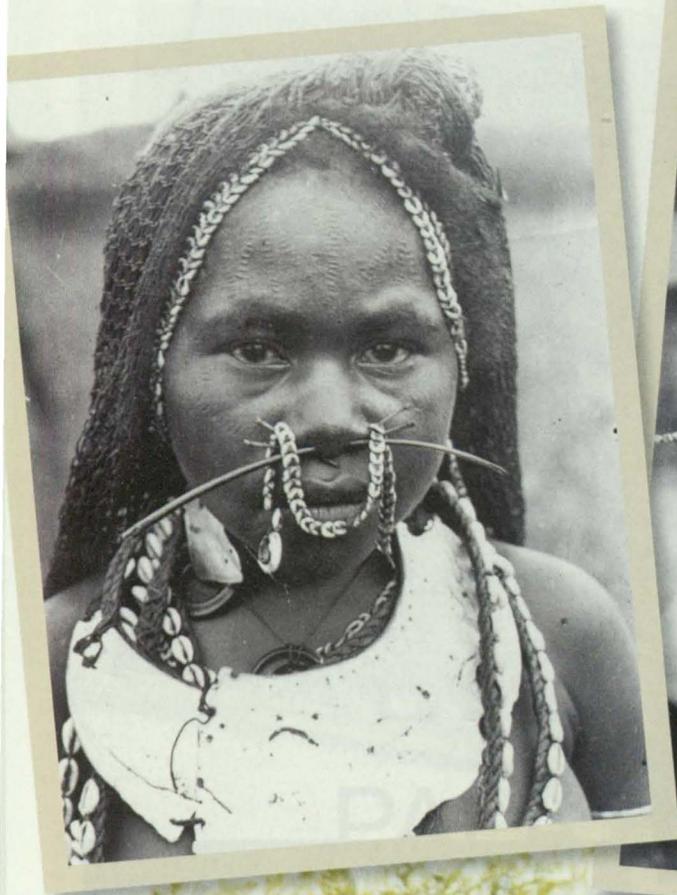
Kutne told me his clan, the Siambugla-Waugla, had welcomed the first missionary - Father Schaefer - into the Chimbu area in 1933. They also welcomed Nilles when he arrived in 1937.

Kutne's father, the strong leader Kawagle, is remembered today for his vision that the missionaries would bring good things to the area and needed to be welcomed.

Kutne today carries his father's legacy. He owns this story and no one can tell it better than him. We arranged a time for an interview with Kutne. However, when we started setting up our equipment, we were caught by heavy rain that continued for two hours. After the rain, we set the interview up again. But Kutne told us we had to come back tomorrow. It would take all day to tell Nilles' story.



Kutne Kawagle with Verena Thomas.



"Nilles was one of us. He was our leader," said Kutne. That was the moment I slowly started revealing my great-uncle's story.

In the early days, Nilles lived with the people, learning their language and customs. He not only taught them his religion, but also introduced them to new tools and foods.

Later, he completed a degree in Anthropology when he was sent to Australia during World War Two. When he returned to Papua New Guinea, he expanded his work as a missionary. Now also an anthropologist, he made an effort to preserve people's cultural identity and participated in their traditional events. This earned him unique respect among the Chimbu people.

"He knew us very well. He followed our culture, so we trusted him and followed his instructions," said Joseph Tembe, who lives in a village near Dimbi.

People told me he spoke the local Kuman language better than the people. He wrote the first Kuman - English dictionary. When Papua New Guinea was in pre-independence stage, Nilles was asked by the people to represent them in government. He was elected to the House of Assembly in 1970. He declared in his opening speech that he was proud to



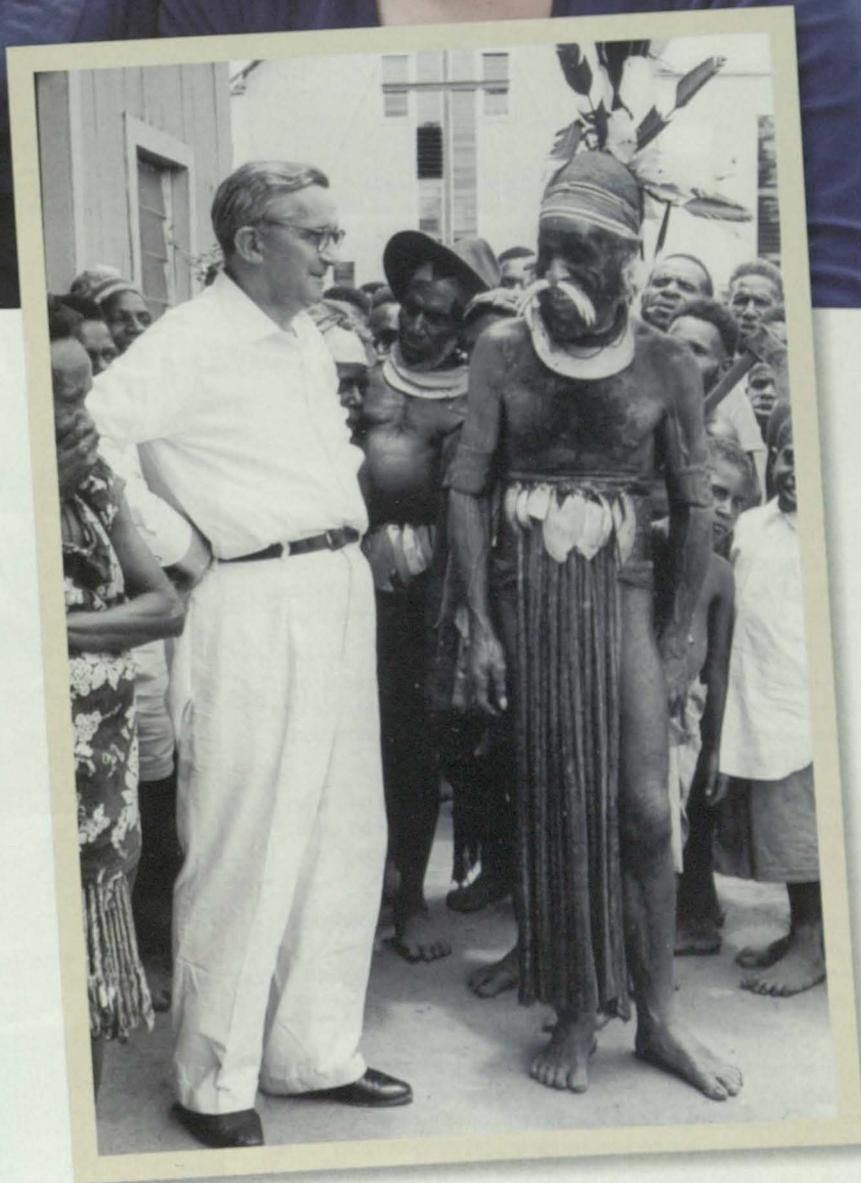
be a Chimbu man. He even relinquished his German citizenship and became a citizen of Papua New Guinea.

Nilles' life as a Chimbu came full circle when, three years after independence, the Siambu people decided to give him the name of their greatest leader, Kawagle. This was not only to show that he had become one of them, but one of their outstanding leaders. I came to realise that I had known so little about my great-uncle's life.

Coming to Chimbu and hearing these stories from the people he lived with for so long made me aware of his involvement and just how much 'Papa Nilles' had meant to the people.

However, there was one issue that remained unresolved, which came as a surprise to me. Three years before his death, Nilles left Papua New Guinea for Germany, hoping to improve his health. He left quietly without a farewell. As a leader of the Chimbu, he had promised that his body would be buried next to Kawagle. Instead, he passed away in Germany and is buried there.

Kutne explained: "We don't know where he died. That's a problem. He already signed the contact with us, because he took the place of Kawagle."





- The Papa Bilong Chimbu DVD can be ordered with Roninfilms: www.roninfilms.com.au
For more information see the website: www.papabilongchimbu.com

Everyone I spoke to expressed similar disappointment about this injustice. Elizabeth Gambugl, who knew Nilles from when she was a young women, said: "You took him to your home and we don't know whether you killed a pig. We are disappointed. We don't know if you gave him a proper burial and party."

Nilles never received a Chimbu funeral. It had never occurred to me that his departure affected the people of Chimbu so strongly. No one in our German family had ever realised the close family connection Nilles had established in Papua New Guinea.

Only now that I had the pieces of the puzzle together and had seen the people's affection for Nilles I realised that something had gone wrong. As a family member going to my great-uncle's place, I felt responsible for it.

In making the film 'Papa Bilong Chimbu', I wanted to acknowledge the injustice the Chimbu people felt and to create a document for them in recognition of my great-uncle and their shared history, an extraordinary example of cross-cultural exchange and Papua New Guinea family relationships.

Kutne in the end was very happy about my visit and called me his great-grandniece. A new family was certainly not what I expected to find in Papua New Guinea, but the warm and open-hearted people I met in Chimbu made me discover the life my great-uncle really lived. Now I can understand why he felt so at home with them.



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Although unlikely to win an animal beauty contest, the pig-nosed turtle is a unique creature.

It is also gaining a certain amount of attention of late because of the fact that its very existence may be endangered.

THE UNDERWATER GLIDER

The unique pig-nosed turtle

By John Brooksbank



These distinctive turtles are under pressure in the rivers and lakes where they are found along the south coast of Papua New Guinea and the Indonesian province of Irian Jaya because of increasing local populations who are able to range far and wide in their search for food for consumption or sale, using dinghies and outboard motors.

The pig-nosed turtle (*Carettochelys insculpta*) also known as the Fly River turtle, was first discovered by Geographical Society of Australia explorers Walter Froggett and Jas Shaw in the 1886 when they caught and ate two whilst resting on a sandbank along the Fly River.

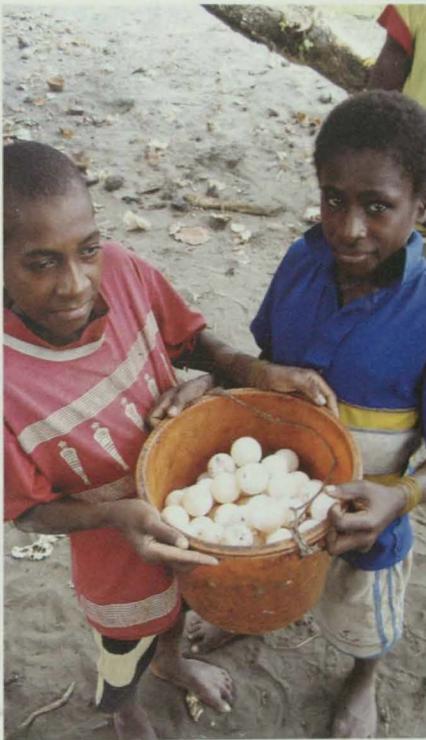
The remains were sent back to the Australian Museum in Sydney where, once they were recognised as a new and interesting species, more complete specimens of this large soft-shelled freshwater turtle were requested from collectors to enable proper scientific description.

In the 1970s, the turtles were also found living along billabongs and north draining rivers in Australia's Northern Territory - the East Alligator, South Alligator, Daly, Victoria and possibly other rivers. Scientists estimate the population of Australian pig-nosed turtles may total 3000.

The turtle's presence in the Northern Territory is probably indicative of a bygone era when sea levels were much lower and the PNG and Australian rivers were all part of a westward-flowing drainage system now covered by the shallow Arafura Sea. It appears that the Australian pig-nosed turtle population is isolated from, and has no links with, populations in Papua New and Irian Jaya.

Pig-nosed turtles are so named because of their distinctive fleshy snout which is tipped with a pair of nostrils.

This ugly but amazing structure can act like a snorkel and allow a turtle to breathe whilst the rest of its body is submerged. The snout is equipped with sensors that help the turtle locate food in cloudy water or sand; it also has structures called papillae that can extract oxygen from water when the creature is completely submerged.



It is estimated that female pig-nosed turtles amazingly do not reach maturity until they are 25 years of age, when they mate and lay eggs twice a year - but strangely only every second year.

The pig-nosed turtle shell or carapace has a tough leathery skin that can vary from grey to olive in colour on top and is usually yellow to cream on the underside. Unlike other freshwater turtles the pig-nosed species has two clawed front flippers and webbed hind limbs rather than feet - this reflects a life spent in the water.

These adaptations allow the turtle to accelerate and carry out skilful, almost acrobatic manoeuvres rapidly when under water.

The only time female turtles ever spend time on land is when they come ashore at night to lay eggs on their local river bank or coastal beach.

These turtles can grow to a length of more than 50 centimetres from nose to tail tip and attain a weight of 20 plus kilos, with males being to be smaller than females but having longer and thicker tails. Adults spend a lot of their lives just lying around in their home range waterways - under logs, in sheltered bank overhangs and buried in the bottom litter of leaves, sand, gravel or other material. This seemingly laid back lifestyle is interspersed with bouts of eating both plant and animal food including fruits and leaves, algae, marine invertebrates, crustaceans and perhaps even carrion such as dead fish.

It is estimated that female pig-nosed turtles amazingly do not reach maturity until they are 25 years of age, when they mate and lay eggs twice a year - but strangely only every second

year. Clutches of pig-nosed turtle eggs, often up to 20 in number, look very much like piles of table tennis balls in their spherical shape, size and colour.

Eggs are usually laid during the dry season and after 60-70 days of development, hatching of full-term embryos is triggered by immersion in water, as would occur during heavy rain or wet season flooding.

This behavioral adaptation provides hatchlings with some protection from predators and a better chance of survival.

Like some other species, the sex of offspring is influenced by nest temperature during incubation - warmer nests produce females and cooler nests males.

Whatever gender they are, pig-nosed turtles are reportedly territorial and aggressive creatures, even against their own kind - neck bites and claw marks are commonly found on females after mating.

Harvested from nests and along the waterways, pig-nosed turtle eggs and adults are a common site in Kikori and other local riverside markets in Gulf and Western provinces as well as being a regular part of village diets. In the Kikori River area, the local name for this species is Piku.

Along with fish, turtles are important as a source of protein for communities who traditionally subsisted on the harvesting of sago and whatever they could gather from

local rivers, creeks and surrounding swamps.

The turtles are creatures of habit, staying in fixed ranges and returning to the same nesting sites which, combined with late female maturity, means that they are particularly susceptible to over-exploitation by hungry humans. Natural predators such as goannas also raid turtle nests.

In Australia the greatest hazard for these turtles is the activities of the large numbers of feral water buffalo who trample waterside areas, destroying the shallow nests in the process. Also the damming of rivers for irrigation results in seasonal drying up of waterways and subsequent impact on pig-nosed turtle populations.

The survival of pig-nosed turtles is of interest to scientists and conservation groups partly because it is the only remaining species of a once widespread family of turtles.

The predicament of the pig-nosed turtle, particularly in Papua New Guinea, is one of the reasons work on it attracted the attention of Oil Search Limited, whose petroleum exploration and development licence areas traverse the Kikori River delta region. The company supports research work of Professor Arthur Georges of the University of Canberra's Applied Ecology Unit in studying this animal in Papua New Guinea.

This study support is part of a broader Oil Search Limited programme for the protection of flagship flora and fauna species in its project areas, in line with its stated corporate commitment to protect the environment and promote economic development in the Kikori River Basin.

Whilst the country is known for spectacular



Pending the outcome of current research, the conservation status of pig-nosed turtles is said to be vulnerable...

wildlife and diverse cultures it is clear that traditionally wildlife and culture are closely linked.

Thus, to ensure that turtle populations survive as a resource for future generations, good science has to be effectively communicated to the affected local communities.

In association with staff of the WWF Kikori River Programme, also supported by Oil Search Limited, Professor Georges has organised field teams to study a number of aspects of the lives of these unique creatures.

This work includes PhD student Carla Eiseberg and is intended to assess pig-nosed turtle distribution, population densities, nesting habits, local harvesting regimes and



the extent to which they are under threat. This information will be used to design an appropriate management plan involving local villagers that will hopefully prevent the species becoming extinct in the decades to come.

Pending the outcome of current research, the conservation status of pig-nosed turtles is said to be vulnerable since whilst they are locally abundant, their overall geographic range is

limited and there do appear to be real threats to their habitat and survival.

Professor Georges says: "We all want to see the pig-nosed turtle populations managed sustainably in the future" - which just goes to show that even if you are not the prettiest creature in the universe, there is still a chance that someone, somewhere, still cares about you.



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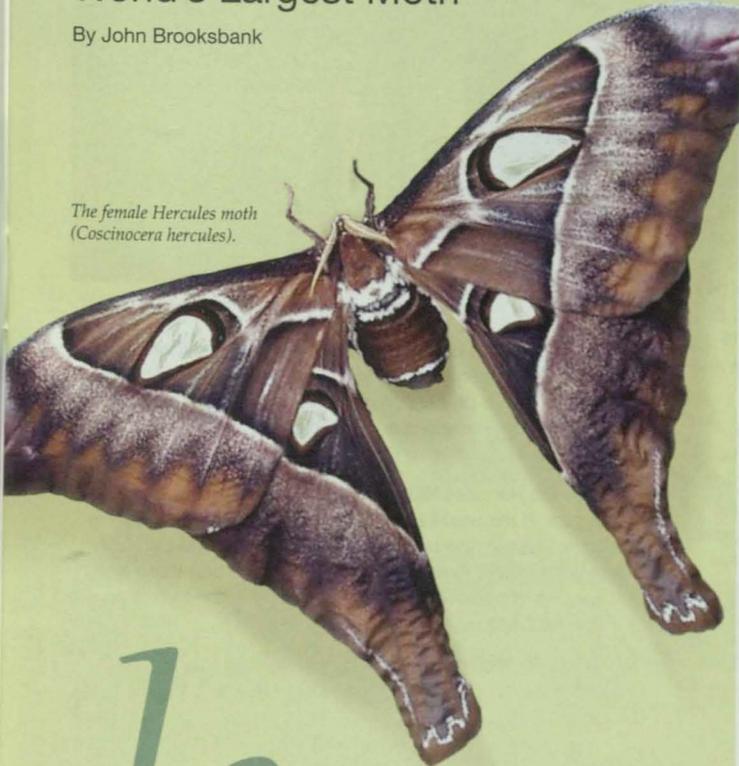
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Did you know that...

World's Largest Moth

By John Brooksbank

The female Hercules moth
(*Coscinocera hercules*).



h

ercules was renowned in Greek mythology as being the biggest, strongest man in the world and so it is only fitting that his name is applied to the largest moth in the world - whose home is the tropical rainforests of Papua New Guinea and north Queensland.

The Hercules Moth (*Coscinocera hercules*) is a truly huge creature that can attain a wingspan of up to 30 centimetres (the size of an A4 page!) with the females being slightly bigger than their male mates.

Both sexes have similar distinctive brown wing markings with tear-drop shaped "windows" of transparent scales, although the males are slightly darker coloured and have elongated tails on their hind wings.

It is possible that the mottled markings and windows in the wings camouflage the moth, helping its shape to merge into the background colours of the bush.

The Hercules moths' lifecycle starts as one of a small group of rusty red eggs laid on a suitable food plant leaf or stem. From these eggs white & black striped caterpillars hatch and spend their lives eating continuously and steadily growing, changing colour at each growth stage, or instar - ending up as bright blue beasts with red spots and fearsome yellow spikes along their bodies.

The caterpillar, or larva, of the Hercules Moth feeds on the leaves of a number of different plants and he too is a bit of a monster - reaching a length of 12 centimetres.

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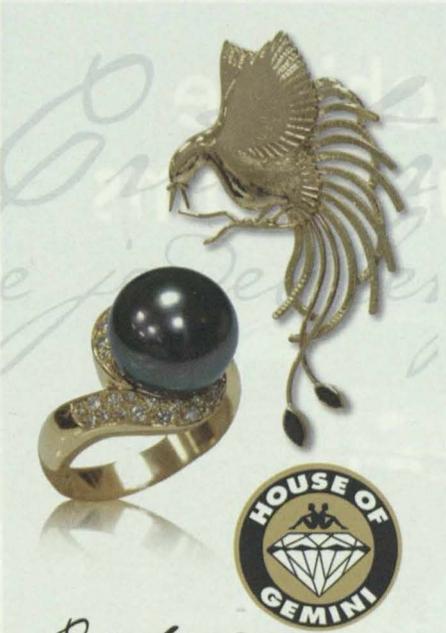
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Once fully grown, the caterpillar spins a double-walled cocoon around itself and hangs off a leaf whilst it pupates within a dark coloured chrysalis from which it emerges some days later as an adult moth, ready to fly. Hercules moths fly mainly at night and the females emit a chemical called a pheromone to attract a male mate. The females have a short, but presumably happy, life - mating, laying eggs and then dying.

The Hercules is quite a common moth in the areas where it is found, and lifeless bodies are often found in the morning where adults, who have no mouthparts for feeding, have died overnight after their fat reserves have been exhausted, usually about 10 days after emerging from the pupae.



The male Hercules moth.

Being common and not endangered, the Hercules Moth can be exported and it often features in specimen sets of moths and butterflies that are prepared for sale to tourists and overseas collectors by organisations such as the Insect Farming and Trading Agency, located in Bulolo, in Morobe Province.

Although the Hercules Moth has been featured because it is the biggest in the world and found in Papua New Guinea, it is just one of literally thousands of insect species that also call this country home. It is estimated for example that there are 900 species of butterflies in Papua New Guinea - more than are found in Australia or America respectively.

So, like the Incredible Hulk, the Hercules moth may not be the prettiest insect species in the world - but he is one of the largest!



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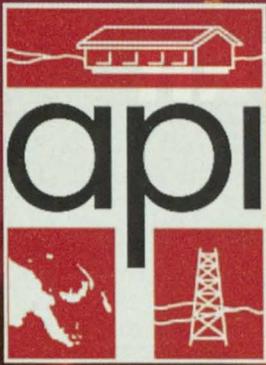
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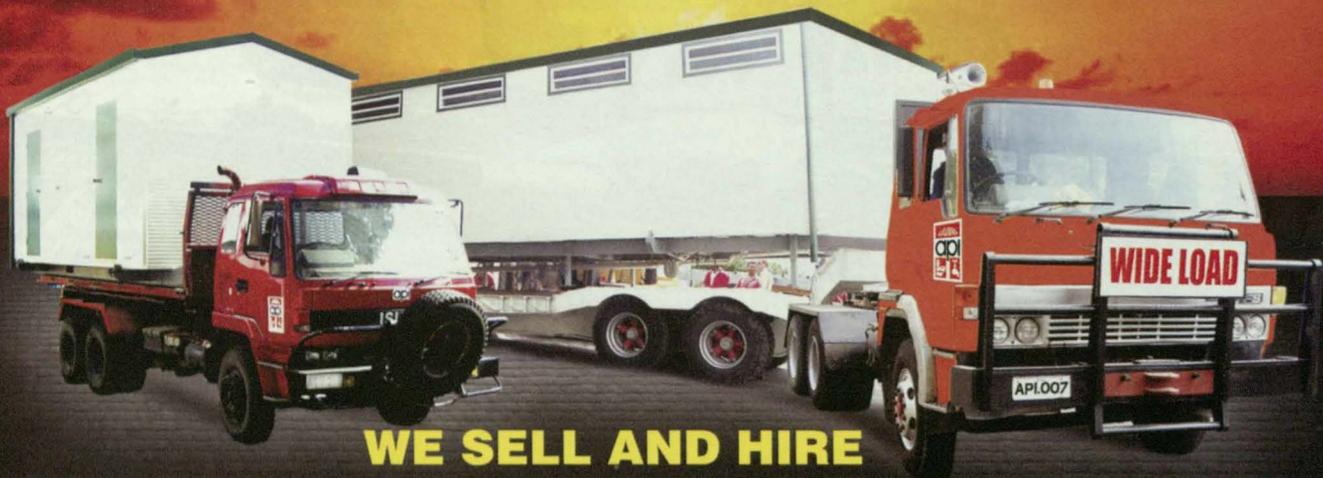
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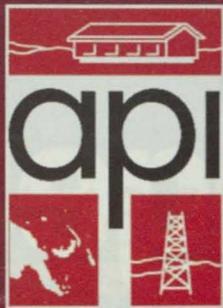
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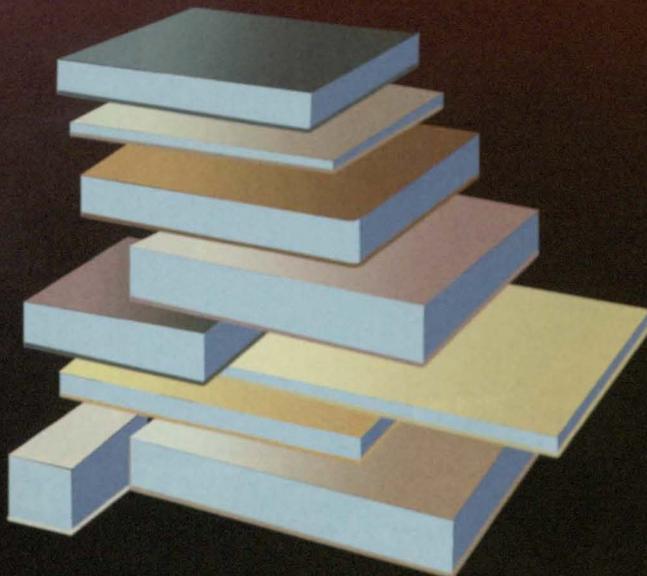
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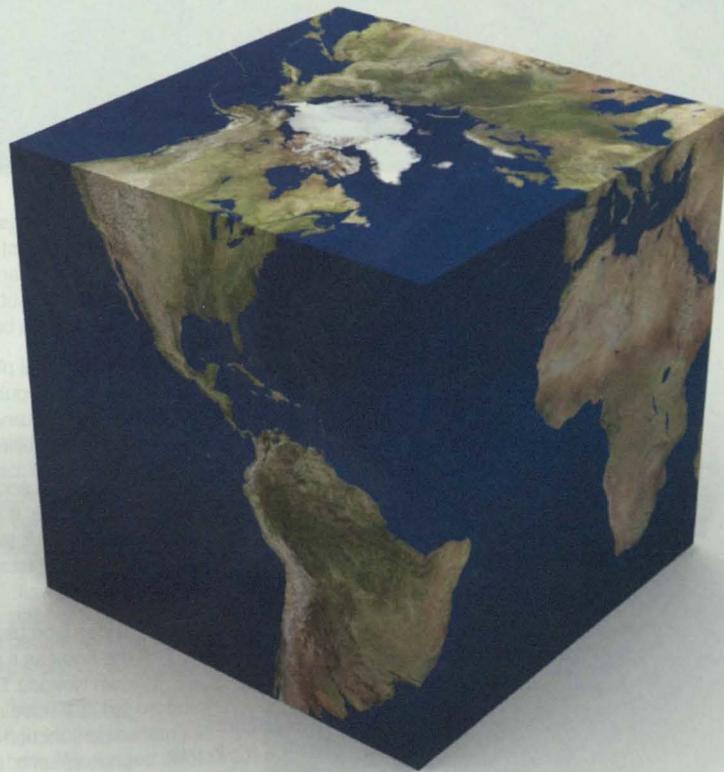
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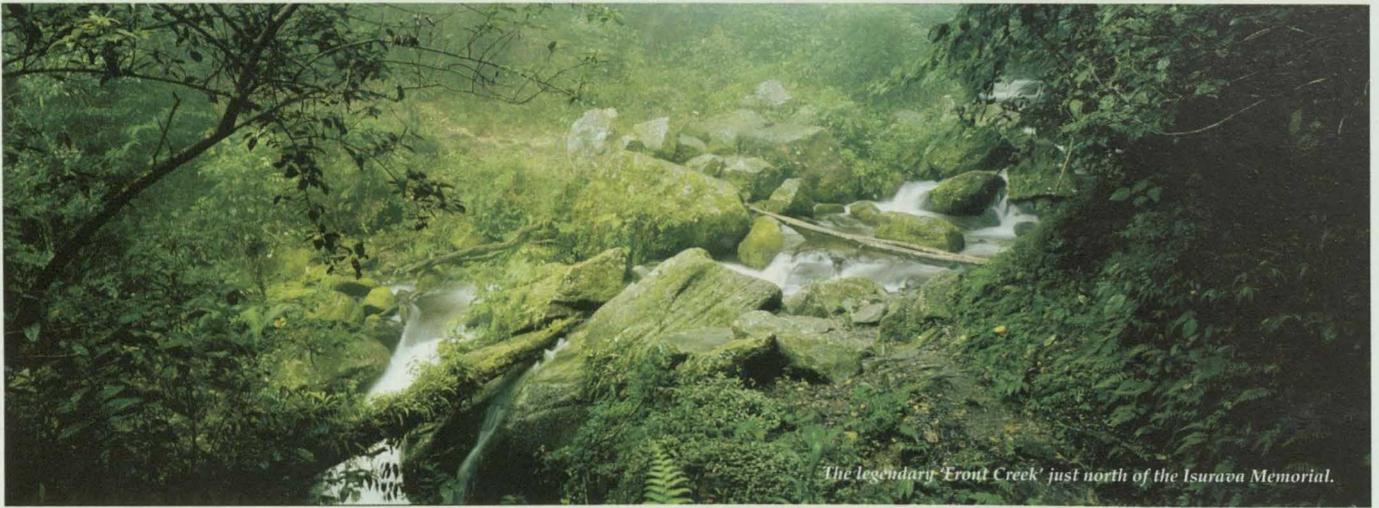
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The legendary 'Fruit Creek' just north of the Isurava Memorial.

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K

okoda - Images of a Rugged Journey" is a stunning 120-page coffee table picture book that illustrates the Kokoda Trail as it is today and as it was in 1942.

"Kokoda" is about the diversity of the terrain, the rampant vegetation contrasting with the isolated and desolate villages and their people. It's a representation of Kokoda as it is - lush, beautiful, brutal...impossible.

Its 161 images will be instantly identified by generations of fathers, including grandfathers and great-grandfathers, who have experienced or know about the legend of Kokoda and the New Guinea battles in 1942 in World War II.

Professional photographer Ross Eason decided to publish "Kokoda - Images of a Rugged Journey" after two crossings of the Kokoda Trail in both directions.

It is not an account of Eason's own Kokoda experience. It is not an emotional study nor does it seek to provide social comment or a military history of the significance of the Kokoda Trail.

Those who trek Kokoda will want to use the book as a resource for telling their own Kokoda Trail experiences. Its images provide scale and clarity that may be used in conjunction with trekkers' own personal photographs. It employs the use of some panoramic images showing views 160 degrees wide - three times wider than the average consumer camera.

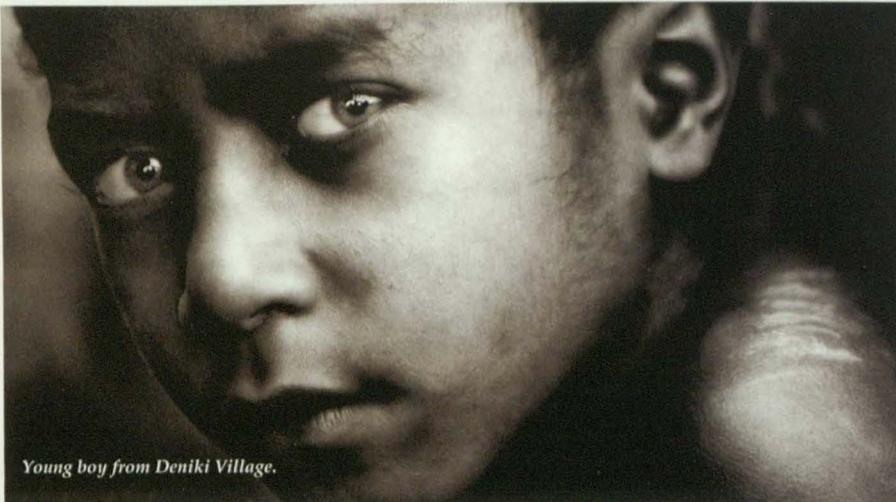
Because of the many limitations on the trail, trekkers find it difficult to capture the sheer size of the environment and because there are low levels of light, many people end up with dark or blurred images

Here's Eason's account of the development of the book:

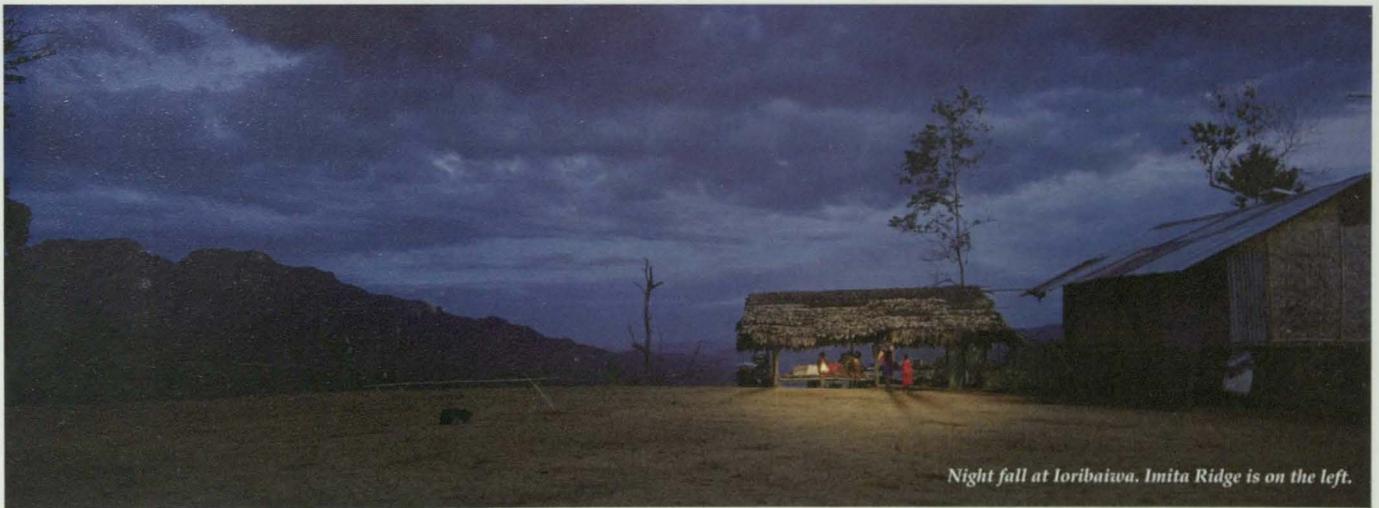
A call from a friend, Richard, who was in remission from cancer, started a chain of events that had a greater impact on my life than any other I have been involved with.

Richard had a "great idea". He knew of a cancer clinic he wanted to help. He just needed other people to help him create some momentum. And in so doing, he brought together four total strangers who by the time they reached the end of the trail would be life-long friends. His great idea? To walk the Kokoda trail to raise money.

Like all Kokoda trekkers, we trained hard. After three months in 2003, we hit the trail not exactly sure what to expect.



Young boy from Deniki Village.



Night fall at Ioribaiwa. Imita Ridge is on the left.

Kokoda is without doubt a photographer's paradise. It's not only the scenery but also the people and the weather. Every face you see tells a different story.

As a photographer and experienced trekker camera equipment is part of my usual load. Before any walk I have to consider cameras, lenses, how much film and what accessories I'll need. In this case, two cameras, three lenses, tripod and about 96kms of film. I needed every bit of it, and then some.

Kokoda is without doubt a photographer's paradise. It's not only the scenery but also the people and the weather. Every face you see tells a different story.

The weather changes so quickly that the entire mood of a scene can change as you watch it. I recall standing at the Isuarva Memorial for the first time. We walked into the area while it was covered in heavy cloud and stood in awe of the monument. As we stood in quiet reflection, the cloud lifted to reveal the drama of the surrounding hills and the valley below. The significance of events there in 1942 became even more apparent.

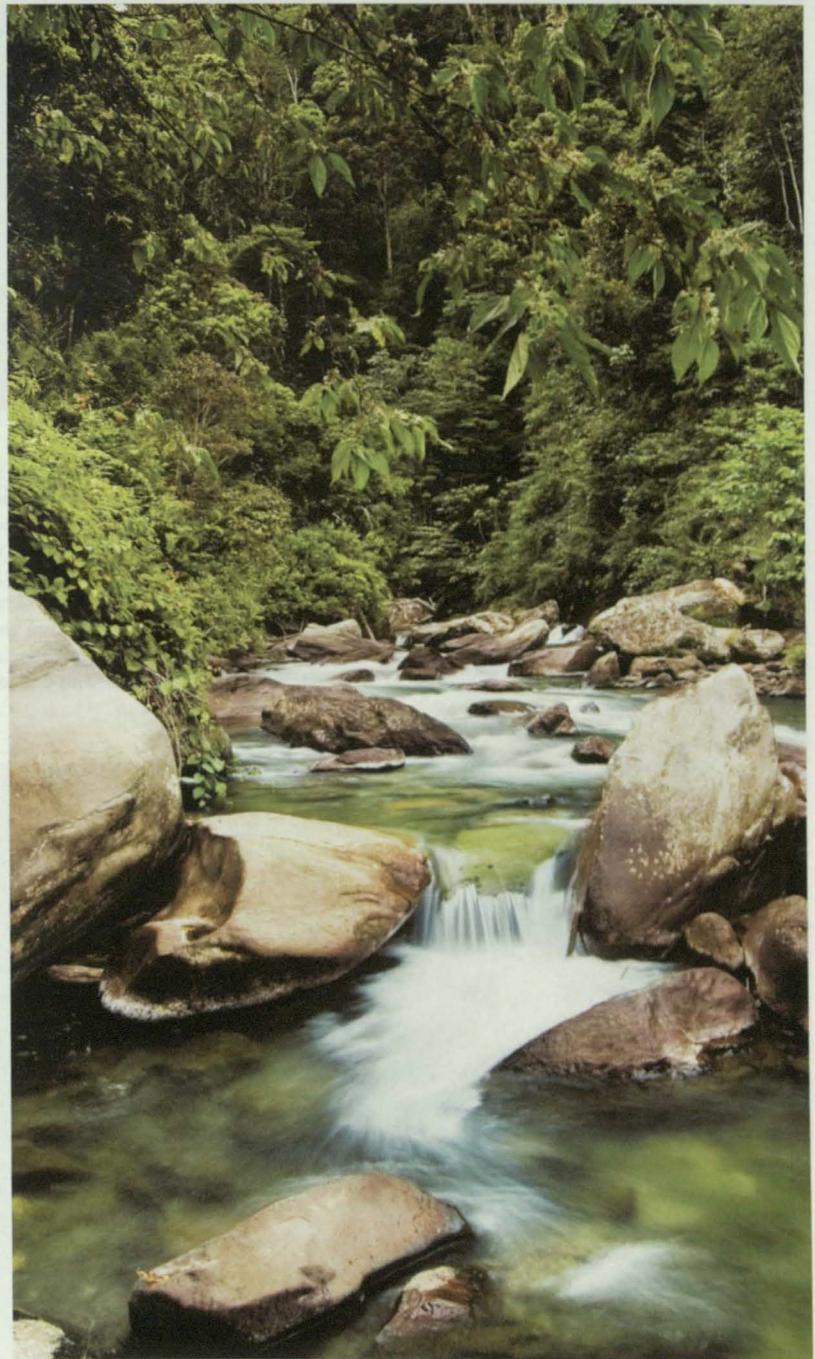
Kokoda is also tough going. It is difficult in good weather, let alone bad. The humidity, constant rain, endless creek crossings and rainforest canopy - all conspire to make it hard on people and harder on camera equipment.

Taking photographs under these conditions is tricky; if the camera survives the journey, chances are that half of the photographs won't turn out as you expect. It's dark under that canopy and to truly capture the images as we see them by eye, you need a tripod.

Either by good planning or fate again, one of the cameras that made the journey was a panoramic camera capable of a 160-degree angle of view, far in excess of conventional cameras.

The unexpected advantage was its ability to capture the scale of Kokoda. Not only did it show the true vista, but it helped capture the size and grandeur of the terrain and foliage.

Kokoda has a unique way of forming bonds between the people who trek it (be it in 1942 or today). Richard's "great idea" of bringing four strangers together truly was that - a



Eora Creek in dry times.



One of the many watercourses between Eora and Alola.

great idea. We raised a little over \$100,000 for the cancer clinic and found a friendship and camaraderie that will last forever.

It was at the insistence of these friends that I considered publishing this book. It was also the spur for me returning to Papua New Guinea in 2006 to walk the trail a second time to capture the additional images required to complete the story.

I was recently asked what were the highs and lows of my Kokoda experiences. There were too many highs to single out just one. But the only low for all four of us was when we stood at Owers Corner, having completed the track, and not being able to share that exhilaration with Richard. Three weeks before we were due to start the trek his cancer relapsed and he lost his seven-year battle with cancer just after our return.

A unique feature of the book is the three-dimensional map, compiled from data sourced from NASA, which has been digitally enhanced and accurately laid over a topographical map to indicate the actual route of the Kokoda Trail and the mountain villages that line it.

Previously, only two-dimensional maps have depicted the trail either in a plan view or side profiles.

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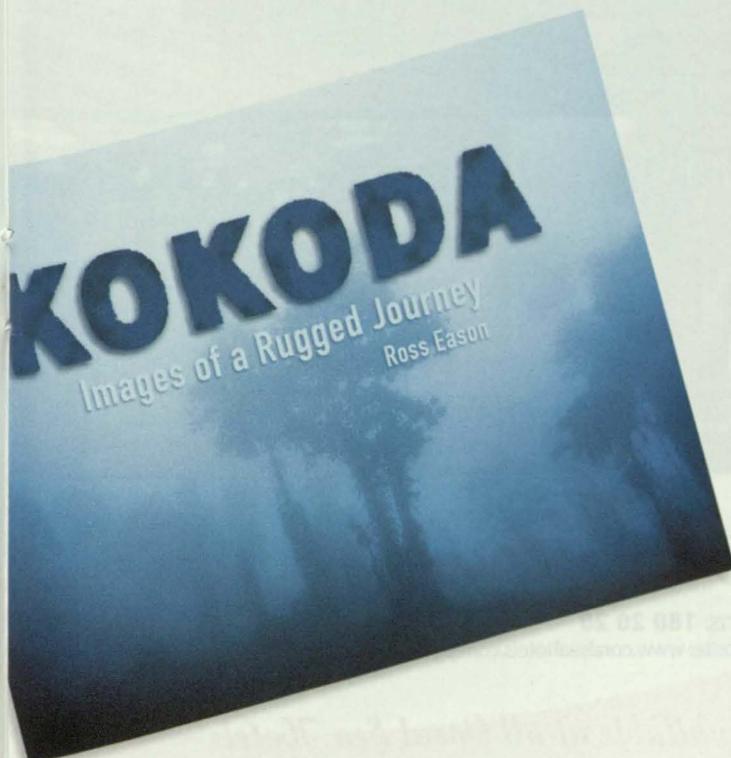


Jungle campsite at 1900 metres lies near the Myola Junction on the climb from Kagi to Mount Bellamy.

This is the first map to show the actual mountain terrain and the way the trail winds through its valleys and over its mountain ranges.



- 'Kokoda - Images of a Rugged Journey' is published by Eason Creative Photography (\$69.95 rrp). For more details, go online to www.trekviews.com or telephone 61 7 5445 6855.



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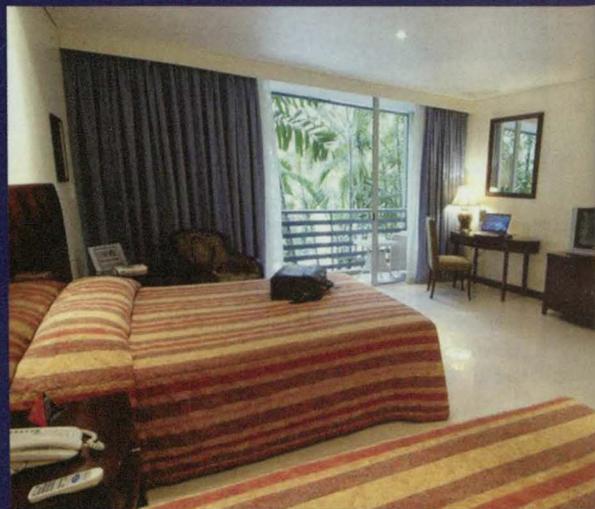
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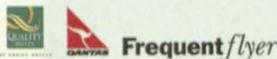
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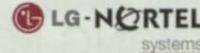
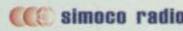
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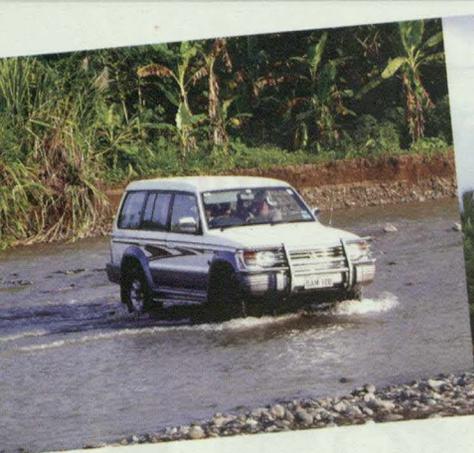
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Sam Fenichel.

LOOKING FOR A LONG LOST 'WANTOK'

Following the trail of Sam Fenichel

WORDS & PHOTOGRAPHY **GEORGE HANGAY**



Our long-suffering Mitsubishi 4WD was moaning and hissing as we forded the Yowor River, south of Madang. Reaching the riverbank, we negotiated the steep and slippery track, wondering all the way if we were going to make it or not. We did, and soon we followed the muddy trail through dense scrub towards the village of Bogadjim.

Actually, we were looking for a place that doesn't exist any more: Stephansort.

Where is - or rather was - this place? Not many people know the answer and small wonder, you can't find it on the map.

It has faded away, just like the entire German "protectorate" of New Guinea, also known as Kaiser-Wilhelmsland.

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Padding is still the favoured method of transport in Astrolabe Bay.



Father and son getting ready for fishing.

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Neuguinea- Kompagnie, in order to escape a malaria epidemic, moved its headquarters from Finschhafen to a small plantation near the shores of Astrolabe Bay.

It was named Stephansort...and we were determined to find it. Why? Because we had a mission to fulfill: visit the grave of a lonely Hungarian, one of our countrymen, a wantok, who hardly ever had a visitor over the last 115 years.

More than a century ago, the climate - and the mosquitoes - weren't any better here than in Finschhafen. For white people, survival was a struggle.

Within a few weeks of their arrival, strong, young men were reduced to invalids by the fever. The known cause of malaria wasn't known yet. Nobody knew that the mosquitoes were the culprits. Gases omitted by the

nearby swamps were suspected and the struggle against the disease often ended in Stephansort's small hospital - and then in the cemetery.

We knew that the cemetery, although abandoned, still existed. But where? All we had was an old photograph, taken in the late 1890s, showing a large granite tombstone and next to it were two wooden crosses, one of them marking the grave of Fenichel.

We hoped that even if the wooden crosses had decayed and vanished, the solid granite had withstood the ravishes of time and would serve as a landmark for us. We searched libraries in Hungary and Australia, studied old German maps and surfed the Net endlessly, consulted historians and visited Fenichel's birthplace and college where he studied as a young boy in Transylvania.

Finally, luck was with us and a local expert, Alex Paira, from Madang, came to our aid. He recognised the granite tombstone, pinpointing its location near Bogadjim village at Astrolabe Bay.

Today, it is difficult to comprehend why anyone from a far away, foreign country would want to travel to New Guinea and risk illness or even death.

The fearful reputation of this land didn't deter scientists of the 19th century. Following the great Russian naturalist and ethnographer Miklouho-Maclay (1846- 1888), who worked in Astrolabe Bay, New Guinea became a magnet for explorers and researchers of natural history. Museums and other scientific institutions were keen to obtain zoological and botanical specimens, anthropological artifacts for their collections and they were willing to send experienced field workers to collect them.

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A sing-sing was performed by the people of Bogadjim to commemorate the occasion. Kundu drums dictated the movements of the dancers and many of the Bogadjim people participated in a spirited sing-sing. Canoes as head ornaments symbolised the sea-faring traditions of the people at Bogadjim.



Professor Albert Grubauer, an ornithologist from Munich, was preparing such a collecting expedition.

He was looking for a younger partner and in the summer of 1889 met such a man, Hungarian Samuel Fenichel.

He was only 21 years old but already had a reputation as an excellent museum professional, who was an expert taxidermist of all sorts of zoological specimens, and a field entomologist, who knew how to collect and preserve insects. He also had some experience in the field of anthropology and an interest in ethnography. Above all, he was extremely keen to see New Guinea, explore its natural wonders and be one of the first European naturalists to visit this mysterious island.

In September 1891, they left Europe behind and after a more than three months journey arrived at New Guinea.

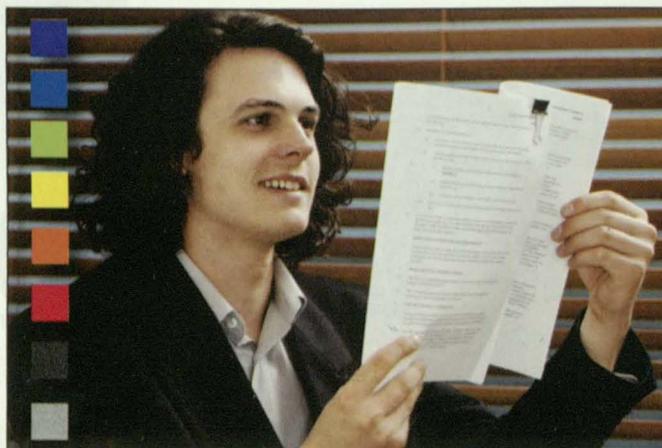
The partnership didn't last long. Grubauer soon had enough of the hardships and after two months returned to Germany.

The saddest part of this was that he took most of the equipment and money with him, leaving his young companion to fend for himself the best way he could.

To say the least, it wasn't easy for Fenichel. He was stranded. He didn't even have enough funds to buy a passage back to Europe. Not that he wanted to leave.

Grubauer's untimely retreat didn't lessen his enthusiasm and he set out to complete his work alone. It was a difficult position to be in: an independent foreigner in a land, governed by bureaucratic German public servants.

To make things worse, soon he too got malaria. But he was young and quite strong, his body could deal with the illness - at least



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A small box containing some relics from Fenichel's birthplace was placed in the grave.



for a while.

Luckily, Grubauer left some of the collecting gear and the most necessary chemicals needed for preserving animal specimens.

Fenichel continued to work with youthful vigour - despite frequent bouts of fever. He moved to Bongu, the village where Maclay lived and worked some 18 years before. The people there were hospitable and welcomed the young Hungarian. They helped him to find interesting specimens and obtain artifacts.

But money - or rather the lack of it - created a problem.

Finally, the Hungarian National Museum offered some assistance by buying all his collected materials, artifacts, preserved animal specimens, including a huge assortment of insects.

In the mid-1892, Fenichel carried out a few exploratory expeditions to the Finistere mountain range, to Dampier Island and to a number of Papuan villages in Astrolabe Bay. His thorough approach to fieldwork yielded excellent results. He managed to send about 3000 objects - mainly carvings, weapons and all sorts of utensils - as well as 25,000 zoological specimens to the Hungarian National Museum. This was a matchless collection at the time in any museum. It contributed significantly to the knowledge of New Guinea, and Fenichel was on a promising



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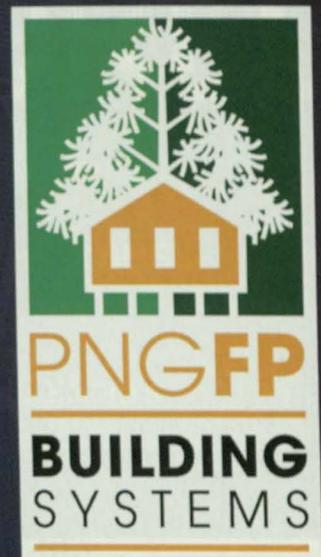
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The grave of Samuel Fenichel at the Stephansort cemetery.

track towards international recognition as an explorer and naturalist.

But destiny dealt a different hand on him. On the 12th of March 1893, in the rudimentary hospital of Stephansort, he succumbed to malaria-induced kidney complication and died. He was 26 years old.

115 years later, we silently stood at his grave. The people of Bogadjim were good to our wantok, they looked after his resting place all this time.

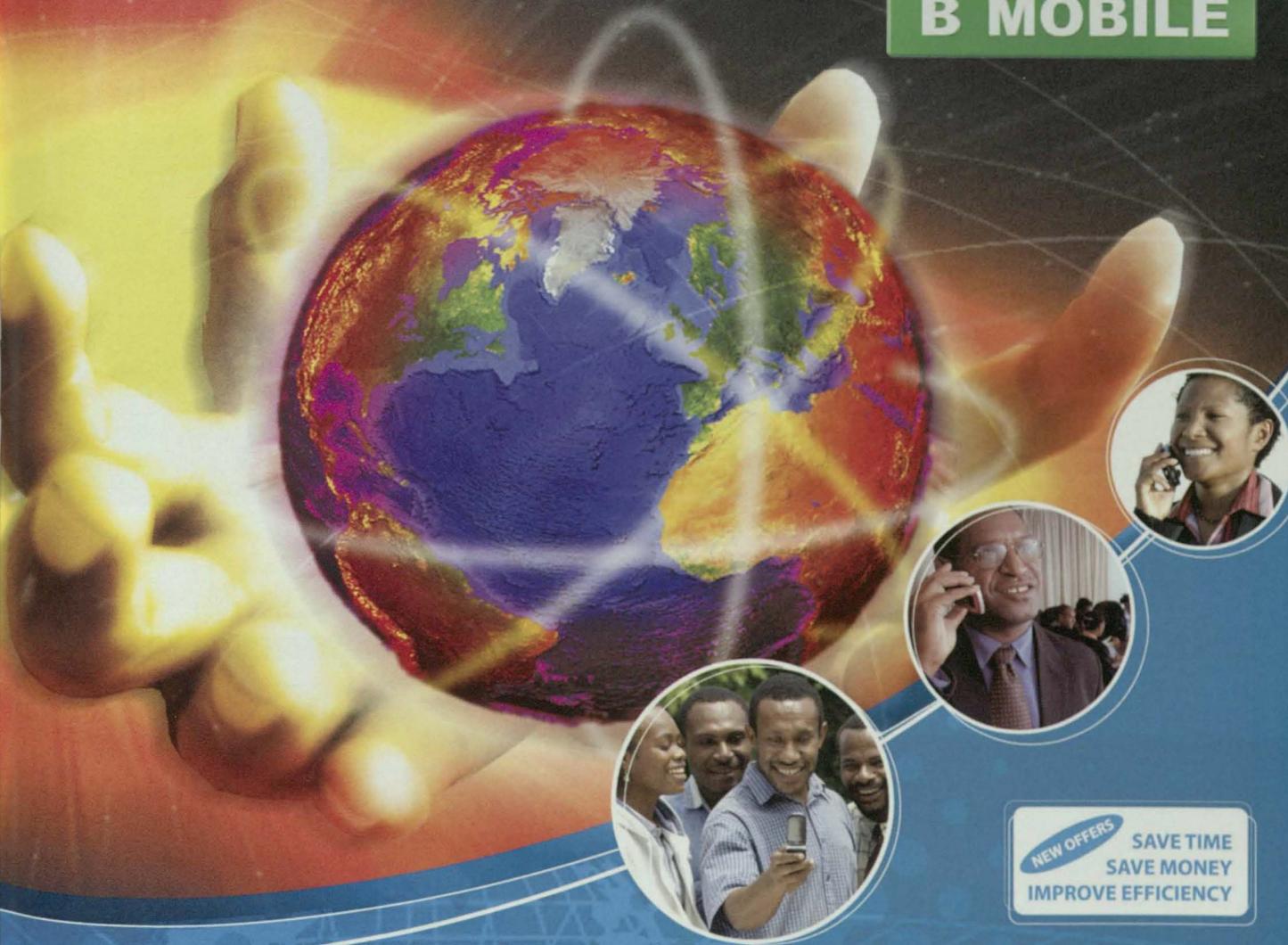
Only oral tradition told them who this lonely, young man was, who came from a distant land to learn about their way of life and the world they lived in. We were moved by their kindness.

At the small remembrance ceremony we held, I summed it up: *"Em ibin kamap olsem wanpela bolong yupela steret, na kamap olsem fameli bolong yupela, olsem na mipela nau olsem brata na susa oltaem. Wok belong em ibin stap ol taerm inap tudei, lon dispela tasol na ol man lon europelainim lon kantribolong yupela. Tenku turu lon arim bolong yupela, na papa God bai blesim em na yumi olgeta tudei. Tenku!"* *

* He became one of you, belongs to your family and through him we feel that we became your brothers too. His work is remembered even today and because of that, the people of Europe learnt about your country. God bless his memory and God bless us all. Thank you!

- The author and the Xantus Family from Transylvania recently visited Papua New Guinea in search of the grave of a 19th century Hungarian naturalist, Samuel Fenichel. George Hangay is an Aussie, who was born in Hungary, but lives in Sydney.

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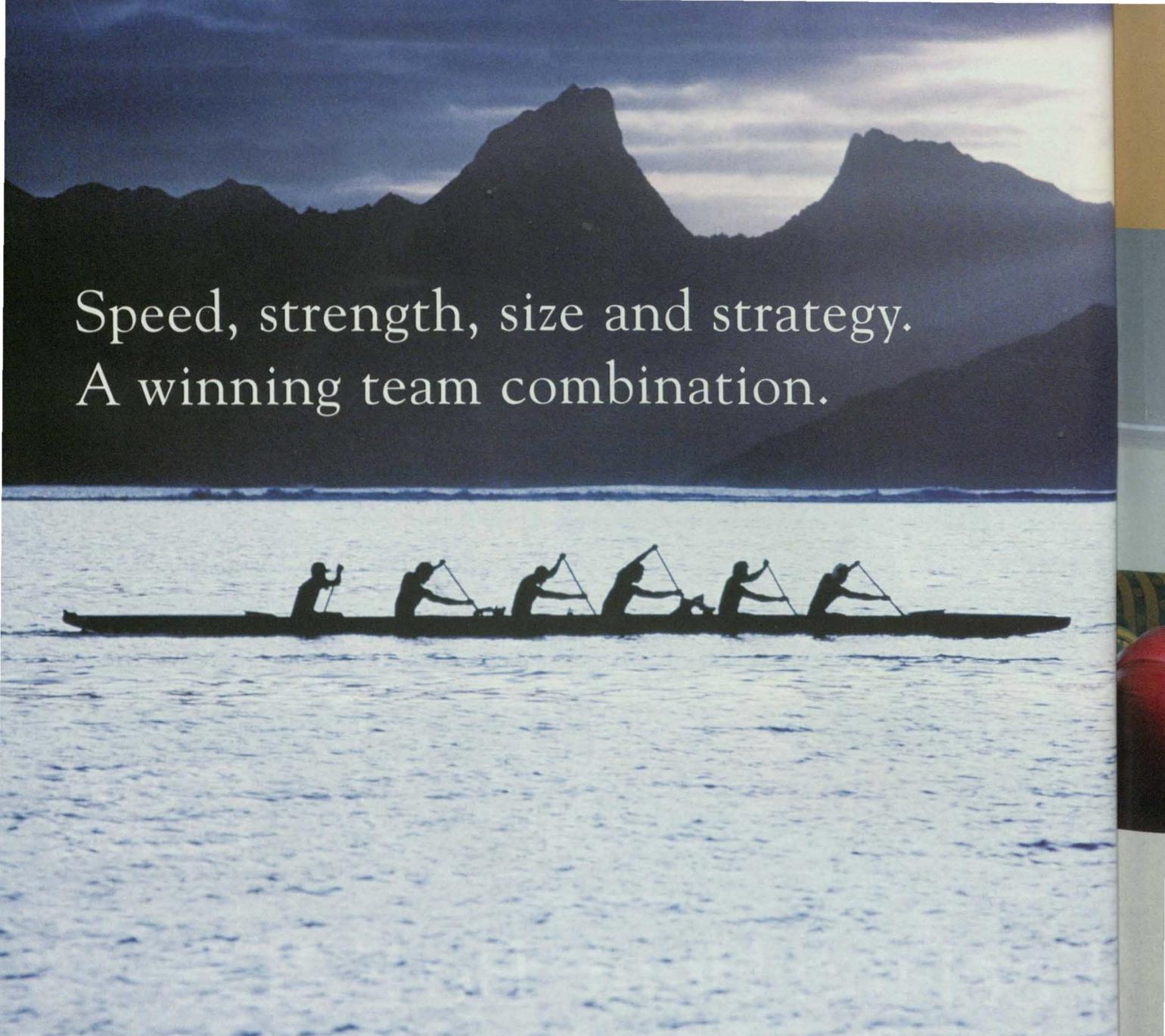
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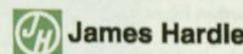
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A wedding was underway when Hurley visited Awanen village in Cape Nelson, Oro Province, May 1921 mission near Cape Nelson. These three men were dressed for the ceremony with ornaments of carved turtle shells, strands of seashells and seeds, woven fibre armbands, and head dresses made from cassowary feathers and seashells.

Three men at Awanen village in Cape Nelson, Oro Province, May 1921



A visitor returning home after a ceremony at Kerewa village Goaribari Island, Gulf Province January 1923

Hurley landed at Kerewa on the morning after an all-night ceremony. He was 'grieved to serve that the dancers of the previous night were leaving the village in their canoes for their various circumjacent villages. They were intensely pictorial in their feathery plumes and paint'. Hurley was still able to photograph some of the visitors before they departed.

FRANK HURLEY... JOURNEYS INTO PAPUA

A pioneer of photography
in colonial era

By James Sinclair

An exhibition has opened at the Australian Museum, College Street, Sydney, which will fascinate all with an interest in Papua New Guinea and her affairs.

"Frank Hurley - Journeys into Papua" - runs from 29 March 2008, to 15 March, 2009. The admission fee, \$10, also gives one access to the museum's wonderful general collection and is the best ten-dollars-worth of value to be found in the city.

Frank Hurley, an Australian, was one of the finest photographers of his generation, famous for his superb coverage of the 1911-1913 Mawson and 1914-1916 Shackleton expeditions to the Antarctic and his marvellous and deeply moving photographs of life in the trenches during the Great War.

Those accustomed to the dinky little featherweight fully-automatic digital marvels of today will be astounded by the sheer size of this great camera, which Hurley lugged into some of the least accessible places in Papua...

But he was also a pioneer of photography in colonial Papua, although this aspect of his long career is known mainly to specialists.

Hurley made two visits to Papua between 1921 and 1923, which yielded several thousands of glass plate negatives, some thousands of feet of movie film and a collection of over 800 artifacts, most of which are in the possession of the museum.

The quality of the photographs is amazing. Eighty are displayed, enlarged to a considerable size, illustrating many aspects of life among Papuan villagers in remote regions seldom visited by outsiders.

There are many portraits of villagers and some splendid scenic shots. Also on display is the huge, cumbersome full-plate camera with which Hurley made his photographs.

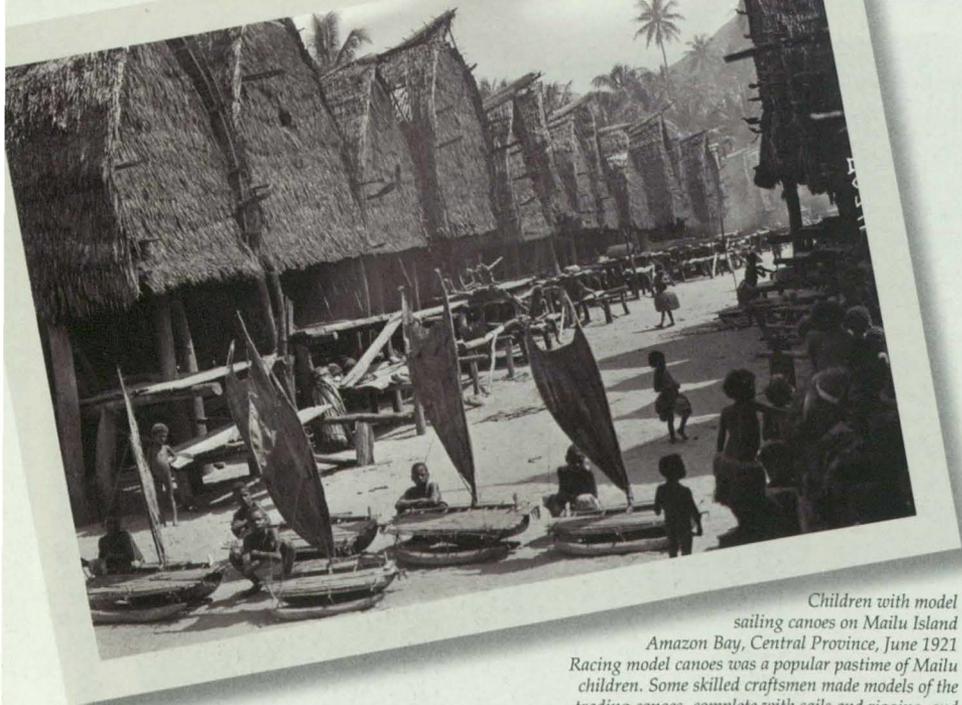
Those accustomed to the dinky little featherweight fully-automatic digital marvels of today will be astounded by the sheer size of this great camera, which Hurley lugged into some of the least accessible places in Papua, processing his fragile glass plates with river-water, yet producing images of superlative technical quality.



Masked dancers in front of the men's longhouse at Tovei village Urama Island, Gulf Province June 1921 In 1921 two masked dancers performed for Hurley's cameras outside Tovei longhouse. He did not mention the masks during his 1923 visit and probably decided against trying to buy one because of their large size. Hurley's photos and film of the dancers are the only records of this large mask form, which was used to ban the eating of coconuts before a major ceremony.



Young men Kaimare village, Gulf Province, October 1922 The significance of this scene is not clear. It may show young men awaiting initiation, or recently initiated single men who did not live in the main longhouses because they lacked sufficient ritual knowledge to live close to the powerful spirit boards, figures and masks.



Children with model sailing canoes on Mailu Island Amazon Bay, Central Province, June 1921
Racing model canoes was a popular pastime of Mailu children. Some skilled craftsmen made models of the trading canoes, complete with sails and rigging, and carefully maintained them over many years. Other models were little more than two pieces of wood joined together and were probably made by children. These model canoe races were important ways for boys to learn skills that would be essential in later life.

In the process, Hurley also pioneered the use of aeroplanes in Papua. He had been planning a visit to New Guinea when the Great War intervened.

He resumed his intention after the war. His first trip, in 1921, was fleeting, to prepare the way for his principal expedition in 1922. His plans were bold and ambitious. He intended to employ an auxiliary ketch to establish fuel and storage bases at Yule Island, Kaimare village near the mouth of the Purari River, and at

Kikori, from which he would make exploratory flights whilst the ketch proceeded up the Fly River to Lake Murray and then on to the junction of the Alice River with the Fly.

He would then attempt to fly from the junction across the Central Range to the Sepik.

Two aeroplanes would be used, both provided by Lebbeus Hordern. The principal machine was an American Curtiss Seagull biplane flying-boat, with a hull constructed of mahogany, fitted with a Curtiss K6 engine of 160 horse-power and with open cockpit accommodation for the pilot and two passengers. As a back-up, a smaller English Short Shrimp biplane float plane, was also fitted with an engine of 160 hp.

The Curtiss Seagull arrived in Port Moresby on 17 August, 1922, on board S.S. Marsina with the pilot, Captain Andrew Lang, ex-Great War fighter pilot and first commander of No. 4 Squadron, Australian Flying Corps.

This was the first flying machine ever seen in Port Moresby and caused vast excitement among the Motu villagers.

Captain Lang made his first flight in the Seagull on 5 September, the event recorded in the local newspaper, Papuan Courier:

“At ten o’clock she left her moorings and after racing across the bay towards Tatana she gracefully rose into the air, flew round the bay and over the town.

Captain Lang remained in the air for just over half an hour. The excitement among the natives was something worth seeing...one boy was so excited when Captain Lang waved as he passed over the town that he whipped off his rami and waved like mad, oblivious of the fact that he was standing without any clothes whatsoever...”

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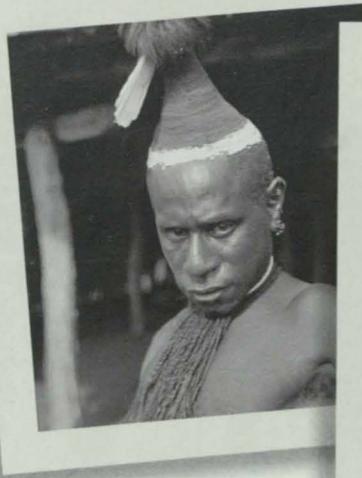
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Gogodala man of Uladu
village
Aramia River, Western
Province

December 1922

This man wears the conical
Diba hat that indicates
he has been initiated. The
uncles of boys who were
about to be initiated made
these hats. Some men
removed the hat when in
mourning, replacing it with
a woven string cap. Other
mourners retained the Diba
and, like this man, wore a
special string necklace in
place of the cap.



Men gathered around the Eureka at Kaimare village. Gulf Province, Probably October 1922
The Kaimare men eagerly traded food and arrows for sticks of tobacco. Here they were probably trading food, as one man carries a bunch of bananas and there are no arrows in sight. On the right McCulloch bends down to get a trade item to pay for a purchase. Stick tobacco was a major trade item in colonial Papua. Hurley took 200 kg of tobacco on his second expedition to buy food and artefacts, and to pay people who posed for his cameras.

The Short Shrimp was successfully flown on 8 September. Lang and Hurley then flew to Kaimari in the Seagull, a then highly perilous flight of some 250 miles.

It was their first sight of an aeroplane for the villagers of that long coastline, and both flyers were soaking wet from stinging rain when they landed at Kaimari. Over the following month many flights were made from Kaimari, during which Hurley took the first aerial photographs ever taken in Papua. An excellent print is included in the exhibition.

But the attempt to use an aircraft to explore Papua failed, for the constant rain and humidity took a rapid toll of the fragile wooden hull of the Curtiss. And it was dangerous

flying, in that early time in aviation history.

Hurley wrote of the second major flight from Kaimari Lagoon to Daru, in his book, *Pearls and Savages*: "We swept past the village, fifty, fifty-five, sixty miles per hour; then the keel just lifted, but we were now at the end of the lake. The only exit was by a very tortuous creek - 200 feet wide, with tall walls of mangrove trees

on either bank. Into the creek we burst like a whirlwind, racing a mad race with death at our wing-tips. The trees were a blur and the roar of the engine was hurled back, reverberating through the jungle like a tornado. But when Lang banked and the machine swept around the bends, we lost the gain again and the trees seemed to brush our wing-tips.

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Gogodala men on the Aramia River
Western Province
December 1922

Hurley regarded the canoe as 'the finest on the lagoon'. Its price was four waistcloths, an axe, a large and a small knife, and 20 sticks of tobacco. Hurley 'further augmented this absurd request with empty tins, mirrors, beads, doubled the tobacco asked for, and sundry small presents'. It is now at the

Australian Museum.

Traditionally, canoes were raced in competitions to celebrate the end of disputes. Today canoe races celebrate special occasions like Papua New Guinea's Independence Day.



"We had now flown three miles and were just level with the mangrove tops. There was scarcely time to contemplate a vast plain of uniform treetops that stretched like an emerald sea to the featureless horizon, before we cleared the creek entrance and swept out over the broad, free expanse of Port Romilly."

They managed to reach Daru safely, but on commencing an overhaul prior to attempting the big flight across the mainland to the Sepik, Lang and his mechanic A. J. Hill found that

the fabric wing-covering had rotted, and the mahogany hull was starting to deteriorate.

The attempt to fly across New Guinea had to be abandoned.

The rest of the expedition was made in the auxiliary ketch Eureka, and on foot. The Australian Museum had provided the services of A. R. McCulloch to make biological and ethnographic collections for the museum.

McCulloch was a professional collector with

extensive field experience in the Pacific and a broad biological knowledge.

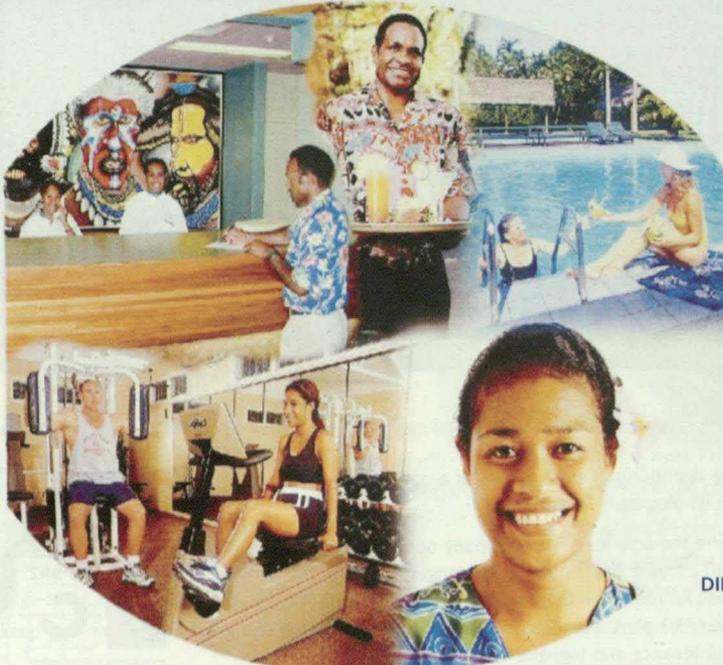
Unfortunately, in his eagerness to add to the museum's collections from what was then a little-known territory, McCulloch adopted what Papuan Government authorities considered improper acquisition methods.

A missionary reported that Hurley was using force to obtain specimens on Lake Murray, and they were all removed from the Eureka and deposited in Port Moresby Museum.

Hurley was later able to prove that he had

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all the necessary collecting permits and had not seized any items, and eventually the collection was released to the Australian Museum.

Hurley later made as much of the episode in letters and articles in *The Sun* newspaper, which created much ill-feeling between the Papuan Government and the expedition members.

Hurley also shot movie footages, again of exceptional quality, given the primitive nature of the equipment at his disposal.

He later released an hour-long film, also called *Pearls and Savages*. Some six minutes of the best parts of the film are on continuous show at the exhibition.

There are beautiful scenes of the two aeroplanes in flight, aerial sequences over coastal villages, and one particular sequence showing McCulloch at the head of a small party of Papuan collectors, all armed with rifles, silently and stealthily approaching a long-house in what can only be described as a highly threatening manner. No wonder Papua Government officials were upset!

Both the book and the film of the Hurley expedition were received with wide acclaim. Regardless of the controversy over the collection of specimens, it undoubtedly did a great deal to bring what was then an almost completely unknown land to world attention.

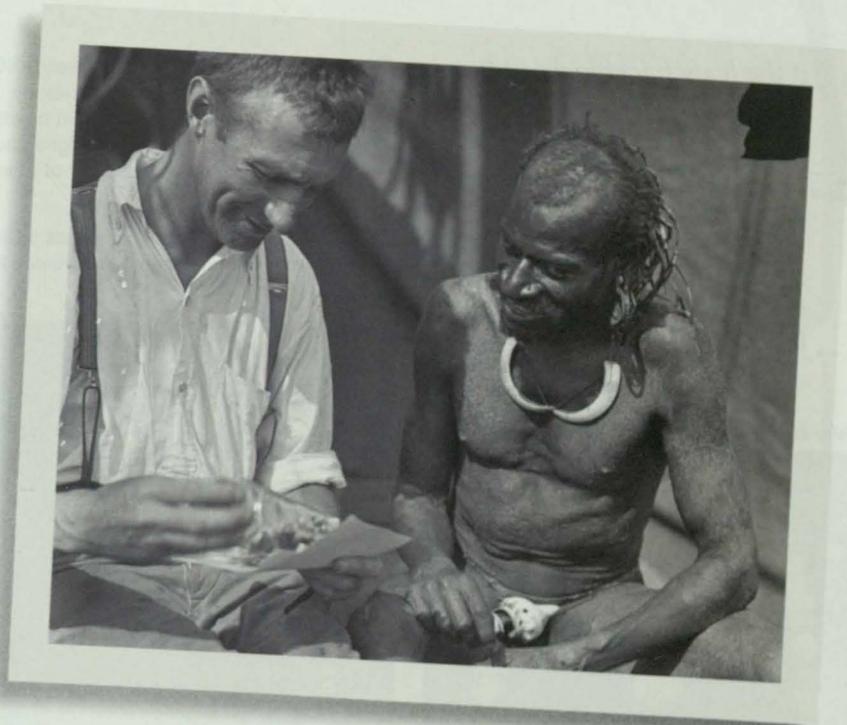
The exhibition really is a must for anyone interested in Papua New Guinea, and I recommend it most highly.



• Photos kindly provided by the Australian Museum.

Allan McCulloch and a Dukoif man on board the Eureka on Lake Murray
Western Province
November 1922

One lake man was brave enough to go on board the Eureka and be photographed in front of a blanket. Not surprisingly, the man was extremely nervous and kept trying to see what was happening behind the blanket. McCulloch showed him several photographic prints to put him at ease. The result was this charming photo of two strangers from vastly different worlds sharing a moment of mutual enjoyment.



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The Trobriands Carver

Making a mark internationally

By Diana McManus

In the leafy backblocks of Port Moresby's suburb of Hohola, a backyard woodworking studio hums with activity.

It is here that Lake Moyabona and his "apprentices" carve, sand, laquer, polish and construct highly sought after timber products.

These products are made from lovely PNG timbers such as kwila, rosewood, ebony and kerosene wood and range from bowls and ceremonial sticks to carved signs and carved furniture inlaid with mother of pearl shell.

Lake, 34, is from the Trobriand Islands, Milne Bay province, and has been carving since he

was knee high to a grasshopper.

He began when he was just a small boy growing up in the village of Okaiboma.

However, he has been living in Hohola with his younger brother Leonard and family for the past 15 years, and has a wife and four children to support.

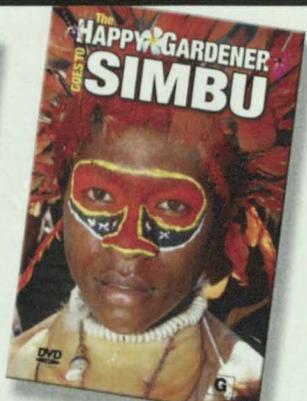
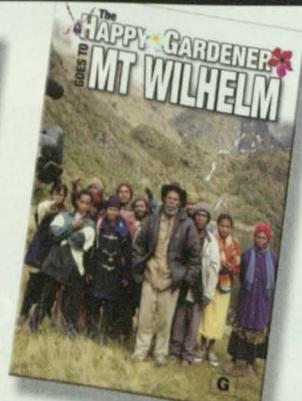
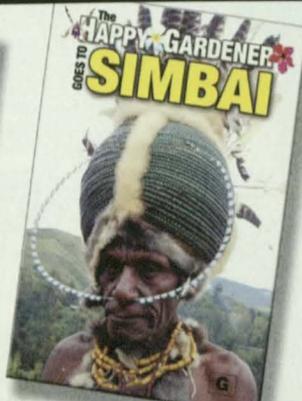
Carved bowl with mother of pearl inlay.



Inlay detail.



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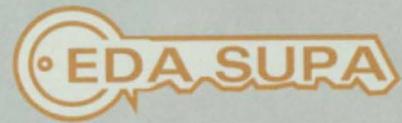


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MEMBER



Lake with table and chair set, and daughter.

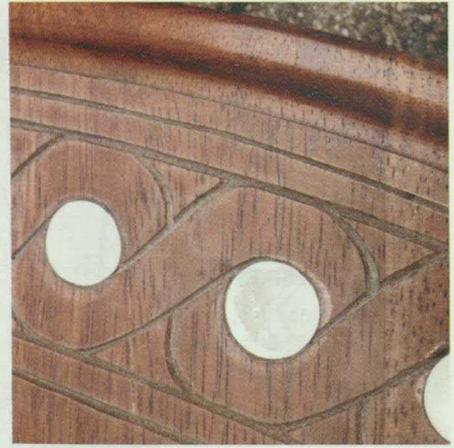


Table carving detail.

Lake's products make appearances at all the regular local markets, including the renowned Ela Beach Arts and Craft Market held on the last Saturday of each month in the grounds of the International Education Agency's headquarters on the Esplanade in Town.

Such is Lake's carving skill, that it didn't take long before government and NGOs began to approach him to decorate their furniture or adorn their offices with newly carved creations. Now, his skills have gone international.

Recently, he constructed a carved conference table and chairs, inlaid with shells, and other furniture for the Western and Central Pacific Fisheries Commission Office located on



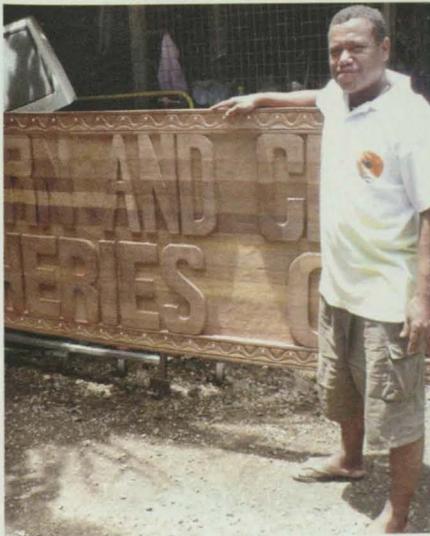
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Pohnpei, capital of the Federated States of Micronesia. The furniture was due to be shipped out in May for arrival in mid-June.

I was pleasantly surprised one lunch-time when Lake and Stanley, a business acquaintance, turned up at my workplace in response to my email and we bundled into a car and drove out to Hohola to view the 'great works'. Unfortunately, the ornate conference table wasn't yet complete so we couldn't see that, but another table setting, the carved company sign, and a few of the 30 carved door signs were ready for photographing.

Lake with the company sign.



Such is Lake's carving skill, that it didn't take long before government and NGOs began to approach him to decorate their furniture or adorn their offices with newly carved creations.

Inlaid bowl and table.



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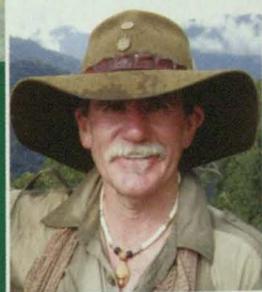
The Owen Stanley Ranges

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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.

Order your copy now: www.kokodatreks.com – click on 'Kokoda Map'



Charlie Lynn
Kokoda Trek Leader
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charlielynn@veritel.com.au

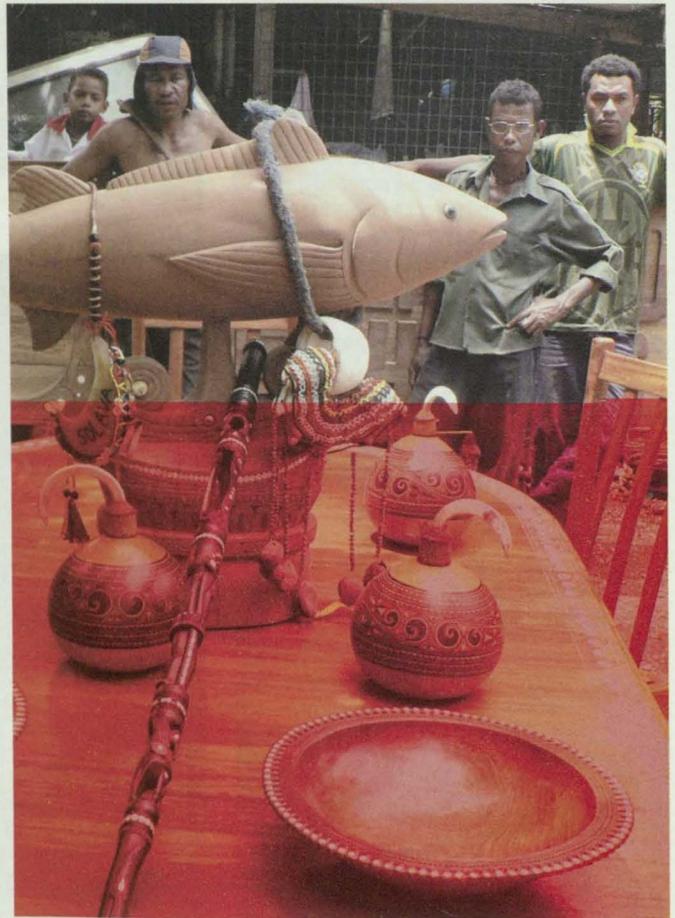


Lake and brother Leonard.

To top it off, the boys brought out a selection of things which go to the market, including some colourful bead and shell work, carved gourds, and a wonderful carved fish.

Lake is always on the lookout for work which challenges his imagination and skills.

If you're interested in engaging him to carve something for you, he can be reached on his mobile phone 672 0612 and failing that, try his brother Leonard on 691 5605.



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Recently I, and about 40 of my professional colleagues, visited Kimbe, capital of West New Britain, for an important nine-day Writing Workshop.

From the moment we circled above the extensive oil palm and coconut plantations and touched down at Hoskins Airport, we knew this visit was going to be more than just work.

Oil palm fruit harvest.



WEST NEW BRITAIN: A TROPICAL PARADISE

Prosperous and booming due to its oil palm plantations

By Diana McManus

Kimbe town centre was a mere kilometre away from Liamo Reef Resort where we stayed so naturally it was patronised quite heavily. Nestled at the foot of the fringing hills of Kimbe Bay, the town is a prosperous and popular centre for its people who congregate in droves under the trees which line the highway or shade the town square outside Papindo's supermarket.

A vast, green grassy square divides one block of shops from another and creates a feeling of spaciousness and freedom. Pity about the excessive and obvious betelnut spit in an otherwise impressive township.

Next door to us was the tired but very friendly bay side San Remo Sports Club which consists of a golf course, tennis courts and the game fishing club.

The wide verandah offers great views over the bay, especially in the evenings with the port lights marking out the town and palm trees framing the distant hills.

It's about as close as you can get towards a definition of 'tropical paradise', especially with lobster mornay on the menu at K17...but you have to get in quick before its all snaffled up!

What makes the province so prosperous is its

oil palm plantations. They operate under the name New Britain Oil Palm Ltd. This is a big operation with 40,000 hectares distributed over 11 plantations and divided into three administrative groups - Maso, Kapiura and Numundo.

Since 2005, the company, at the invitation of the Solomon Islands' government, has expanded its operations to Guadalcanal, where it has a further 2000 hectares under plantation.

The palm bunches themselves yield two types of oils; crude oil from the flesh of the fruit and palm kernel oil from the nut. The crude oil goes to the refinery to be converted into vegetable oil which has a growing domestic market in PNG (Farmer's Choice oil) and abroad in Europe. The kernel oil is used in cosmetics, ice cream bases, and chocolate. These oils have other applications such as lubricants, substitutes for diesel, candles, soaps and detergents. In 2003, the first vegetable refinery in PNG was opened here, which gave the industry a boost.

The company's motto is *People, Planet, Profits...* looking after people, looking after the environment and making profits. It invests in good roads, bridges and drainage for the



regions, supports local schools, out stations and churches, and offers employment for a vast range of people from highly skilled research chemists and engineers to harvesters and nursery workers.

Our professional group went on a half-a-day excursion to the Mosa and Kumbango mills, where we were shown some of the company's operations. Adjoining Mosa was a wonderfully kept 18-hole golf course with a modern clubhouse, which made us wonder about the ragged look of San Remo's links.

The company's environmental programme is to be much admired and in recent years, the operation has been awarded the ISA 14001 certificate for Environmental Management.

John Komni, Group Manager for the Maso group, said the company aims to become fully sustainable in all areas, so all its by-products are being developed and used. For example, when the fruit is separated from the bunch after threshing, the remainder of the bunch is turned into compost and used on the young

palms and around the grounds of the mills and plantations.

Joseph Gunni, one of the division managers at the Kumbango Mill, gave us a full run-down on the milling processes before we were taken on a tour to see for ourselves.

Once the oil has been extracted from the fleshy fruit, the fibre is used for burning and likewise, with the shells of the kernels. They are burnt to produce steam, using water processed at the mills, and the steam drives the turbines which power the mills' operations.

After oil has been squeezed from the kernels, the remaining fibre is pressed into a cake called expeller which is used for stock feed

Maso Mill has a huge, adjoining plantation nursery which we were shown. It uses compost from the by-products of the mills to nurture the seeds to healthy infancy.

The seed nursery has been so successful it now supplies seeds to other plantations throughout Asia and places in South America.

These seeds come from the Dami Research Station. The nursery also raises flowers and shrubs for the company's extensive landscaping and the gardeners were only too happy to give Tracey and I some cuttings to take back to Moresby.

At Numundo, a remarkable world first experiment in integrated farming began in 1998. Numundo, an existing cattle station was bought and converted to oil palms, leaving enough space between tree rows for pasture to grow. The farm currently supports 1100 prime head of cattle, with rotational grazing through the young growth parts of the plantation. The target is to maintain 2000 breeders.

There is an abattoir and a marketing establishment on site. Calves begin their lives grazing amongst the trees, finish up in the feeding lots where they are fed a diet of expeller, a mill by-product, and when mature, are slaughtered on site and the meat prepared for sale. Expeller is so successful as livestock feed that there are large orders for it from Australia. Numundo beef has an excellent



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reputation for quality in Papua New Guinea. About half the produce is sold to Port Moresby retail outlets whilst the rest is sold locally and to the Highlands provinces.

We saw the cows grazing amongst the trees on our trip to Mahonia na Dari in the opposite direction to the Mosa excursion. Mahonia na Dari means guardians of the sea in the local language, and is a marine conservation and research station, a non government organisation. It was established in 1996 and provides a headquarters for both marine and terrestrial research to support the conservation

of some of the world's richest, natural environments. On average, about fifteen or so researchers each year work here and share their findings. The centre exists purely on private donations and is always struggling to find funding for its operations. This is a shame because it does a terrific job with its school education programmes, either at the centre or with outreach visits. The same applies to its community education programmes which are aimed at raising public awareness of the rich bio-diversity of the bay and the importance of preserving it in our modern, rapidly changing world where conflicts of interest between

income earning ventures and the environment may arise.

Kimbe Bay, because of its location on a line of volcanic activity, has warm and fertile water spawning a vast variety of algae and sea grass which attracts all manner of marine life, and encourages the growth of corals. Of Papua New Guinea's 2000 species of fish (or thereabout), marine scientists have discovered 900 of these in Kimbe Bay alone and 400 species of coral have been identified. The fish and coral hang out on the hundreds of fringing and table reefs and deep water pinnacles

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which rise hundreds of metres from the ocean floor. It's no wonder that Kimbe Bay is such a popular place for divers.

A couple of hundred metres away from the research station is Walindi Plantation resort, the dive mecca which year after year wins tourism awards. Set in a garden to rival Eden, with huge, magnificent overarching, fern covered trees, Walindi borders the beach and has wonderful views across Kimbe Bay.

Owners, Max and Cecilie Benjamin have for years supported the marine and terrestrial research and are assisting in seeking more

international support to realise some of the centre's ambitious projects.

This province has fascinating aspects to it, both on land and in the sea. Historically and culturally it is also interesting. It's a culturally heterogenous region with seven tribal groups and twenty-five languages.

Human settlement apparently dates back beyond 35,000 years and archaeologists hold that at one time West New Britain's north coast was the hub of an extensive prehistoric trade network which ranged from Fiji and Tonga to Borneo where locally quarried

obsidian tools and intricately carved lapita pottery were traded.

West New Britain has much to offer the tourist. It's safe and has plenty of things of interest to do and see. Above all, it is extremely beautiful and its people are friendly and welcoming. It is the inspiration for internationally known local artist Natalie La Riche who lives and works in Kimbe and has connections with the Liamo Reef Resort where many of her paintings and prints are on display.

Come and see it or yourself...West New Britain paradise.



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MAKING MOVIES IN PNG

By Patrick Matbob

*R*empi villagers who live 20 kilometres north of Madang still talk about the time when 'Robinson Crusoe' came to live amongst them.

It was in 1993 when the villagers were privileged to witness and be involved in the production of a world class movie starring Pierce Brosnan as Crusoe. Such was the isolation of the people from the world of movie stars that they had no idea who Pierce Brosnan was before he arrived. But some did remember the classical hero Robinson Crusoe from Daniel Defoe's book and for them Brosnan was Crusoe.



A scene shoot in progress.

During the days when parts of the movie were shot at Rempi, the whole village came to a standstill. Some villagers got jobs on the set as assistants during the shooting while the rest abandoned all daily activities - even the sacred Sunday worship - to witness this new activity.

Robinson Crusoe was probably the biggest movie ever produced in PNG starring a world renowned movie star. Co-starring as Crusoe's companion, Friday, was PNG's own actor and playwright William Takaku who received positive reviews for his role.



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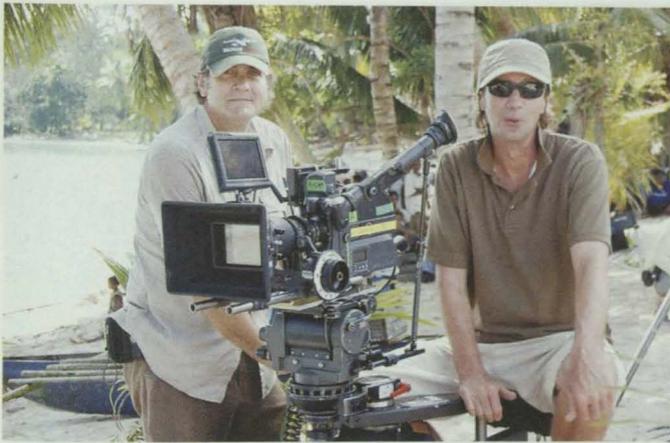
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An international film crew filming in Madang at various locations.



While there is no established movie industry in PNG, filming in the country has had a long history. The first film produced in Papua New Guinea is believed to be Frank Hurley's Pearl and Savage in 1926 about life along the Papuan coast.

Such ethnographic documentaries about the life and culture of the people were the types of educational films produced in PNG for the interest of western audience.

In the 1930s, the Leahy brothers who were exploring for gold in the interior of PNG stumbled onto a million people with no previous contact with outsiders living in the fertile valleys of the Highlands.

The brothers took many pictures, both still

photographs and film, of their first contact with the Highlands' tribes. The footage taken by the Leahys became famous in the 1983 feature length documentary First Contact by Bob Conolly and Robin Anderson.

The movie, which told the story of the Leahy brothers' historic contact with the Highlanders, was the first of The Highlands Trilogy that also featured the films Joe Leahy's Neighbours and Black Harvest.

Joe Leahy's Neighbours is a contemporary story of the legacy of the Leahys' presence in the Highlands. The movie features Joe Leahy, the mixed-race son of Michael Leahy, who is a successful businessman operating a coffee plantation in the Highlands.

He and the Ganiga tribe have a very delicate business relationship in a joint venture coffee plantation at Kaugum, which promised substantial returns.

However, many factions within the tribal community are suspicious of Joe and his long-term business plan. The third sequel Black Harvest continues the story of the joint venture with Kaugum plantation which was confronted by a senseless tribal warfare and a drop in world coffee price.

The situation turns critical forcing Joe Leahy's family to abandon their home and flee for safety. The joint venture and dreams of prosperity for Joe and the Ganiga lie in ruin.

The films won many international awards

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A rare picture of the late Australian movie star Chips Rafferty with the locals at the Mount Hagen Show in 1965, eight years after starring in the movie *Walk Into Paradise*. (Picture taken from *Taim Bipo: A selection of old photographs from Papua New Guinea 1880-1960s* by journalist Mike Coutts).

including the Grand Prix at the Festival Cinema du Reel in Paris and the AFI Award for Best Documentary.

The first Oscar for a film shot in PNG was won by *Kokoda Front Line!* in 1943. The award was given for the best documentary based on footage taken by Australian film hero, Damien Parer.

Parer shot the footage of the Battle of Kokoda

which raged for seven months between the Japanese and the Australian armies on some of the most rugged and inhospitable terrain in the world.

Parer, described as an uncompromising chronicler of armed conflict, was a film-maker with the 2nd Australian Infantry Force and served in the Middle East, then PNG. His film brought the war home to Australia who saw

for the first time the awful conditions their soldiers were fighting in in New Guinea. Parer was killed while filming for Paramount Studios the landing of US Marines at Peleliu Island in Palau.

Then in 1957, Australian movie star Chips Rafferty produced another popular movie in Papua New Guinea titled *Walk into Paradise* (alternatively known as *Walk Into Hell*).

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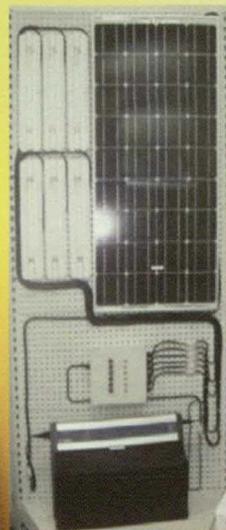


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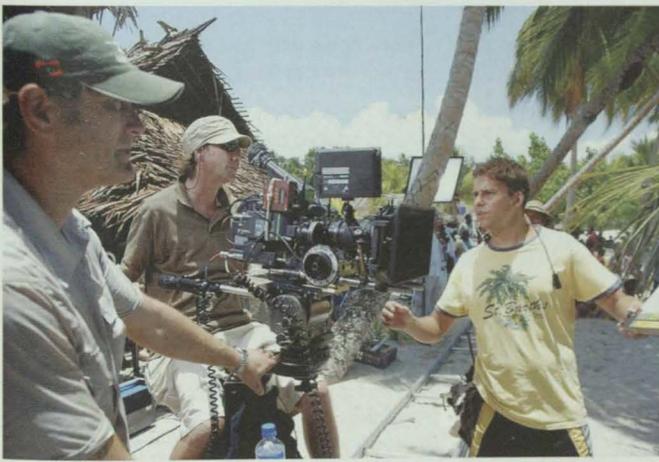
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Camera crew with some of the locals.

The movie stars Senior Patrol Officer Steve McAllister (Chips Rafferty) who leads a patrol in the interior of PNG. It portrays the Australian colonial romanticism in which Rafferty bears the white man's burden of bringing civilisation to the primitive people of PNG. The film was shot on location in PNG on the Sepik River and in the Highlands and showed some remarkable footage of the Sepik and the Highlands singing. A noted feature of the film was that it was co-produced in English and French and the French version released in Paris was titled *L'Odyssee du Capitaine Steve*.

A number of documentaries were produced since the 70s in PNG which included *Wokabaut Bilong Tonten* by Film Australia

which was about the adventures of Tonten, a Karkar Islander, who travels through the country to Port Moresby and experiences the different cultures, including the sophisticated western life in Port Moresby. Then, there were two movies capturing PNG's independence and first national election by Dennis O'Rourke, the highly acclaimed *Yumi Yet* (1976) celebrating PNG's independence and *Ileksen* (1979), marking the country's first national election. Chris Owen and Les MacLaren have also produced a number of documentaries in PNG and the list includes *Cowboy and Maria in Town*, *Gogodala: A Cultural Revival?*, *Kama Wosi: Music in the Trobriand Islands*, *Malagan Labadama*, *Man Without Pigs*, *Namekas: Music in Lake*

Chambri and The Red Bowmen.

The establishment of the art and cultural institutions at Independence in PNG included the National Arts School, the National Theatre Company and the Skul Bilong Wokim Piksa (Film School) which enabled Papua New Guineans to become involved in film production.

The pioneers were Albert Toro, Kumain Kolain, Martin Maden, Maggie Wilson, Leonie Kanawi and Pengau Nengo who became involved in films like *Urban Drift*, *Fourth Child*, *Warriors in Transit*, *Marabe*, *Stap Isi*, and *Tukana: Asua bilong Husat*. Their films dealt with the clash between the western and the local cultures and raised contemporary social, economic

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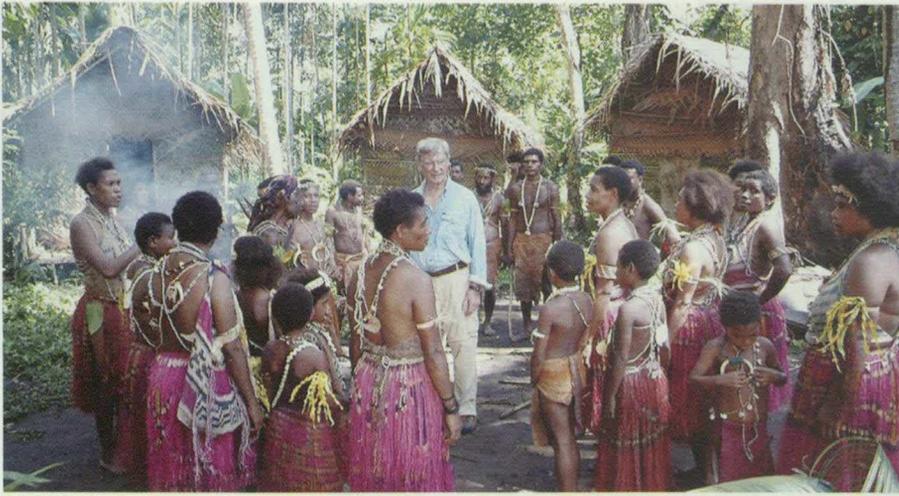



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Getting ready to shoot a scene.

and political issues that affected Papua New Guineans. Marabe addressed the issue of land and urban drift and tells the story of a village councillor, Marabe, whose sons Hawaii and Kerebe leave for a 'better life' in the urban centres of Goroka and Port Moresby. Kerebe is eventually killed in a land dispute and Hawaii, who ends up in Port Moresby, gets tangled up in all the social ills of urban living, eventually heading back to the village to resettle on land given by a relative.

The movie's sound track featured music written and performed by music students of the National Arts School and a favourite track was the Marabe farewell featuring Aaron Murray on

the flute and Tony Subam on classical guitar.

Albert Toro who wrote the script for Tukana also starred in the lead role together with actress Francisca Semoso who is now a politician on Bougainville.

The first genuine home-grown PNG production is *Tinpis Run* (1990). The movie directed by Pengau Nengo is about the adventures of Papa who owns a PMV which he uses as a taxi. Other main characters are his driver Naaki and his fiercely independent daughter Johanna. The adventures take him from the highlands to the coast of Lae and Madang where they get involved in politics. Later, when Papa gets word of a brewing tribal fight, he

returns home and dons his battle gear to lead his warriors into war.

Since *Tinpis Run*, no other major films have been produced by Papua New Guinean producers and this is attributed to the high costs of film making in the country. Lack of copyright laws has also been seen as a major hurdle in assisting the growth of a film industry.

Chris Owen, an Australian residing permanently in PNG, is also one of PNG's leading filmmakers, who amongst a number of films produced the award winning *Bride wealth for a Goddess* (1999). The film is about Highlands' 'Big Man' Ru Kundil who tells his own story in film. Kundil has a dream about a beautiful young woman - the Spirit Goddess Amb Kor - and involves his family and supporters in a cult in which the men seek to make a 'marriage' with the Goddess.

Through elaborate rituals, the Goddess grants the men purification and protection from the menstrual powers of their human wives, the procreation of many sons, and the blessing of fertility to crops and pigs.

There has been no shortage of international film-makers coming to PNG to film the cultural and geographical attractions. News documentaries have also been produced regularly and recent topics have included HIV/AIDS and environmental issues. The establishment and growth of a local movie industry has remained elusive however, because of lack of money and support.



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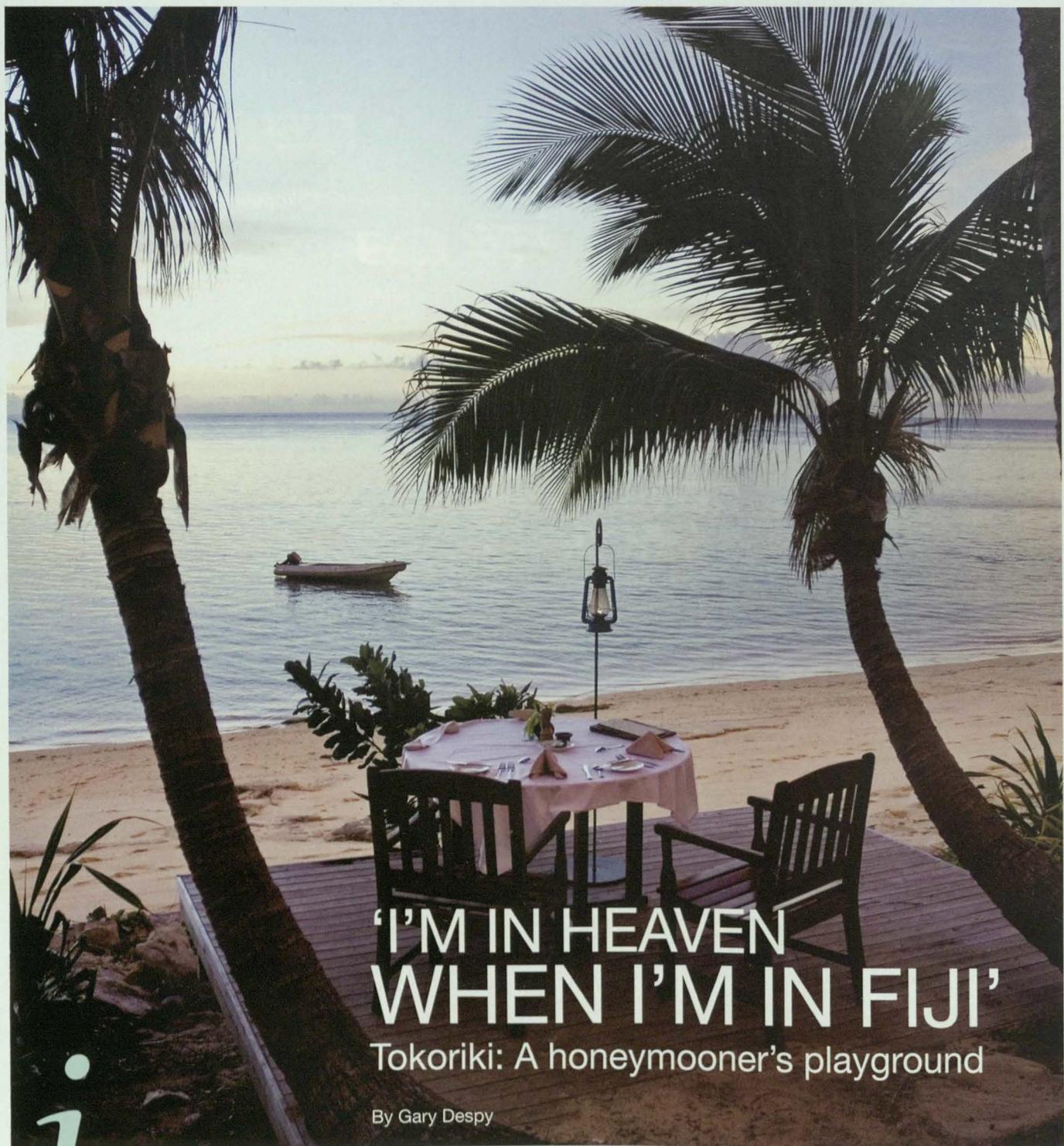
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'I'M IN HEAVEN WHEN I'M IN FIJI'

Tokoriki: A honeymooner's playground

By Gary Despy

It was 5am, the alarm had just gone off; I knew this was going to be one of those days I would never forget!

We had to be at Nadi International Airport at 6.30am to catch a 10-minute helicopter flight to Tokoriki Island Resort, a honeymooners' playground in the Mamanuca Islands.

It was something I had always wanted to do.

It was a cloudless day, the sun had just risen above the rugged Sabeto mountain range that towers over the small city.

Island Hoppers, the only helicopter company in Fiji, would be taking us in one of their tropically-painted choppers.

With some excited trepidation, we boarded with the pilot reassuring us that he had been flying these things for over 20 years.

We went through all the airport clearance formalities, told we were good to go,

then without noticing, we felt a sense of weightlessness like a puppet on a string with the strings being gently tugged, suspended, swaying from side to side. Before we knew it we were 50 feet off the ground, going backwards then thrusting forward with the nose pointed down, we were off.

Within seconds we were cruising at 160 kilometres per hour at an altitude of only 500 feet, low enough to take a close-up glimpse of the first Mamanuca Islands as we soared over them. I tried, without success to get the grin off my face.



Not knowing where we were going to land we froze in our seats as we almost brushed the tops of the palm trees.

All too quickly, we had Tokorki in our sight, the coral reef clearly visible through the stunning turquoise sea forming a barrier to protect the island.

Our pilot chose to come in from the back of the island, making a steep left hander, following the coast until we started to descend. Not knowing where we were going to land we froze in our seats as we almost brushed the tops of the palm trees.



To our amazement we scooped down like a bird of prey gently touching down right in the middle of the resort.

I couldn't help but think how popular we must be with all the guests soundly asleep as it was now only 6.45am!

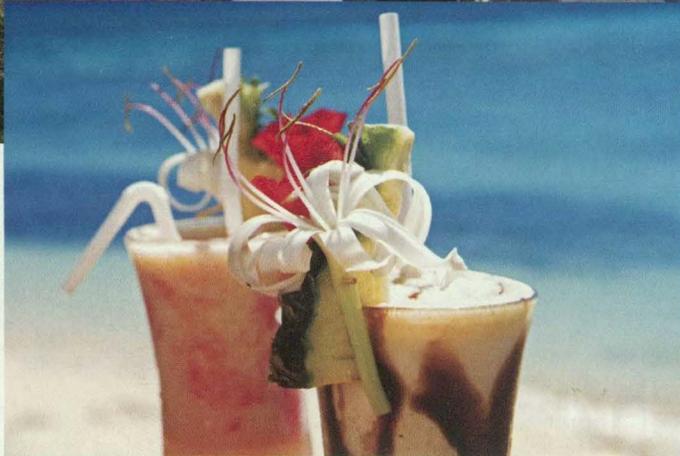
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A huge Fijian man named Solomoni greeted us. He personified the Fijian reputation for warmth and hospitality. He placed a lovely necklace around our necks made from coconut with the resort seashell logo. It felt like our initiation into the resort, or tribe, now we belonged.

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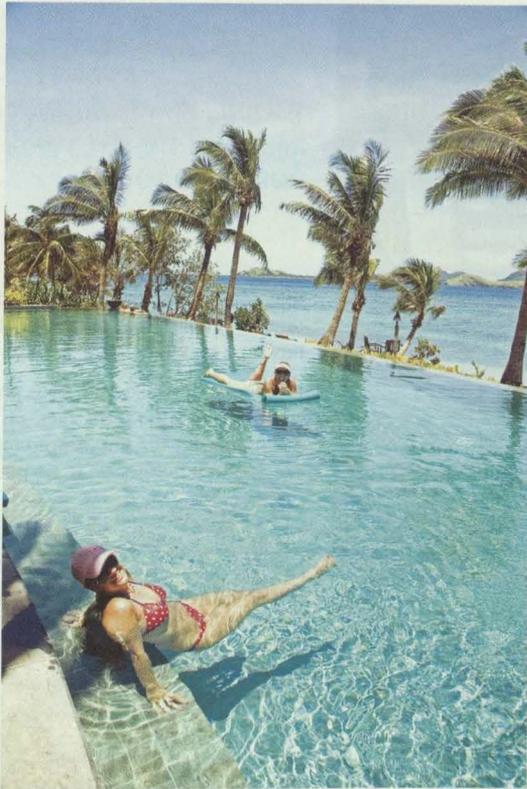
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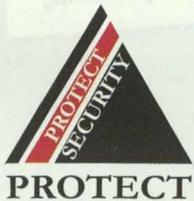
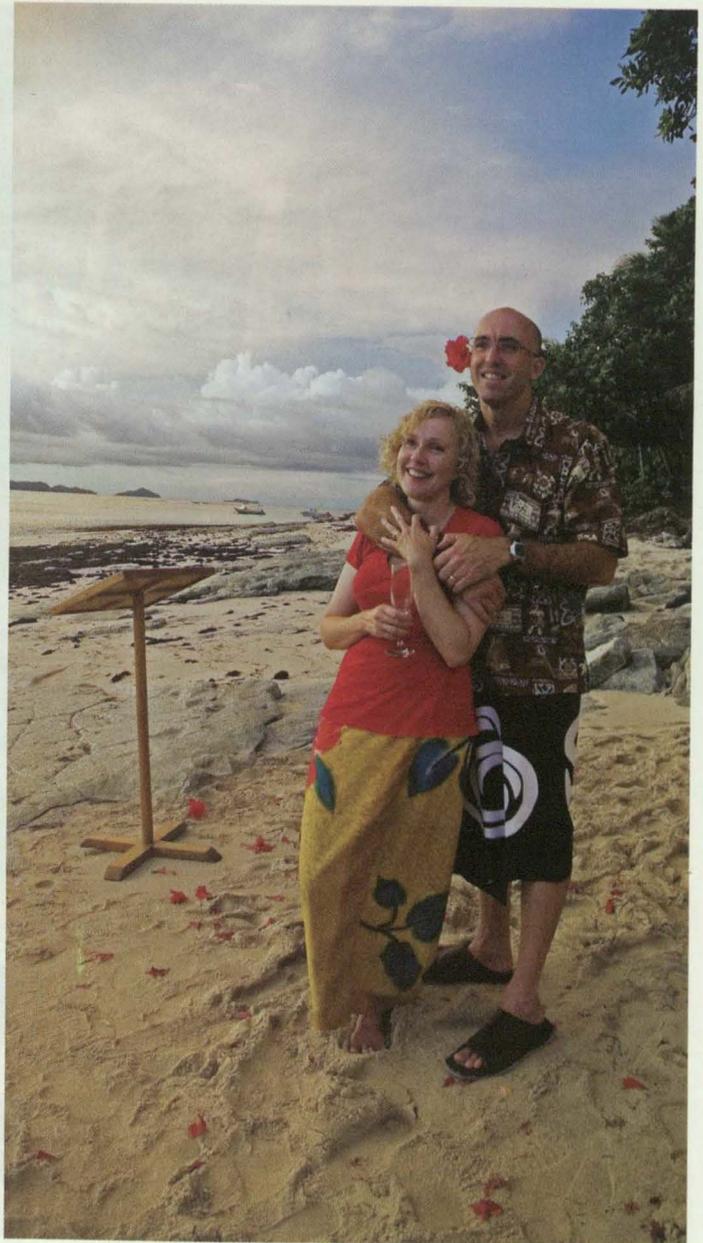


People came from all over the world, mostly Kiwis and Australians, to indulge in the unique experience that few resorts in the Pacific seem to have perfected.

We quickly became part of the tribe's family - sharing stories amongst ourselves. There were young honeymooners and couples on their 20th wedding anniversary.

Two young blonde girls arrived by seaplane; they leapt out and on to the beach enraptured by where they had arrived.

Everyone had a story. One of the girls had planned to have an exotic Fijian wedding on Tokoriki beach, only to be stood up two weeks prior to leaving. She wasn't going to let an incidental thing like minus a fiancé stop her. Instead, she brought her best girlfriend and declared she was having more fun than if he was there, possibly induced by knowing that her ex had paid for the trip.



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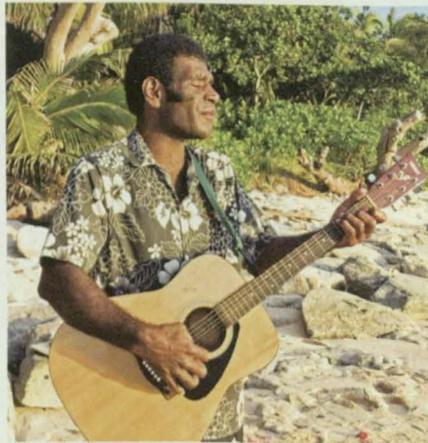
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In the end, everything turned out for the best and the would-be bride decided to still get married on Valentine's Day on the beach...but not as a bride but groom as the whole bride thing wasn't working for her.

Another couple, married seven years, decided to renew their wedding vows. Having three children in succession they had never had a holiday together, nor time to talk. Now in paradise and time to open up for the first time,



Tokoriki simply means "to settle" and settle we did, we never wanted to leave.

they found they didn't get on, so instead of renewing their wedding vows, came close to having a beach divorce!

Before we knew it, we had to prepare to leave, relaxing, waiting for our pick-up boat. We were surrounded by an impromptu Fijian staff and anyone that happened to be passing by.

One was armed with a guitar, another a ukulele; a few moments later in mid song another appeared spontaneously with a one string base primitively built from a big plywood box. We were being serenaded with "I'm in heaven when I'm in Fiji" and finally their very own Tokoriki farewell song.

We were moved beyond words, it was unforgettable!

The more the world changes, the more we gravitate to places that don't.

Tokoriki simply means "to settle" and settle we did, we never wanted to leave.



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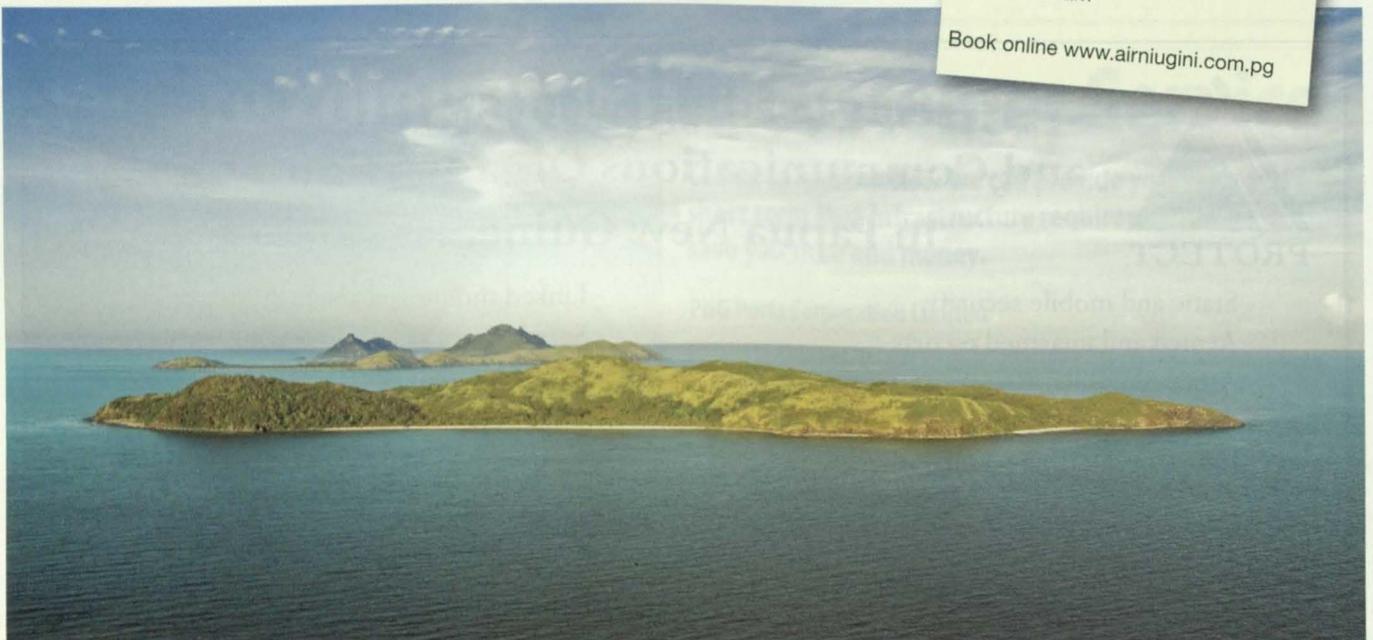
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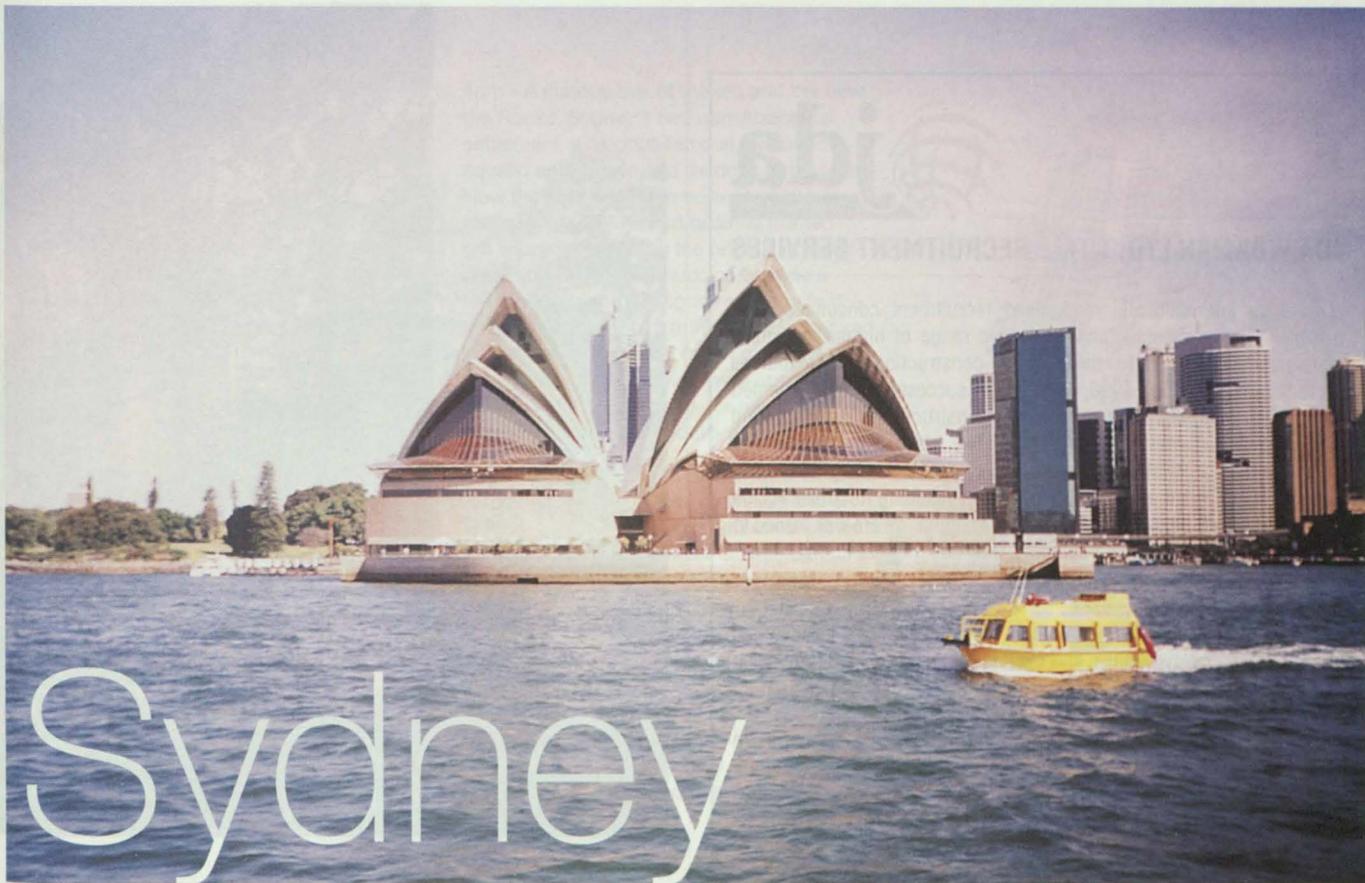
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11 am and the fitness fanatics ambling around Marine Parade have now been joined by energetic dog walkers, cyclists and the odd rollerblader, all seeking that first electric buzz of morning. Below them, young children play on sun-drenched beaches, their parents wrestling with inflatable dolphins. The sea crashes against the rocky headlands and surfers wait patiently for that perfect wave.

Mid-day and as the rest of the world descends on Manly's bustling Corso, the church bells ring in time to the tills of coffee shops.

Despite the influx of new visitors the character of this beautiful coastal suburb remains largely unsullied. The surf club, born in 1902, still dominates the beaches, its lifesavers patrolling them diligently whilst age-old pine trees defend the promenade.

Likewise, the ferry terminal itself retains its personal charm even as it expands to meet the increasing demand. And if there's a better way of seeing Sydney Harbour, I'd be richly surprised. May be, this is how New Yorkers' feel, travelling to work on the Staten Island ferry. Somehow I doubt it as I soak up the views of expensive real estate and the oncoming rush of the city.

Sydney Harbour Bridge waits proudly to greet us. The Opera House blinks in the sun. Innumerable yachts lean into the wind like balloons caught on a breeze, their colourful sails billowing under blue skies. No, this isn't New York though some things do feel familiar.

2pm - In the Botanical Gardens, young office lovers make their way back to work as I slurp on Crab 'n' Corn soup. With a population of some four million, Sydney is Australia's chief commercial, financial and industrial centre





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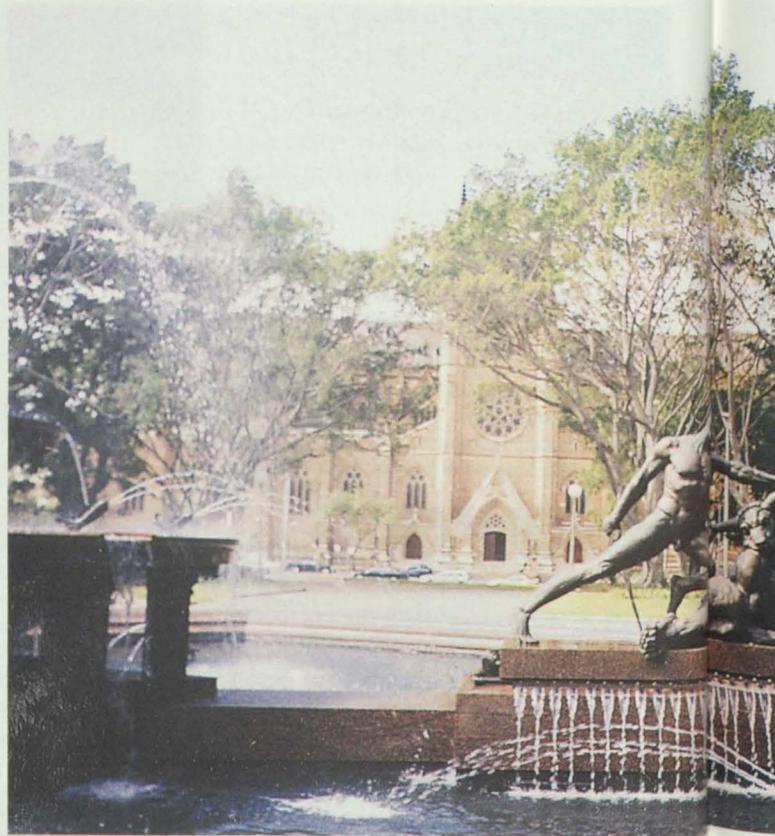
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as well as a mecca for tourists. Including representatives from China, Greece, Italy, former Yugoslavia and Thailand, almost a quarter of its citizens were born overseas, and with only a fraction of its residents indigenous Aborigines, it is still their most popular home.

Between such landmarks as the Archibald Memorial Fountain and Chifley Plaza, the sun is blocked out and Victorian architecture wrestles with huge circular pillars, skyscrapers heavy in glass and stone. The people share a sense of style and fashion that would not be lost on the streets of New York or London and the buildings themselves boast such continent straddling names as Nestle, IBM, Ernst & Young.

Perhaps as a consequence of the city's financial buoyancy, Sydney's traditional tourist attractions seem somewhat outshone today. Even the Opera House, so long seen as Sydney's cultural heart, is dwarfed by the nearby Quayside. Still, the spirit remains and below us live jazz floats from a sidewalk café. I follow it on foot, past stone statues that move (rather like drama students) and along the Writer's Walk, across the water and towards The Rocks.





4pm - A curious mix of the old and the new, the Rocks, Sydney's first non-Aboriginal settlement, was once famous for its more squalid enterprises and raucous behaviour. Now the area has been converted into pleasant tea-rooms and quaintly fronted gift shops, often using the original colonial structures. I sip a cappuccino outside a French Patisserie, trying to resist the fruit tartlets and chocolate truffles inside, backed by cobbled streets and an art gallery. A fine example of tourism dollars well spent, this is the perfect place to break for refreshments before spending some dollars of my own.

Figuring my credit card doesn't stretch as far as the opulent boutiques of The Strand on George Street, I try the suburb of Newtown. Here, the traffic becomes that little bit heavier, the pavement noticeably dirty and the colours much more vivid. But what begins as a selection of museum-like second-hand shops soon explodes into a riot of fashion places, bookshops, record stores and oriental restaurants. By Sydney standards, it's possibly tatty and disordered but for a moment it's a welcome departure.



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6pm - As the sun goes down on Darling Harbour, I'm surrounded by the wealthy, young and successful. I've only been here five minutes and I'm already feeling out of place.

The final shafts of sunlight bounce from chrome stands, filtering through corporate flags as the monorail drifts silently above us. If this was any other major city, I'd be drinking my Heineken from a table already coated in grease and smeared with a history of cigarette butts, the overhead train thundering and clacking its way, making conversation generally impossible.

But although Sydney shares the hustle and bustle of its modern counterparts, there is an underlying sense of order here. Cleanliness and economy of space.

In fact for a city of its stature it's even, dare I say it, pretty. But, above all, Sydney is a city swelling in confidence. It is, of course, completely at home on the world stage and has the gold medals to prove it.

As the evening draws in, a section of the Pyrmont Bridge opens to allow a tall cruiser through. Taking even the lamp posts with it, it hardly makes a sound. Instead, moving with meticulous efficiency, it swings out in front of us, the monorail sailing above.

The night sky appears and the office workers of the Samsung and BT buildings try their best to leave their desks. It soon becomes apparent that Darling Harbour has all the bright lights you need to fall in love with a city, let alone the restaurants and bars.

10pm and as the effervescent glow of the Queen Victoria Building, the transparent gaudiness of Kings Cross and the romantic allure of the Opera House are left behind, my ferry takes me back to Manly.

To the world-weary traveller, Sydney can often feel as comfortable as an old shoe, albeit freshly heeled and neatly polished. It's hard to tear yourself away and it's no surprise that so many decide to stay. Back in Manly, where it always feels a few degrees warmer, someone has left a sand sculpture on the beach, lit from within by flickering candles. It has the features of a smiling dragon and the body of a village of fairytale castles, all nestled gently down to sleep. Not everybody's ready for bed though.

The joggers are still running.



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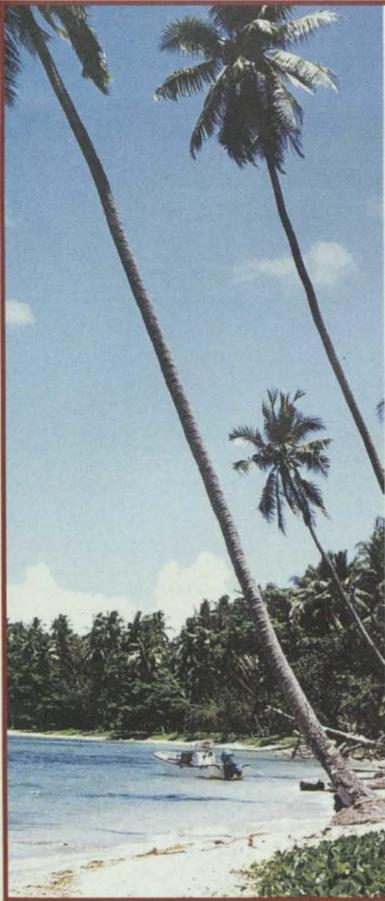
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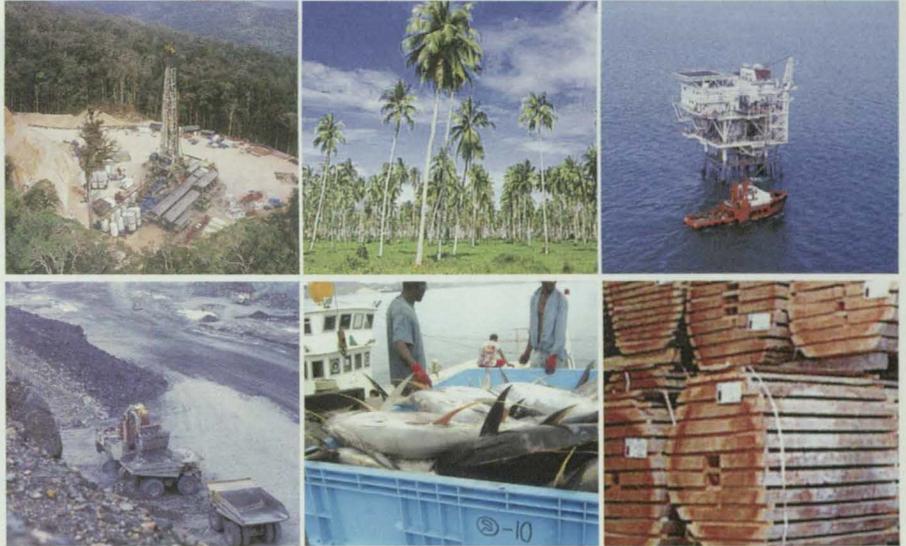
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Air Niugini's new flagship arrives

Air Niugini's new flagship Boeing 767-300ER aircraft received a traditional wash-down and a warm welcome in Port Moresby on May 9 by representatives from the shareholders, airline management and staff, corporate clients and the travel and tourism industry members.

The B767-300 ER arrived in the airline's full colours and under the Papua New Guinea register.

Independent Public Business Corporation (IPBC) Chairman, Mr Sumasy Singin, in the company of Air Niugini's CEO, Mr Wasantha Kumarasiri, and other dignitaries, officiated at the welcome reception of the new aircraft.

The aircraft comes under a maintenance lease arrangement on a sub-lease from Icelandair.





AIR NIUGINI ORDERS B787

A

ir Niugini has joined 30 airline customers for the long-range, high-tech jetliner B787.

Minister for Public Enterprise, Hon. Arthur Somare said the national airline has placed a firm order for the super-efficient Boeing 787 Dreamliner jet.

The order, which was placed directly with the manufacturer, Boeing Commercial Airplanes, is expected to be delivered in 2016. It is in line with the shareholders' plan to see Air Niugini equipped with a modernised fleet to meet the airline's future expansion and growth as a regional carrier.



PARTICIPATING IN TOURISM EXPO

A

ir Niugini was among several organisations that took part in the recent Tourism Expo held at Divine Word University in Madang.

Called LikLik Diwak Tourism Expo, the one-day event showcased a range of airline and tourism products to the public. The event attracted a lot of queries about the general operations of an airline industry and employment opportunities within the industry.

Air Niugini staff (in red) tending to interested customers at the Madang Expo.



Air Niugini Launches a Flying Success

Air Niugini's Sydney staff (from left): Amy, Rose, Charles Morley (Manager Australia), Helen and Trish Ayoub (Sydney Sales Supervisor).



Air Niugini's Charles Morley (left) with guests who attended the launching of the airline's Sydney/Port Moresby service.



Air Niugini celebrated the launch of its new direct flights between Sydney and Port Moresby with a stylish cocktail party in Sydney's Australian Museum on May 19, 2008.

The Frank Hurley Exhibition located in the historic museum played host to the event and enabled guests to view the showcased photographs taken by Mr Hurley during his expeditions through Papua in the 1920s.

The exhibition provided a wonderful backdrop for the launch, highlighting the country's rich cultural heritage during the past 80 years.

Travel industry guests admired the beautiful photographs that depicted Hurley's journey through a culture and people of the 1920's era.

Air Niugini General Manager Marketing, Colin Lyttle welcomed the guests and announced the new flights would provide schedule reliability, explore further tourism opportunities to Papua New Guinea and make the route financially viable.

"The direct Sydney service will bring Port Moresby and Sydney closer together and to celebrate, Air Niugini is offering a promotional launch fare of \$275 return plus taxes and surcharges," Mr Lyttle said.

The direct service is using an Embraer 190 aircraft operated by Brisbane-based SkyAirWorld.

"It is important to reflect that this is the first introduction of a brand new aircraft to operate non-stop to Sydney and provide a superior product to this growing tourist and adventure travel market," Mr Lyttle said.

In recent years, Papua New Guinea has continued to attract a consistent stream of international tourists who are keen to experience first-hand the country's rich diversity, historic cultural influences and natural landmarks.

In fact, in January alone, more than 9600 international tourists arrived in PNG, representing a significant growth of almost 20 percent when compared to the corresponding period last year.

Clearly, PNG is continuing to develop as a tourist hub of Asia Pacific and is now on the agenda for more international visitors seeking a unique travel experience.

More than 50 guests attended the launch including various media representatives from aviation, travel and tourism publications.

Comments amongst the media included the following from Roderick Eime (a Travel Writer and Editor and Photographer) who travelled to Port Moresby in June on the direct service.

"For Australia to have such a deliciously wild and adventurous location right on our doorstep is a great bonus. Anything that makes it easier for us to experience the delights of PNG is a welcome addition. I only wish there were more flights," said Mr Eime.

South Sea Horizons director Kori Chan also praised the new flights.

"The Sydney-Port Moresby service is a fantastic initiative and will undoubtedly open the door to greater tourism and business opportunities as Sydney is a suitable gateway for Australian and international travellers," said Mr Chan.

A lucky door prize was drawn at the event with the winner taking home two return tickets to the pearl of the South Pacific - "Madang" - flying Air Niugini, four nights accommodation at the Madang Resort and Kalibobo Village, plus a half-a-day village tour and harbour cruise. The prize was generously donated by the Madang Resort, Melanesian Tourist Services and Air Niugini.

The announcement of the direct flights and the commitment of further improvements and developments to the airline greatly emphasised the positive direction Air Niugini is travelling in.

"Things are starting to happen in PNG and for Air Niugini. We are now seeing a more stable international fleet providing a more flexible and compatible group of aircraft," Mr Lyttle said.

Air Niugini will also be expanding with new aircraft and services to be included in the near future.





Jack Pidik (Customer Service Manager- Air Niugini), Wasantha Kumarasiri (Chief Executive Officer - Air Niugini), Kamal and Colin Lyttle (General Manager Marketing - Air Niugini) at a function to meet the legendary singer who was in Port Moresby to help fundraise for Operation Open Heart 2008.

AIR NIUGINI SPONSORS HEART SURGERY

Operation Open Heart is made possible by a group of volunteers, comprising cardiac specialists, heart surgeons, anaesthetists and specialised nurses who travel to PNG each year to perform open and closed heart surgeries mainly on children and young adults.

This year will be their 15th visit, and to-date in excess of 465 young lives have been saved by their specialised surgery. Additionally, doctors and nurses at the Port Moresby General Hospital have benefitted greatly from the extensive training and experience they have learnt in assisting with the operations.

Air Niugini is a major sponsor of the project each year.



AIR NIUGINI ENGINEERING GRADUATES



Five Air Niugini Avionics cadets became the first graduates under the airline's Cadet Engineering Programme to successfully complete their Maintenance Authority training from Aviation Australia on April 17, 2008.

The graduation was also a first for Aviation Australia. Unlike previous years, students were recruited from universities or colleges. The recent graduates were selected from national high schools upon completion of their Year 12.

Following the completion of their training to Maintenance Authority standard, it means the five graduates can now proceed to work on obtaining type rating on Air Niugini aircraft. The next goal for these young graduates will be to become Licensed Aircraft Maintenance Engineers (LAMEs).

Air Niugini's Cadet Engineering Programme commenced in 2002 with eight students, followed by six in 2003. Two of the current graduates are from the 2002 group while three commenced in 2003.

Nine students are expected to graduate later this year.



Air Niugini operates 2nd Manila service

Air Niugini commenced operating its second Manila service on Saturday May 24, 2008 utilising its leased B757-200 following successful bilateral agreements by relevant government authorities in Papua New Guinea and the Philippines.

Chief Executive Officer, Mr Wasantha Kumarasiri, is confident the second service will provide excellent connections between Manila and Fiji, providing an opportunity to route passengers from the Pacific Islands countries wanting to travel to Manila, Japan and even China via Port Moresby.

Air Niugini currently flies once a week to Manila and Hong Kong on Tuesday and returns from Hong Kong on Wednesday evenings, arriving in Port Moresby on Thursday morning.

Passengers to and from Manila have experienced a significant capacity shortage and the airline's Chief Executive is positive the second service

will provide relief on the current service and address the additional capacity requirements on the route.

The schedule is planned to give Air Niugini an excellent business opportunity to sell its second service to and from Honiara and Fiji on Saturdays and Sundays.

Flight numbers are maintained as PX008 and PX009.

2ND MANILA SCHEDULE:

5pm departs Port Moresby	8pm arrives Manila (local time)
9.15pm departs Manila (local time)	4.35am arrives Port Moresby

Air Niugini's flight PX085 every Saturday arrives from Nadi and Honiara into Port Moresby at 11am - allowing ample time for connections with the second Manila service.

PX009 arrives from Manila into Port Moresby every Sunday at 4.35am - allowing ample time for connections to Honiara and Nadi on PX084 which departs at 9.15am.



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

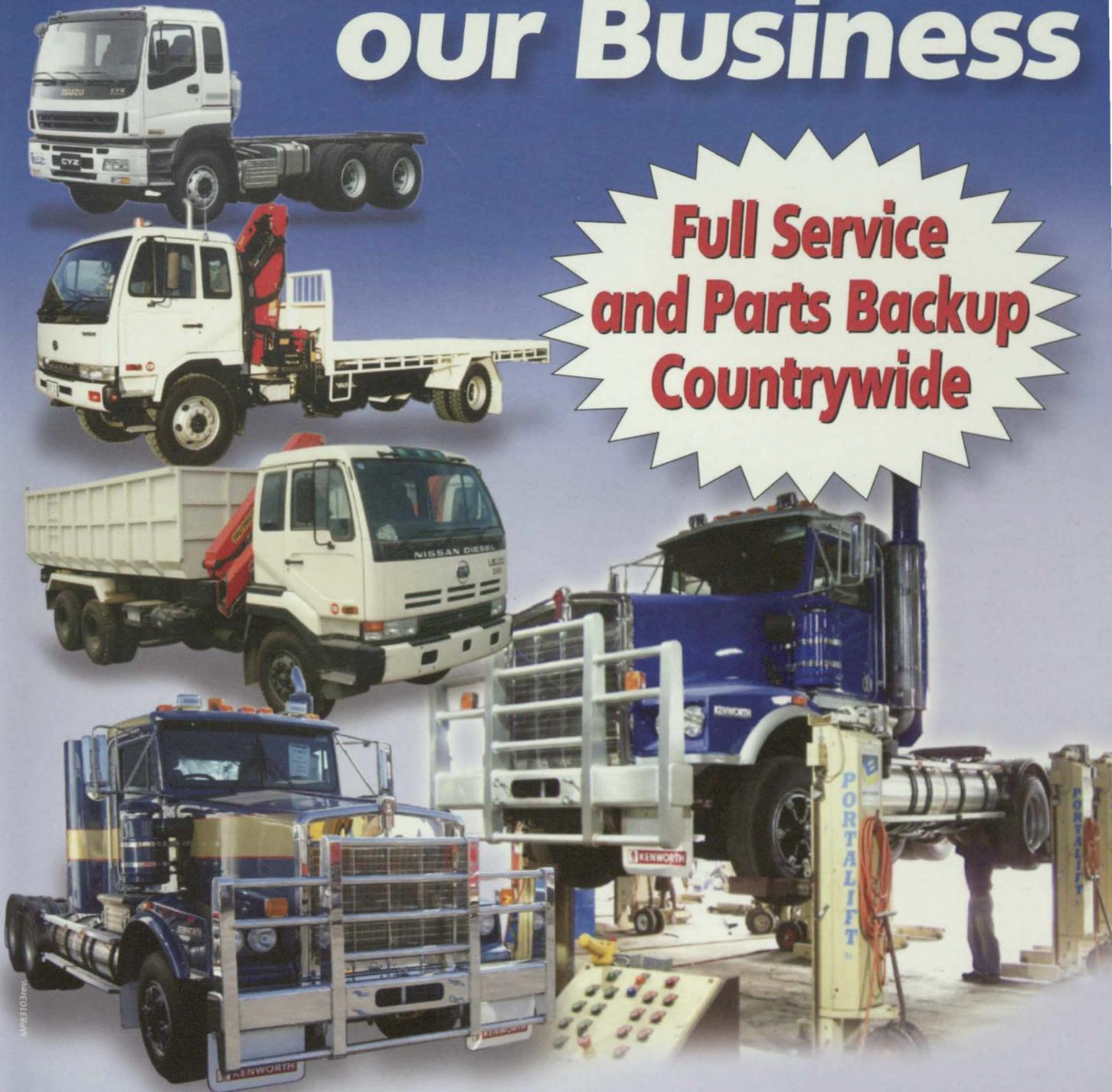
Located along the “Pacific Ring of Fire, Papua New Guinea offers distinct views of active volcanoes that captivates a land of tranquility. There exists a number of volcanoes in certain provinces, including the latest 'basaltic statovolcano on Manam Island, Madang Province. Other recent volcanic location 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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