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VOL. 1, No. 2



The Duke of Edinburgh (center) speaks with (left to right) Minister for Civil Aviation

On Wide



Sydney pilots Margaret (left) and Anne Carter alongside the Cessna 182 as they won the recent car plane "race" around Australia. Flying only by day, they beat the 10,000 miles in less than 10 days, and beat non-stop "Gelignite" Jack Murray and Green in a Morris 1100 nine hours.

From an aviation viewpoint provided a unique opportunity for Castrol to test the Cessna the quality of the ashless dispersant lubricant Castrol Aero A.D. Type 2.

Said Anne Carter after the race: "We thought at first a fair

MARATHON AUSTRALIA




- Above: With its distinguishing tortoise painted on the hood, the Morris 1100 S certainly did not behave like a tortoise on this road, between Broome and Derby, on the 10,000-mile run around Australia. The car, photographed from the escort plane, maintained an impressive average.
- Top, left: Word had got around Carnarvon, Western Australia, about the "horror stretch" masks with which Jack Murray is apt to startle bystanders. So Evan Green and Jack obliged by posing with the masks in the 1100 S.
- Left: Shown being refueled at Port Augusta, South Australia, the Cessna 182 had the insignia of a hare on the fuselage. Evan and Jack called the Cessna "the harecraft." The plane operated throughout on Castrol oil.
- Below: Jack Murray demonstrated, at B.M.C.'s factory in Sydney, the comfort of the full-length bunk built into the 1100 S and made of rubber webbing on a steel frame.



NEWS FOR WOMEN

In the air over a job



Miss Anne Carter

Joy-riding the skyways of Sydney started Miss Anne Carter on a six-year road leading to an unusual career and the 1968 award for being Australia's outstanding woman pilot of the year.

Miss Carter has been an instructor with Rex Aviation Ltd., of Bankstown, for the past two years. Now she plans to concentrate more on the promotional side of aviation by talking to schools, Rotary, and parents and citizens' associations about the interesting careers rapidly developing within the industry.

"Most people are inclined to think that aviation offers work only for pilots, mechanics and airline hostesses," Miss Carter said. "But the truth is that there are many other interesting and well-paid positions on the commercial, technical and administrative side."

"There is a shortage of men training as air traffic control officers and the Department of Civil Aviation is currently accepting girls for these positions. There are two women already working as A.C.T. officers, using the most modern electronic air traffic control equipment."

"Yes, there's been terrific interest shown by the schools, and the young people I've spoken to have wanted to know all they can about aviation," she added.

However, the road to the freeways of the air isn't an easy one.

"I was working as a stenographer when I first started flying lessons and I had to put most of my wages into the one-hour weekly lessons—I even worked as a train waitress for six months to take advantage of the shift-work rates of pay," Miss Carter laughed.

50 HOURS

Finally, she notched up the required 50 hours flying time and an unrestricted private pilot's licence was hers. Soon afterward she won an award under the Australian Flying Scholarship Scheme which paid roughly 70 per cent of her flying expenses.

Perhaps the highlight of her flying years came last July when Miss Carter and a fellow instructor, Miss Carmel Brown, won a 605-mile leg between Tulsa, Oklahoma and Albuquerque, New Mexico, in the Powder Puff Derby which is one of the main features of the aviation year in north America.

This is said to be the first time a foreign team or foreign pilot has won a "leg" prize in the 21-year history of the Derby. Also during this race, which began at Atlantic City, New Jersey, on the east coast and finished at Torrance, California, on the west, they were placed third on a 400-mile "leg" of the 2,500-statute-mile journey.

WOMAN'S POLE FLIGHT

LONGYEARBYEN (Spitzbergen), Tuesday.—A Norwegian housewife flew in here yesterday from Greenland, near the end of a pioneering 9,000-mile flight over the North Pole.

Mrs Ingrid Pedersen left Anchorage, Alaska, six days ago in a single-engine Cessna, and she is expected to fly from Longyearbyen today to Tromsø, northern Norway, and from there to Oslo.

She hopes to become the first woman to pilot a light aircraft over this route. Mrs Pedersen, who lives in Stockholm and has three children, is flying with a navigator.



FAREWELLS to Brisbane will be waved by Miss Marian Hagedorn, of Coopers' Plains (standing), Mrs. Rowland Lording and Mrs. Clive Summers (right) both of Mt. Gravatt, when they begin their flight to Adelaide on March 28. They will pilot the single-engine Musketeer for their trip to attend the Australia Women Pilots' Association annual conference on March 29, 30 and 31.

CAR, PLANE TO RACE 10,000 MILES

A car will challenge an aircraft in a unique around-Australia endurance contest, due to begin in Melbourne next Friday.

Both the car and the plane will follow a 10,000-mile course.

The crew of the car will try to prove they can keep up with—or even finish ahead of—a light aircraft under continuous travelling conditions.

The aircraft is scheduled to complete the journey in 10 days. To keep up, the car will have to travel virtually non-stop and cover an average of 1,000 miles a day.

The aircraft is a Cessna 182 and the car is a Morris 1100 S.

Two of Australia's most experienced outback and rally drivers will be in the car. The aircraft will be flown by two of Australia's best-known women pilots.

The women are Anne Carter, 21, a flying instructor with Rex Aviation, Sydney, and winner of the 1967 award of Australian Woman Pilot of the Year, and Turramurra housewife Mrs Margaret Kentley.

The men are former around-Australia trial winner and Castrol test driver "Gelignite" Jack Murray and B.M.C.-Castrol works rally driver Evan Green.

The women in the Cessna

and the men in the Morris will each leave Essendon, Melbourne, at noon on Friday. They will then follow this route: Geelong, Warrnambool, Mount Gambier (South Australia), Adelaide, Port Augusta, Ceduna, and then to the Western Australian border. The aircraft will follow the railway line and land at Forrest and Kalbarrie, while the car will travel the Eyre Highway through Eucla, Baladonia and Norseman.

They will then follow a similar route via Albany and Bunbury to Perth. From the W.A. capital, they will go north through Geraldton, Carnarvon, Roebourne and Port Hedland to Broome and then via Hall's Creek, Wyndham and Katherine (N.T.) to Darwin.

The course then leads through Tennant Creek to Mount Isa (Queensland), Cloncurry, Normanton, on the Gulf of Carpentaria, and on to the eastern coast at Cairns.

The route back to the Melbourne finish will be via Townsville, Mackay, Rockhampton, Brisbane, Casino, Coff's Harbour, Newcastle, Sydney, Goulburn, Wagga and Albury.

for women

3 Women plan a long flight

AT first light on Thursday, March 28, three women pilots will wing away from Archerfield Aerodrome on a 1200 mile 10-hour trip, with a carefully checked flight plan, a prayer and a supply of chewing gum.

In a single engine, four-seater Musketeer, they will fly to Adelaide to attend the annual conference of the Australian Women Pilots' Association.

For Mrs Rowland Lording and Mrs. Clive Summers, of Mt. Gravatt, and Miss Marian Hagedorn, of Coopers' Plains, this will be the longest and potentially most difficult trip they have made.

Far from having any qualms, however, they are looking forward to the flight and three days of conference activities and social outings in Adelaide.

All details

The next two weeks will be devoted to making their detailed flight plan, checking on possible airstrips in case of emergency, and arranging re-fuelling stops at Bourke and Broken Hill and at Mildura, Dubbo and Coff's Harbour for the return journey.

The one thing they can't arrange is the weather—hence the prayer at take-off. Light planes were very dependent on favourable weather conditions, Mrs. Lording explained.

Good time

"But we shouldn't have any trouble," she said. "This is a good time of the year for the trip, particularly as we will be flying over the dry western districts of New South Wales and South Australia."

And the chewing gum? That was a very feminine answer to the problem of possible mechanical difficulties.

Marian Hagedorn joked about taking along a supply as she admitted that, beyond basic maintenance, none of the three pilots knew what made the engine tick and how to fix it if it stopped.

She's leader

Protesting about her impromptu election as flight leader, Mrs. Lording, who gained her pilot's licence three years ago in Sydney, suggested they toss a coin to decide that.

"That will then solve the problem of who is at the controls for the first long leg of the trip, from Brisbane to Bourke," she said.

Former pilot, Mrs. Joan Salter, of the Gold Coast, will be a passenger in the Musketeer.

About 15 Queenslanders will be among the 100 women pilots from all States attending the conference.

It will begin with a meeting on Friday night, and on Saturday a reliability trial, over a triangular 130 nautical mile course, will be held.

The award for the trial, and the association's annual Pilot of the Year award, for the woman who has contributed most to flying during the year, will be made.

New office bearers will be elected. On Sunday, a conducted tour in Adelaide, and a boat trip have been arranged.

A lifetime spent up in the air

THE thing that most perturbed Lady Burke, wife of the vice-chairman of the Hawker Siddeley Group (Sir Aubrey Burke), on her arrival in Australia on Thursday was the general impression here that Britain's "going down the drain."

"Please," she said passionately on Friday, "do tell all the British people here, and Australians, too, that they mustn't take too seriously all that they read about the present crises."

"We're NOT passing out, as the news reports would have it, we're simply acting like any good housekeeper — burning out our superfluous and reorganising our finances."

"We have a wonderful young generation growing up, and most people at home believe sincerely that we will indeed get over our present difficulties."

Her statement carries weight . . . because Lady Burke is no hollow moralist.

She sparks independence and enterprise like a generator sparks electricity.

Not only that, she has a career background that would leave most men at the starting post.

As a young girl called Rosalind Norman, she first surprised her family by taking out a pilot's licence. "Let me see now, I took my ticket in '32," she recalled.

Inspired by some one like Amelia Earhardt, perhaps? "No, not at all, I'm not inspired by anybody," Lady Burke said crisply. "I simply wanted to fly."

Flew

"At the time I flew mostly De Havilland machines — Gypsy Moths and such."

After maintaining her licence five years, she then decided to enter business.

"I wanted a job, there was nothing for me, so I had to make one of my own," she said matter-of-factly.

Logically, Lady Burke turned to the one thing she knew something about . . . aviation.

"The wind-tunnel and scale model aircraft business was what I decided upon."

"There was no competition — no one else was doing anything like it when I began."

"Like everybody else who starts off on his own, I began in a small way with just one male assistant in some tiny premises in London."

Using knowledge she learned "in the hard school" and not in the engineering faculty of a university, Lady Burke built model aircraft from plans submitted by their designers.

"During the war, to help out, we switched to making aircraft components and at that time were employing about 700 men."

"However, after the war I sold out."

Possibly because Lady Burke wanted to devote time to her family (she married Sir Aubrey in 1936) and look after their four children.

But that didn't mean instant retirement.

Their mutual interest in aviation has always kept Sir Aubrey and Lady Burke vitally interested in each other's careers.

Lady Burke chose to become more interested in her husband's.

"He has to travel a lot, of course, and I go most places with him so I always have a lot of entertaining to plan, and little organisational details to look after."

Her present responsibilities range even farther than that — Lady Burke



LADY BURKE, who is visiting Sydney with her husband, Sir Aubrey Burke.

does all the secretarial work and keeps a watchful eye on the management of the family farm, Rent Street Barns, in Hertfordshire. At present, the Burkes are travelling the world in a company aircraft, and after looking at business interests in Australia and New Zealand will continue on to Singapore, Ceylon, India, Teheran, and Beirut on their way home. Rather appropriately, they will be celebrating their 32nd wedding anniversary up in the air, high above the Tasman Sea, on their way to New Zealand on Leap Year's Day.

The Sydney Morning Herald, Wed., May 22, 1968

Bog traps buses in outback

ALICE SPRINGS, Tuesday. — Miss Christine Davey, pilot of a Conellan Airways plane, today air-dropped supplies to several passenger buses bogged down along an unsealed dirt road 300 miles south of here today.

She said she had seen five or six buses stranded along the road, eight or more heavy transports and a number of cars.

One of the cars was moving, she reported, but it was the only thing that was in the whole landscape.

More than 200, possibly 300, people are believed stranded.

Eight of the big transports bogged down are part of a convoy of 16 headed from Melbourne to Darwin, loaded with beer.

Police say that at least 14 cars are stranded by boggy roads south of the border, some believed to be carrying families with young children.

Miss Davey said she dropped cartons of meat and "hard rations" to two big buses stranded at Maria Bore.

Later she flew to Oodnadatta and early tomorrow will make another food drop to three or four buses nearer Welbourne Hill.

She said there were many people around the buses and a small camp of tents had sprung up beside some — apparently camping tours which carry own supplies and equipment.

They would be among the lucky ones — another cold, bleak night was expected.

No word had been received late this afternoon of two Ansett Pioneer buses battling through rain-lashed country from Ayers Rock to Alice Springs.

They were not expected to arrive until late tonight.



QUEENSLAND branch members of the Women Pilots' Association yesterday met their patron, Lady Casey, the wife of the Governor-General (Lord Casey) at an informal afternoon gathering at the home of Mr. and Mrs. Keith Kennington, of Fig Tree Pocket. With Lady Casey, on the lawn overlooking the river, were Mrs. Kennington (left) and Mrs. Peggy Kelman, of Kenmore, who is president of the Queensland Branch.

THE CAR versus



EVAN GREEN (left), Anne Carter and Jack Murray talk over the round-Australia race before the start in Melbourne on April 26.



HALFWAY—and Jack Murray (foreground) and Evan Green survey their maps at a fuel stop near Darwin.

TWO of Australia's leading rally drivers last weekend completed a unique practice run for the London-to-Sydney Marathon in November — they "raced" a light aeroplane non-stop around Australia.

The drivers, Evan Green and "Gellignite" Jack Murray, lived in their small car for eight days — to average an outstanding 50.7 m.p.h. over more than 10,000 miles of some of the country's worst roads.

And they followed the plane piloted by Sydney fliers Anne Carter and Margaret Kentley across the finish line in Melbourne by only eight hours . . .

Exhaustion fears

"Jack and I had originally intended to drive non-stop around Australia purely as a practice run for the London-to-Sydney Marathon," Evan Green said last week.

"The marathon will require competitors to get from London to Bombay in one long hop without a

scheduled stop," Evan explained. "We wanted to make sure we could last the distance without collapsing from exhaustion," he said.

"One night, while we were going over our maps, Jack suddenly claimed he could drive around Australia in about the same time it would take a light aeroplane to fly the distance.

"The whole thing snowballed—and the next thing we knew, the race was on.

Banksstown flying instructor Anne Carter, 22, from Mosman, was quick to take up the challenge, and contacted her friend, Turramurra housewife Mrs. Margaret Kentley, to act as co-pilot.

"We were handicapped immediately," Anne said.

"Neither Margaret nor myself were licensed to fly at night, so we were restricted to a maximum of about eight hours travelling each day."

"The two drivers outfitted their Morris 1100S basically the way Evan said he would like his London-to-Sydney Marathon car prepared.

Full-length couch

"The engine and running gear remained the same, but we gutted the interior," Evan said.

"Then we fitted a fully adjustable driver's seat," he said.

"On long distances you can get very tired sitting in one position, so we wanted to be able to alter the seat rake from time to time."

Next to be fitted was a full-length bed in place of the left-hand passenger's seats.

"It was made of light steel with rubber webbing as the mattress," Evan said.

A small ice-box was installed behind the driver's seat, along with tools and spare parts—and the driver's personal effects, completed the cabin fittings.

Two spare tyres and a spare tube were squeezed into the boot, next to a 20-gallon fuel tank, to give

Continued next page

MOTOR WORLD

How the hare just beat the tortoise

FOUR Australians made headlines when a standard model car took part in a 10,000 miles race against an aeroplane.

After worries about wet roads for the car and cloudy skies for the plane, the venture came through successfully.

The idea started 18 months ago when Castrol works drivers Evan Green, Jack Murray, B.M.C. engineer Alan Kemp and the late Scott Polkinghorne did the "Crossroads Alice" film while testing a new car oil.

They had plenty of time to talk to avoid the boredom of long Outback trips

and thought up the idea of a car racing against a plane.

Green approached Rex Aviation, distributors for Cessna (the biggest selling aeroplane), who thought it a good opportunity to show their flag in the Outback.

Green and Murray were to crew, leaving behind Kemp as there would not be time for any major repairs to the car.

Cessna chose a young flying instructor Anne Carter, who was woman "Pilot of the Year" in 1967 and won

Conducted by CLYDE HODGINS

a leg of the international Powderpuff Derby in America.

She took as her partner Margaret Kentley, who has been flying for 33 years and has a son who is a first officer on a DC4 with Ansett.

The men reckoned they could cover 1,000 miles daily. Then Anne was told to work out her fuel stops to cover this distance daily.

It was felt mechanical breakdown, wet roads, or cloud (as the plane could only fly under visual flying regulations) would decide the winner.

The plane could fly only in daytime, a 10 hours maximum, while the men could drive for 24 hours daily.

After the car, a Morris 1100S, ran faultlessly they had taken an 18-hours lead on the plane at Darwin.

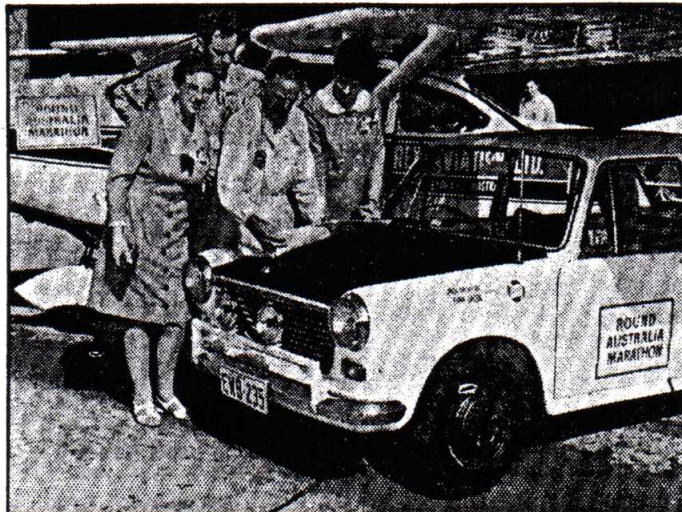
Then Anne, who caught a virus which affected her ears and made her fly at low altitudes, with consequent slower speeds, had to go all out with the engine pushed to its maximum of 2,500 revolutions and 130 knots.

Even then the men may have won except for getting bogged when they had to make a detour via Julia Creek to get up into the Gulf town of Normanton.

Luck with the weather played a big part in the outcome of the challenge. The men crossed the Nullarbor in pouring rain, which closed the road to all traffic several hours later.

In the north-west a cloudburst flooded part of the Port Hedland to Beema road a day before the car was due.

More than three inches of rain fell in less than half an hour, but the 1100S got through, carrying



Competitors in the Hare versus Tortoise race, Anne Carter, Margaret Kentley, Evan Green and Jack Murray, at Essendon Airport before the start.

a message for food supplies for three stranded truck drivers.

In the Kimberleys, the 1100S was the first car to negotiate the Fitzroy Crossing to Halls Creek-Wyndham section after heavy rains had flooded creeks and rivers, turning vast sections of the road into a quagmire.

In northern Queensland floods and muddy roads forced the car to make a 250 miles detour to reach Normanton, costing them 11 1/2 hours' travelling time.

The girls in the Cessna showed skill in completing their journey in such a short time.

They left Kalgoorlie in heavy rain just before low clouds and rain closed the airport for light aircraft.

Heavy fog bound in Rockhampton airport, but they were ready for the first slight break in the weather. Again at Wagga on the

final day they made a dawn take-off just before the weather closed in.

The car covered some remarkable distances, including 1,333 miles for the first 24 hours, going from Melbourne to within 20 miles of the West Australian border.

At the end of the second day the car had crossed the Nullarbor, travelled through the south-western tip of the continent and was 170 miles north of Perth.

After three days they were near Anna Plains homestead, south of Broome.

In this period the car had travelled 3,940 miles, much of it over rough and deserted Outback roads.

By the fifth day they had gone to Darwin and back, then down to Tennant Creek, for a total of 5,912 miles.

Black soil bogs and flooded creeks delayed the car during the sixth day, but it still reached a position east of Normanton (on the Gulf of Carpentaria).

For the overall journey the car returned a fuel consumption of 28.5 miles per gallon and used only two pints of oil.

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be safe side.

While the "tortoise" drove through the night to maintain an average of over 1000 miles a day, the girls were able to catch up on some much-needed sleep.

"Every morning we would get up and find the car was a few hundred miles in front again," Anne said.

"It wasn't until they struck flooding at Tennant Creek that we were able to open up any sort of a permanent lead," she said.

"And even then we had to go full throttle from Townsville on to beat them home."

Evan and Jack also experimented with food on the trip—and claim to have come up with the "ideal" diet for the London-to-Sydney epic.

"We denied ourselves water for the full trip," Evan said.

"Instead, we drank about two pints of milk each every day."

"Fruit was our staple diet, especially grapes and dried currants, although we took some cold chicken along as well."

Forced to eat

Evan said there were times when both he and Jack had to force themselves to eat.

"We became so involved in getting the car through the shocking northern roads that we found it very easy to forget about food," he said.

"I suppose we could have gone days without feeling hungry and finally col-

lapsed if we had not forced ourselves to eat something several times each day.

"And at four major petrol stops we sacrificed five minutes to have a decent meal of bacon and eggs to give us the bulk we needed to carry on."

Water 2ft. deep on road

Both Evan and Anne were pleased with the performance of their vehicles.

"I ran into storms and headwinds, but the old girl stood up to it beautifully," Anne said.

"From Townsville onwards I ran with the throttle wide open to keep ahead of the car, but the Cessna did not overheat once."

Anne and Margaret covered 8157 miles in 66 over-all flying hours to average 145 m.p.h. The Cessna used 732 gallons of petrol averaging a little over 11 m.p.g.

Jack and Evan encountered appalling road conditions from Port Hedland (W.A.) right on to Townsville (northern Queensland).

"At one stage near Broome we were driving through water almost 2ft. deep for a quarter-of-a-mile at a time," Evan said.

"Then we had to make a 250-mile detour when we found the main road linking Mt. Isa and Normanston in northern Queensland had been cut."

"And at another stage we ended up trapped in a filling river bed until four

young blokes whose car had broken down further up-stream came and pulled us out.

"But despite all this, we had only five punctures one flat battery—and we used only two pints of oil between four normal oil changes."

"And we didn't hit anything, which must be some sort of record for a round-Australia run."

Evan and Jack arrived in Melbourne only eight hours behind the aeroplane after a straight 197 hours and 40 minutes of non-stop driving.

Two-man crew

Their car averaged 50.7 m.p.h. over 10,020 miles and used approximately 350 gallons of petrol to average 28.65 m.p.g.

And how did the two drivers feel about their epic run?

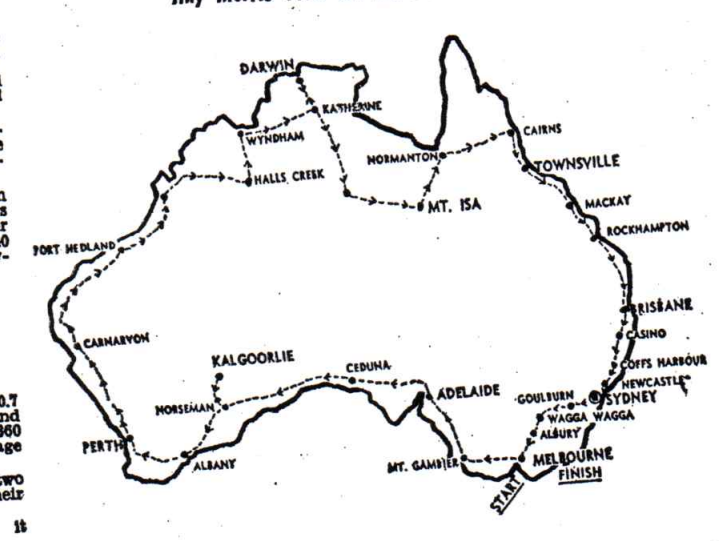
"We'd like to do it again," Evan said.

"We both feel remarkably fresh—and I think this is one of the secrets of long-distance motoring," he said.

"The car took us through shocking conditions, and at times we were both covered with mud from pushing out of bog-holes and changing tyres."

"But we cleaned ourselves off immediately, and we

THE TORTOISE AND THE HARE together. The Cessna 182 swoops over the tiny Morris 1100 on the Nullarbor Plain.



were always fresh and clean when we were behind the wheel. It was a psychological advantage which helped us no end."

And what about Evan's tip for the London-to-Sydney Marathon—the event for which he and Jack were training?

"Well, it's going to be won by a two-man crew," Evan said.

"Three people are a crowd on a long-distance trip—even in the biggest of cars."

"And it's NOT going to be won by the crew who thrash hell-for-leather high above the required average speed so they can snatch a few hours of sleep outside a control point."

"This is the most tiring form of driving imaginable. The Marathon will be won by a crew who drive as Jack and I did around Australia—at a medium pace, conserving their energy and sleeping COMFORTABLY en route."

Plane beats car in unique marathon



Plane, car, and the four competitors all ready to go. Imagine driving a car, day and night, for 10,020 miles at an average speed of 50.7mph.

That is what two Sydney men did last month when they drove around Australia in less than nine days in a unique race with a plane manned by two women.

The plane won—but it finished only nine hours five minutes ahead of the car.

The plane, a single-engine Cessna 182 "Skylane," was piloted by Anne Carter, 22, a Sydney flying instructor, and Mrs Margaret Kentley, a Sydney housewife.

The car, a Morris 1100 S deluxe, was driven by Castrol test driver "Gelig-nite" Jack Murray and B.M.C.-Castrol rally driver Evan Green.

The car had a long-range fuel tank to give a range of up to 800 miles without refuelling, and a full-length bed, ice box, food bins and special water containers.

The plane flew only during daylight, but the car travelled virtually non-stop, pausing only briefly to take on petrol and food.

For instance, during the first 24 hours, the car

travelled from Melbourne to within 20 miles of the West Australian border—a distance of 1,333 miles. And the total distance for the first three days was 3,940 miles, much of it over rough and deserted outback roads.

The race, which began and ended in Melbourne, was intended as an exercise in non-stop driving, which will be required in the London to Sydney car marathon scheduled to start in November.

The map on this page shows the route of last month's race.

Luck with the weather played an important part in it. The men completed the long Nullarbor crossing in pouring rain which closed the road to all traffic several hours later.

In the North-west, a cloudburst flooded part of the road when more than three inches of rain fell in less than half an hour, but the car got through—and delivered an urgent appeal

for food from three stranded truck drivers.

A fresh growth of grass in the North-west also attracted scores of kangaroos to the roadside and on one 600-mile stretch the car had to dodge 165 of them.

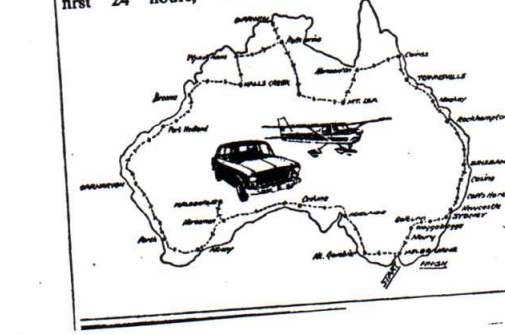
In the Kimberley region, the Morris 1100 was the first car to negotiate the Fitzroy Crossing — Halls Creek — Wyndham section after heavy rain had flooded creeks and rivers and turned vast sections of the road into a quagmire.

In North-western Queensland, flooded creeks and muddy roads forced the men to make a 250-mile detour to Normanston — costing them an extra 11½ hours travelling time.

The women fliers also showed extraordinary skill and resourcefulness. They left Kalgoorlie just before heavy rain closed the airport for light aircraft, and in the closing stages took off from Rockhampton and Wagga despite the threat of heavy fog and squally weather.

For the overall journey, the car recorded a fuel consumption of 28.56 miles a gallon and used only two pints of oil.

Murray and Green were members of the team which two years ago made the first east-west crossing through the middle of Australia as part of a "figure eight" journey around the continent.





Anne Carter... everyone was against her.

GIRLS FIRST HOME IN BIG RACE

By CLYDE HODGINS, "Sun-Herald" Motoring Writer

Fighting off influenza since last Monday, Australia's wonder girl of present day flying, 22-years-old Anne Carter, yesterday won the 10,000 miles Round-Australia air versus road marathon by over nine hours.

With Mrs Margaret Kentley, a founder member of the Women Pilots' Association, who was flying before Anne was born, Miss Carter landed her Cessna 182 at Essendon airport at 8.35 a.m. yesterday, over a day ahead of schedule.

Her opponents, Castrol works drivers Evan Green and Jack Murray, finally conquered exhaustion, muddy outback roads and Queensland holiday traffic to finish at 5.40 p.m., a day ahead of schedule.

They had driven for 1974 hours on alternate shifts, with only stops being for fuel and food. Their Morris 1100S went like a charm, their only worries being three dead batteries, which they found out later were caused by the smooth inside of a fan belt.

Green and Murray were using the exercise as a practice run for the London to Sydney race (only 7,000 miles) in November.

They drove four hours each, then three each and

finally two hours each prior to stops for fuel and food. They averaged around 60 miles per hour for the 10,000 miles, but rarely exceeded 80 m.p.h.

The pair had a V.D.O. tachograph fitted to the car to prove this point in the interests of road safety. This graph records the speed and distance covered at any time of the day.

Daylight hours

Apart from fellow fliers and Department of Civil Aviation traffic officers in outback fields throughout Australia, Anne had almost everyone against her.

People could not understand how a car could possibly race a plane which had almost double its speed.

But Anne was restricted to daylight hours under Visual Flying Regulations, which meant she was grounded in even the slightest cloud.

The men were allowed to drive for 24 hours each day

NORTH SHORE TIMES, Wednesday, May 1, 1968

Plane, car racing

Two North Shore women plane pilots are racing a car around Australia.

They are Anne Carter, of Mosman, (pictured) and Margaret Kentley, of Turramurra.

The car and the plane are following a 10,000 mile course around the continent.

The car will have to travel virtually non-stop and cover an average of one thousand miles a day. The plane flies only in daylight.

Anne Carter has been flying for six years and last year won the 1967 award of Australian Woman Pilot of the Year.

She is a flying instructor and has logged over 1300 hours.

Considered as one of the most experienced women pilots in Australia, Mrs. Margaret Kentley started flying in 1953 and at 21 obtained her licence in a Gipsy Moth (a two-seater aircraft with an open cockpit).

The aircraft is a Cessna 182 and the car is a Morris 1100 S De Luxe.

Two of Australia's most experienced outback and rally drivers are in the car.

They are former round Australia trial winner and Castrol test driver "Gelig-nite" Jack Murray and BMC-Castrol works rally driver, Evan Green.

Car Leading In Race With Plane

A Morris 1100S competing with a Cessna 182 aircraft in a round-Australia challenge arrived in Perth yesterday at 6.50 a.m.—3½ hours ahead of the plane.

Car drivers Jack Murray and Evan Green spent about 25 minutes in Perth to refresh themselves while the car was serviced.

The plane is being flown by Miss Anne Carter and Mrs Margaret Kentley, both of Sydney.

ABOVE: Miss Carter (left) and Mrs Kentley at the Perth Airport.

The plane arrived at the Perth Airport at 10.20 a.m. and left for Carnarvon at 1.10 p.m.

Both were expected to arrive last night.

The aircraft's crew plan to rest overnight in Carnarvon. The car's next major stop will be Broome.

The 10,000-mile trial started in Melbourne on Friday.

Woman's angle

IT'S SAFER, THE HIGHER YOU GET



Margaret Kentley (left) and Anne Carter with the Cessna 182 that took them around Australia.

COMPLETING and winning a Round Australia Marathon in a light Cessna aircraft is all in a day's fun for flying instructress Anne Carter, but the mere thought of negotiating Sydney's traffic by car terrifies her.

Miss Carter, who has logged some 1,400 flying hours in six years, and was last year chosen Woman Pilot of the Year by the Australian Flying Magazine, admitted her fear of city traffic at Bankstown Aerodrome yesterday.

Not so her co-pilot, Sydney company director, Margaret Kentley, who, with Anne, flew round Australia early this month in the "Tortoise and Hare" race sponsored by a local network.

The two women hit the headlines early this month

when they won the tussle between the "tortoise" (a Morris 1100 car) and the "hare" (the Cessna aircraft). The race allowed the Cessna to fly during daylight hours and the car to be driven non-stop, day and night.

Margaret admits quite cheerfully she loves driving or flying and the more traffic the better.

Since their nine and a half-hour victory over Jack Murray and Evan Green who drove the Morris 1100, Anne and Margaret have been keeping to a busy schedule of talks and discussions with clubs and schools.

And do they ever stop to think if all those hours spent in flying light planes

is absolutely safe for them?

"Well," laughed Anne, "I often think of that comment made by an American aviator... 'Flying will never be really safe while we have to drive to the airport!'"

AVIATION NEWS, May, 1968

The Sun, Thursday, May 23, 1968

PLANE PEOPLE



Participants in an unusual race around Australia due to end this week are Sydney flying instructor Anne Carter, trials' drivers Jack "Gelig-nite" Murray and Evan Green. Green and Murray are driving a BMC Morris 1100-S saloon. Miss Carter, with Mrs. Margaret Kentley, are flying a Cessna 182.

TWO GIRLS IN A FLYING-MACHINE

MISS ANNE CARTER, a 21-year-old flying instructor who teaches men to fly at a Bankstown (Sydney) flying school, has packed more experiences into her five years' flying career than the average private pilot does in a lifetime.

She learnt to fly at the age of 16 years and then had to wait until she was 17 years old to sit for her private pilot's licence. Since then, Miss Carter, who lives at Balgowlah, a Sydney suburb, has logged over 1,000 flying hours as a pilot.

She converted her private pilot's licence into a commercial licence, as well as gaining her instructor's endorsement and is now a full-time flying instructor teaching student pilots how to fly Cessna aircraft.

All this is quite an achievement, but for Miss Carter it was only a "training course" to qualify her for a really big international flying event — the American All-Woman Transcontinental Air Race, better known as the Powder-Puff Derby.

She became friendly with another woman flying instructor, Miss Carmel Pam Brown, from Rutherford, N.S.W., who flies with the Royal Newcastle Aero Club, and the two girls decided to form a team for the event with Miss Carter as pilot and Miss Brown as co-pilot.

The 2,493-mile race started at Atlantic City on July 8, and ended at Torrance on the Pacific Coast, near Los Angeles, on July 11.

Although Miss Carter and Miss Brown did not win they were placed third on the Carbondale-Tulsa "leg," a distance of 395 miles, and were first on the Tulsa-Albuquerque "leg," a distance of 602 miles.

Many of the 139 women pilots in 71 competing planes failed to complete the entire course because of the weather.

The air race was won by an American pilot, Judy Wagner, of Palos Verdes Estates, who, flying solo in a Beechcraft Bonanza K-35, established an elapsed flying time of 12 hours, 27 minutes and 59 seconds.

Fran Bera, who has won the race seven

times in the past, came second. She had as her co-pilot Barbara London—both from Long Beach, California.

Sixteen pilots from seven countries outside the U.S. took part in the race and all but one completed the trip to Torrance.

Miss Carter, who recently returned from the U.S. told me:

"The 21st Powder Puff Derby was supposed to be the most disastrous race in its history because we started two days late and encountered bad weather from the east to the west coast of America.

"The race was much funnier than the film 'Those Magnificent Men In Their Flying Machines.' We were flagged off from Atlantic City at 10 a.m. in 20-second intervals and most of the girls flew to Martinsburg at tree-top height.

"Unfortunately, due to our high fuel consumption of 23 gallons per hour, we landed to refuel at Martinsburg (a designated stop). There was only one truck containing 80 octane and when the mechanic eventually got to our aircraft, the fuel truck broke down.

"So we had to wait another four hours before it was fixed."

Miss Carter told of storms over the Alleghany Mountains, a hair's breadth escape from high tension wires strung out across the Ohio River, two weathermen who led them astray with inaccurate forecasts and low-flying over desert country from Tulsa to Amarillo.

"For the remainder of the trip," she said, "we flew low and picked up quite a lot of speed, despite having to fly through a dust storm between Flagstaff and Torrance, the last 'leg' of our long trip.

"Christine Henderson and Ruth Hodges (another Australian crew from Adelaide) arrived on the Thursday afternoon, 40 minutes before deadline and won the overseas prize for the best performance of the foreign teams competing."

— FRANK PROUST



The Haywire Committee, which works for the Royal N.S.W. Institution for Deaf and Blind Children, is planning a Patio Party on November 18 at the Bardwell Park home of Patricia Worley (pictured centre, sending out invitations) with Joanne Gibbon-Smith, of Sans Souci, and Anne Campbell, of Greenacre.



Miss Anne Carter beside the Cessna Skylane which she and co-pilot Carmel Pam Brown entered in the Powder-Puff Derby. "A marvellous experience," she says.

WOMAN'S DAY with WOMAN, November 13, 1967

From busy air base to deserted Pacific atoll

Colourful Canton Island, once an important landing base in the trans-Pacific air route, will become a deserted atoll next month.

The airstrip on the atoll, which is almost midway between Honolulu and Fiji, has been closed.

Next month the airstrip's non-directional radio beacon regarded by pilots as the loudest in the Pacific, will also be closed down.

The island's last 10 inhabitants will then return to the U.S.

When this happens, Canton Island will revert to just another deserted coral atoll, patrolled only by seagulls.

Canton Island was an important landing base for more than 30 years.

In the mid-1930s it was the centre of a dispute between the U.S. and Britain as to who would control it.

The dispute was settled in 1938 when the two nations agreed to control the island jointly.

During the past eight years, however, the U.S. Government has been in sole control, as the British Government relinquished its authority over the island.

ATTACKED

During World War II, Canton Island became an important U.S.A.F. base in the Pacific and was attacked by Japanese aircraft on several occasions.

It has been closed by the U.S. Government because it is no longer needed as a re-fuelling stop.

Canton Island lost much of its international airline importance when the big jets took over the trans-Pacific air route from the shorter-range piston-engined airliners late in 1959.

But the island has continued for years to be a busy base for the U.S.A.F., and National Aeronautic and Space Agency aircraft.

It has always been a welcome landing port for light aircraft flying the long ocean route of 1,672 nautical miles between Honolulu and Canton or the 1,105-nautical-mile route from Fiji to Canton.

DELIVERY

Last week an American ferry pilot, Mr W. McKay, from Wichita, Kansas, arrived in Sydney flying a twin engined Otter on its delivery flight to East-West Airlines.

Mr McKay said he had to fly direct 2,600 miles from Honolulu to Pago Pago because he could not land at Canton Island.

"We will sure miss that friendly little Canton Island airstrip and its re-assuring radio beacon," he said.

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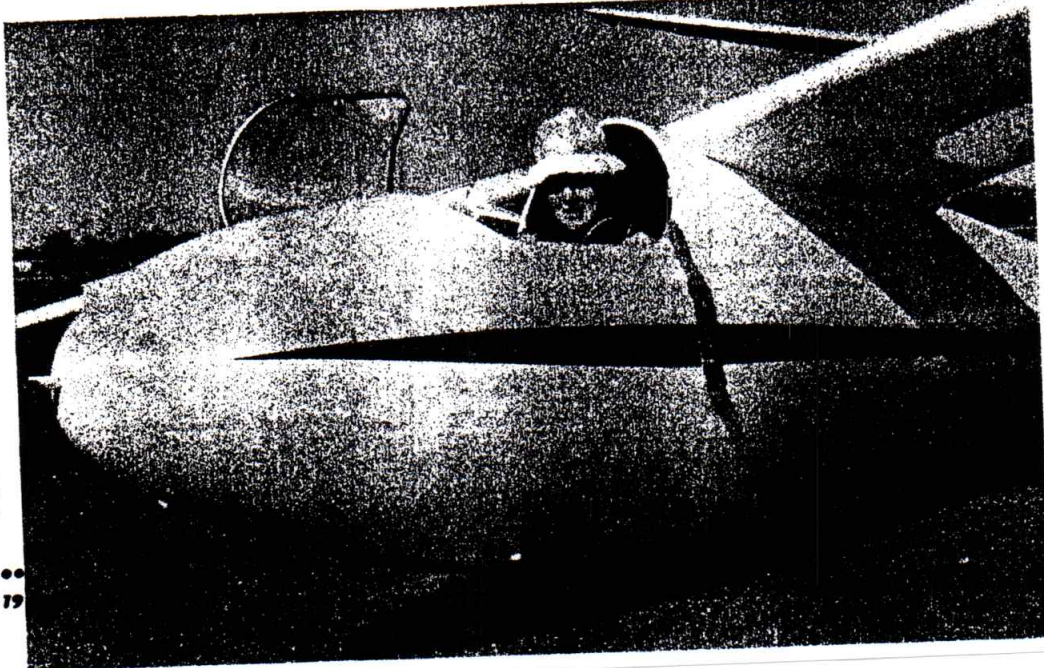
High-flying Helen

★ SOUTH Australia's Helen Fitton (right), 23, flies powered aircraft for a living and gliders for pleasure.

At 16 she started flying both types of aircraft in New Zealand but gave up gliding three years ago when she was appointed a flying instructor at Parafield (SA).

Three months ago Helen did a two-week refresher course in gliding — and 10 weeks later broke the Australian woman's distance gliding record with a 350-mile, seven-hour soaring marathon from Gawler (SA) to Bendigo (V).

This is 20 miles farther than the record established by another South Australian, Sue Martin, of Walkerie, and only 42 miles short of the men's distance record.



Australasian POST, Dec. 21, 1967—Page 19

Calling the air ambulance... NIGHT FLIGHT WAS A MERCY MISSION

THE voice of the pilot crackled out over the radio: "Alpha, mike, bravo to Sydney Tower for clearance to take off." Time 16.21 (4.21 p.m.).

For the third time that day, the N.S.W. Air Ambulance — aircraft VH-AMB (in the phonetic alphabet, alpha, mike, bravo) — was setting out from Sydney's Kingsford Smith airport on a tight-schedule mission of mercy.

It would be back in Sydney by 11.25 p.m., with a passenger list of country patients airlifted to Sydney for specialist attention. Its flight plan was now mapped for night-calls to Coolangatta, Casino, Grafton (on the north N.S.W. coast) and inland Glen Innes.

First pick-up at Coolangatta was a patient

from Murwillumbah brought aboard in a stretcher specially provided for safe air travel. A second patient came aboard at Casino; then at Grafton (8.15 p.m.) a little Aboriginal girl with a chronic respiratory disease was anxiously waiting.

A tiny mite in a white nightshift, she cried momentarily when taken from the arms of the ambulance driver; then sat wide-eyed and silent for the rest of the trip to Sydney. But first another adult patient and a baby (an emergency case) were ready for transport at Glen Innes.

Back in Sydney, as the plane touched down a fleet of ambulances was standing by.

But for the dedicated ambulance staff, working two shifts daily, there could be no respite. The pilot on the next shift was contacted at 2.30 a.m. to prepare for departure to Brewarrina at 4 a.m. With him would go a Sydney



Captain Brian Holm, pilot, and Sister Nancy Frith, members of the air ambulance's rotating crew, in conference before take-off. Aircraft operates on a tight 24-hours-a-day schedule.

specialist to accompany the patient — a child encephalitis sufferer.

So it goes on . . . a round-the-clock service that has become an essential part of Australia's ever-expanding health services. •

—HELEN STYLES



Waiting ambulancemen lift a stretcher patient from the air ambulance — a Beechcraft Queen Air — at the Kingsford Smith airport, Sydney.

She's our top woman pilot

LOTS of girls love fast cars and aeroplanes but there are not too many, like Beryl Young, Bentleigh, who do something about it.

"I can't bear one speck of dirt on this one," said Beryl, polishing her latest acquisition, a Mercedes hard top 190 SL sports.

Her other car, a rather modest saloon, was in disgrace further down the drive.

She bought the sports car secondhand two weeks ago after saving 18 months for it from her wages.

The wage that allows a girl to save for this sort of thing is the wage of a woman pilot.

Ten years ago when Beryl worked in a bank she decided she wanted to fly.

CHARTER

For years all her wages went into chalking up flying hours until she decided if she was spending so much on flying she might as well MAKE some money out of it.

She got her commercial pilot's licence, left the bank and joined a charter flight company.

Recently she received the Australian Women Pilots' Association's annual award for the woman pilot who has made the most noteworthy contribu-

by **TINA HARRIS**

tion to aviation in Australia.

Beryl won it by being the first Australian woman ever to receive her First Class Instrument Rating.

She was also very much in the public eye last year when she was chosen to take part in a mineral survey expedition in the Solomon Islands for the United Nations.

SIX DAYS

She and an Australian male pilot took the team of Swedish experts, whose company was under contract to the United Nations, around the Solomons.

But her jobs have not always been as high-powered as this.

Beryl laughed when she remembered the job she had flying a Tiger Moth from Melbourne to Perth.

"It took me six days to get there in the Tiger Moth and six hours to get back in a jet.

"The plane had to be refuelled every two hours and it travelled at about 70 mph.

"This meant that about every 150 miles I

had to land it. Sometimes there were airports, other times I had to fill her up myself from a supply of fuel I was carrying."

In 1962 Beryl went to England where she was instructed in flying in Exeter, Devon.

"The flying conditions are quite different in England and I wanted to learn about them," she said.

OVERLAND

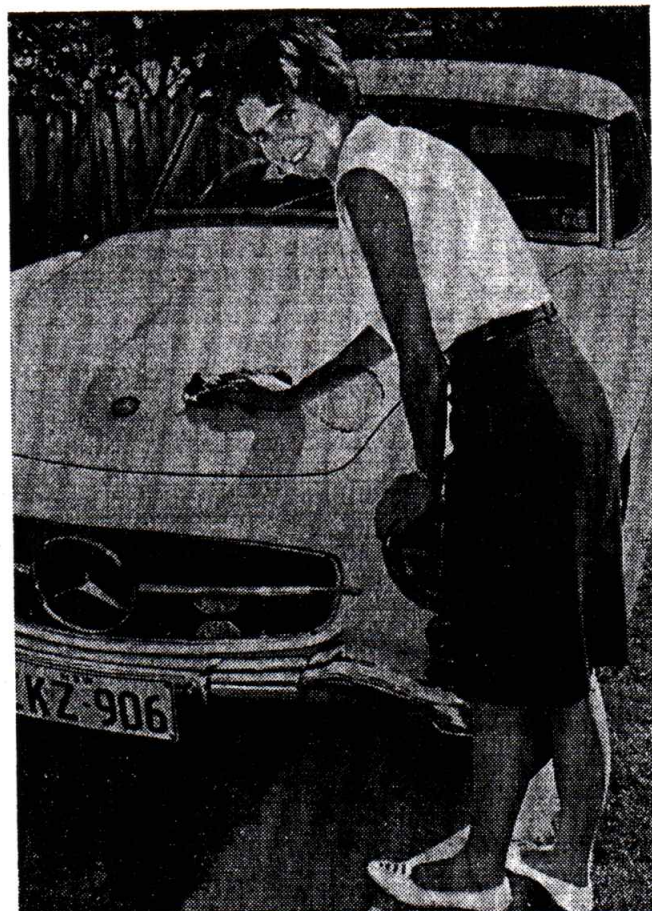
Her trip home to Australia included an overland tour from London to Bombay, but as soon as she got back to Australia she was flying again.

The planes she flies now are mostly Piper Astecs which take five passengers, and Aero Commanders, which take six.

She is often taken interstate on jobs — mainly with business men or with people inspecting land sites.

"I've never been lucky enough to get a group of people chartering a plane for one of those parties out west that seem to last for a week, but I'm hoping," she said.

Beryl does about 30 flying hours a month and sometimes helps at her company's Moorabbin office with bookings and itineraries.



Miss Beryl Young, of Bentleigh, polishing her sports car. Beryl is a woman pilot who loves high-power, high-speed travelling.



MISS CHRISTINE TURNBULL, with her father WING-COMMANDER GERRY TURNBULL, in front of the basket of the balloon in which they crossed the English Channel earlier this year.

She pilots a balloon

LONDON, Wednesday. — Everyone has heard of Amy Johnson, and people immediately know what Sheila Scott is famous for. But put a studious teenager called Christine Turnbull up there in the stratosphere along with them and most people are puzzled.

It's a name that has become known only in the past month, since Christine became the youngest woman ever to hold a licence for flying machines, balloons and airships.

Exclusive

Last bank holiday—one of those rare long-weekends in England when people take full advantage of long hours and maximum daylight—Christine passed the Board of Trade test to allow her legally to pilot a balloon.

She joined the ranks of the exclusive few throughout the world who are qualified to control balloons, either hot-air or hydrogen.

How does it feel to be the only qualified woman balloonist in Britain, and—at 19—the world's youngest? "Marvellous," she says. "I took it up because it was a challenge, so naturally I'm thrilled that I've achieved what I wanted."

Christine, who lives at Farnborough in Hampshire, has grown up in an atmosphere and surroundings conducive to getting off the ground. Her father, Wing-Commander Gerry Turnbull, is C.O. of No. 1 Parachute Training School at Alvington in Hampshire and is the man most responsible for the sudden twentieth century British interest in ballooning.

"He learned ballooning in America about nine years ago," Christine explains, "and received his licence from the only qualified balloon pilot in England, who was about 72 at the time. So it was sort of a case of do it now or it would be too late."

"I suppose I first went up with him when I was

From A STAFF CORRESPONDENT

about 14, and it just, well, grew on me. It was fun right from the start. Then I went off to the States for a year, and never had the opportunity of ballooning, so it's really been only in the last two years that I've taken to it really seriously."

When a balloonist takes this skilful sport seriously it means changing from being a passenger, enjoying the peace and the view, to the person in charge.

"It can be dangerous," Christine admits, "and I suppose Britain is one of the most difficult countries for ballooning, because of all the high-tension wires and the airfields that are so comparatively close."

The pilot has to check wind direction before take-off, mark off his proposed route on the map, notify all airfields along that route, and then make sure that his landing spot is open and free from objects that could damage the balloon.

All this—plus knowing at what height to pull the valve that releases the air for landing—has to come with practice which must accumulate in 12 hours flying time before a licence can be given. Then the balloonist has to do two flights—one in company with the examining qualified pilot, the other alone, with the pilot watching from ground-level.

"Nervous? Not really," Christine reveals. "My father isn't the jittery type and I think this has probably given me the right attitude. Of course, I realise the dangers and the responsibilities, but when I'm up there I still think of it basically as terrific fun."

Rapport

A college student who hopes next year to start reading law, Christine senses the tremendous rapport that her generation has with ballooning.

"I think its greatest appeal is that it's an escape from the hubbub of life. You're lifted right out of it . . . completely cut off . . . no television . . . no noise . . . no rush. It just gives you the chance to

Friends she takes up in

either of her father's two hydrogen balloons — one 28,000 cu. ft., the other 19,000 cu. ft.—are always enthralled and want to start saving to buy their own balloons.

Universities are forming their own ballooning societies and groups of people all over the country are clubbing together in syndicates to finance the sport.

"Cost is the big thing," Christine says regretfully. "Our two balloons are easily worth \$5,000 each, and young people—the ones who are really caught up with the idea—just can't afford it."

"The hot-air balloons are not quite so expensive, but they're still costly. You see, each time you inflate a hydrogen balloon it costs around \$400 to \$500 just for one flight. And you can't put the air back in the cylinders."

Channel

As part of her check-out flight, Christine crossed the Channel—"it took about three hours each way—and I would like to cross the Swiss Alps next year if exams don't interfere."

Because of its land mass, Australia appeals to her as one of the continents filling the balloonist's idea of paradise. "It's terribly popular on the Continent, because there's so much land," she says, "and of course, Canada and the United States are marvellous, too."

"But I should think all that space you have inland would be super for ballooning."

Christine just might have the opportunity of testing this theory for herself. The Turnbulls have relatives in Australia — "Melbourne, I think" — and the idea of the family going out there to visit them looks like becoming reality.

"We'd probably go during our summer here, before I go to university," Christine explains, "which would give us about three months there."

"And if there are any balloonists out there I'd love to meet them."



ABOVE: Mr and Mrs Raper with one of their Cessnas. The man in the grey suit is Mr Schutt, of the Schutt flying school.

Wantirna South's flying businesswoman

Later this month, Mrs Elva Raper, of Wantirna South, will take part in an air race for women only at Mangalore.

Mrs Raper has been flying for three years and has logged nearly 300 hours in her own Cessna aircraft.

Still studying, she recently gained her fourth-class instrument rating which entitles her to fly at night if she wishes.

As well as the Cessna 182 which she will fly in the race, she has a Cessna 150. This second aircraft is leased to a flying school at Moorabbin.

Mrs Raper is the owner of the Elva Raper Boarding Kennels, in Burwood road, Wantirna South.

They are recognised as one of the best run and most efficient establishments of their kind in Melbourne.

At the moment there are 100 dogs of all shapes and sizes and also 35 cats

whose owners have boarded them there whilst on holidays.

As well as family pets, the kennels board valuable show dogs and Mrs Raper breeds and shows Collies herself.

Mrs Raper told "Free Press" that she started flying as a hobby and as a means of relaxation from business worries.

Except in the very busy seasons, she tries to go flying at least once a week.

These flying outings are often a family affair. Her husband, Keith, who is also a pilot in his own right, and their four children are all keen fliers.

Both Mr and Mrs Raper spoke warmly of the hospitality they have received on their several flying trips over Northern Australia and other outback areas.

On their day trips, they often skip over to Sydney or Adelaide for shopping or business, returning in time for the evening meal. Both Mr and Mrs Raper are emphatic that there is no better way of travelling and seeing the country than in a light aircraft.

PERSONALITIES OF KNOX

Mrs. ELVA RAPER is a woman whose love and business is dogs. Her modern kennels is a real home for dogs of all breeds while their owners are away on holidays.

But it is not the conducting of this successful kennel centre which makes Mrs. Raper one of the personalities of Knox.

It is her relaxing hobby of flying, and the use to which she puts it.

Mrs. Elva Raper became interested in flying some three years ago and having proved herself proficient in both handling an aircraft and navigation, it is little wonder that her achievements have inspired the rest of the family to become very air minded.

Mr. Raper has now learned how to handle their Cessna 182, and their four children: two girls aged 13 and 15, and two boys aged 7 and 10 aid and abet their mother in all her aerial activities.

They are a family closely knit together with their mutual interest in flying.

A DAY INTERSTATE

Mrs. Raper flies for the sheer joy of it, and to take a day away from her kennel business when she feels like it. Such as a day in Sydney or Adelaide.

After assuring that her canine and feline charges have been properly attended to for the day, Mrs. Raper shapes her course towards the Moorabbin aerodrome, and in approximately three hours she is enjoying a day in either of these two cities.

Flinders Island, too, is just a short slip for a happy day's outing with the family, returning home in the cool of the evening.

OUTBACK AUSTRALIA

If you really want to see Australia, that is the part where those travelling by



Mr. and Mrs. Raper at the controls of their Cessna aircraft.

is rarely you find a family so engrossed in it as this family is, and the lady of the house setting the pace.

Like most people who have achieved a reputable station in life, Mrs. Raper is most modest regarding her ability. Besides having her private flying licence, she also has an instrument rating of class 4, and was the first woman in Australia to receive such a distinction, while she is also a very prominent and skilled member of the Australian Women's Pilots' Association.

FOR CHARITY TOO

Like most worthy organisations, this association turns its attention to worthy objects needing assistance, and for this purpose a "Pylon" race was conducted at Mangalore last Sunday.

It was of five laps over a measured triangular course having a distance of one mile on each leg, a total distance for the race of 15 miles.

Besides Mrs. Raper, there were five other contestants who were well schooled by the Department of Civil Aviation as to manoeuvring and precision turns, all

of which are very essential on such a close circuit where six aircraft were striving for supremacy.

The six aircraft ranged from a vintage Tiger Moth to the latest Cessna and Moone with speeds varying from 90 to 180 mph. This was the draw card for the purpose of raising funds for a movement known as "For those who have left."

ASIAN ASSISTANCE

This movement, headed by Mr. Reid, DFC, MP, is a voluntary organisation engaged in agriculture and up-

grading of livestock throughout Asian countries. Already 3000 progeny from selected breeding stock in Australia have been sent to these less fortunate countries, thus adding to their ability to provide better food producing potential.

This is yet another story of a personality of Knox; there are many more to come, and "Knox News" trusts you enjoy them.

We are indeed grateful to those who have taken the trouble to write and tell us of their approval of this type of reading, and furnish us with names worthy of being named as a "Personality of Knox."

Fun-filled time in Europe

An impromptu presentation of a cuckoo clock to the Air Ambulance Appeal followed the arrival of Mrs Charles Walton at Sydney Airport yesterday, after her return by Lufthansa from 10 weeks in Europe.

The clock will be a gate prize at the inspection of Widden Valley Stud, which will be held next Sunday to aid the Air Ambulance Appeal.

"It was to have been a fly-in, drive-in inspection,"

said Mrs Frank Thompson, of Widden Valley Stud, who accepted the clock on behalf of the Air Ambulance Appeal.

"But the authorities decided that 150 small planes converging on one area would be too hazardous. All the same we expect it to be a great success with about 5,000 people attending."

Mrs Walton travelled to Germany to attend the wedding of Countess Micheala Castell and Dr Brend Rose-

meier, who is the son of German pioneer aviatrix, Elly Beinhorn.

"It was a fantastic wedding," she said.

"The festivities lasted two days. I was surprised at the civil ceremony—on the first day—to see the bride dressed in a red suit, red fox fur coat and carrying red carnations."

"The church ceremony was held the next day. It seemed strange to be wearing a long dress and to see men in white tie and tails in the middle of the day."

During Mrs Walton's stay in Germany, Elly Beinhorn made a broadcast on the Australian air ambulance service.

The \$300 she earned for making the broadcast will be donated to the Air Ambulance Appeal.

Another enjoyable experience for Mrs Walton was being guest of honour at a ball held by Air Force officers in southern Germany.

In between all this activity in Germany, Mrs Walton managed to squeeze in a visit to England.

"There was so much to do in London. The night before I left to return to Germany, I danced until dawn at a Leap Year Ball held at the Thames Yacht Club."

Something Mrs Walton didn't manage was to see her daughter, Mrs Peter Holman, whose husband is studying at the Royal College of Surgeons, in London.

"Unfortunately they were travelling and we just didn't connect anywhere."

"Anyway I will be returning to Europe in three weeks, so I will be in plenty of time for the birth of my first grandchild in May."



MRS CHARLES WALTON with MRS FRANK THOMPSON, of Widden Stud.

THEY'RE BOTH UP IN THE AIR



Mrs Harry Hodges (left) and Miss Freda Thompson.

Two Melbourne women are planning to fly a light twin-engined aircraft from Britain to Australia in October.

Mrs Harry Hodges, a Brighton mother of three, and Miss Freda Thompson, are hoping to break the record set in 1936 by Jean Batten, who made the trip in 3½ days in a tiny Percival Gull.

They will make the flight in a Beagle 206 six-seater which is to be delivered to an Australian buyer.

Miss Thompson, who made the trip in about 10 days in 1934 in a Gypsy Moth, said the flight was arranged by a fellow pilot.

"I'm very excited and a little dazed," Miss Thompson said.

"The idea came up in conversation at dinner, and suddenly we found we were it."

Mrs Hodges, has been flying for only 3½ years.

She became interested in flying when her eldest son, Chris, 23, started his flying instructor's course.

"I've always wanted to fly, ever since I was very young. And when Chris took it up, he said 'Why don't you try it?' So I did."

Confident

"The whole family quite often go with me on a Sunday flight—instead of a Sunday drive."

"My husband, Harry, would like to fly, but his eyesight is not good enough."

"He's confident I can make the trip, though."

Mr Hodges is a textile importer. Besides Chris, they have two other children, Tim, 19, and Louise, 17.

"Louise is very interested in flying. She wants to start learning as soon as she turns 18."

Mrs Hodges and Miss Thompson will attend the annual meeting of the Australian Women Pilot's Association which will be held in Adelaide this weekend.

On Monday Mrs Hodges will be among some 20 members who

will go on a flying safari to Coober Pedy, Ayers Rock and Alice Springs.

Despite the short time she has held her pilot's licence, Mrs Hodges last year won the international section of the "Powder Puff" Derby across the United States.

"Of the heavy expenses of flying, Mrs Hodges said: 'It all depends on what you want to spend your money on. You could spend it on a nice home or a fur coat. I like flying.'"

Adventure

Her companion on the proposed trip, Miss Thompson, first learnt to fly at Essendon in 1930 ("for adventure and something different") and has been flying ever since.

She says she has always flown "purely for pleasure."

In 1934, when she first made the trip from England, she was alone, and without radio or navigational aids.

"There is no real comparison between our flight and Jean Batten's. We are in a modern aircraft, with all the modern flying aids."

"We are hoping that my knowledge of this type of flying and Ruth's knowledge of modern instruments will combine us into one good pilot to make the trip."

Not easy

"It won't be easy," Mrs Hodges said. "But we will be trying to get back in five days."

"We chose October because the winds will be kinder to us then."

"There's absolutely no let-up when you're in the air. It's just pure concentration on the controls, radio and navigation."

"The aircraft can do it, and we can do it—it's up to the weather."



NEWS for WOMEN

'Flying mums' in silver lame gear...

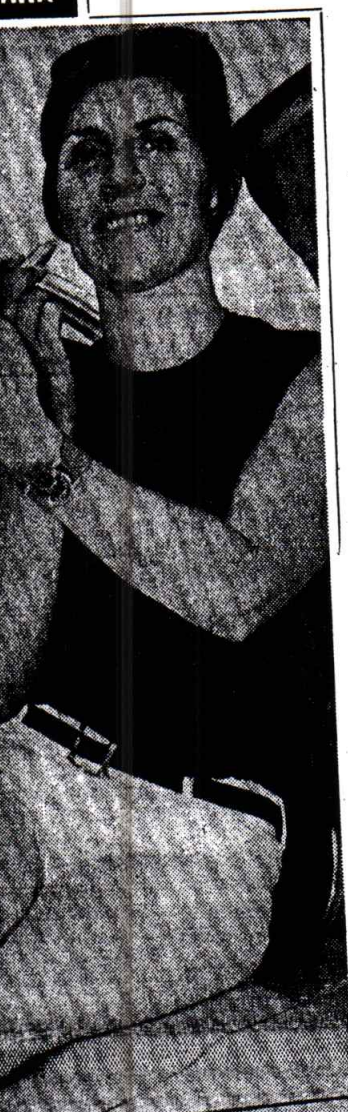
Heads swivelled at Sydney airport yesterday when two 'flying mums,' wearing silver lame flying suits, arrived in their Piper Cherokee 180-D aircraft.

Eighty teams, including only four teams of women, will compete in single-engine aircraft. Mrs Arnold, who has four children, has been flying for seven years. She is the only woman in Australia to hold a helicopter licence.

'We had several phone conferences about the designs and we make regular flying visits to each other,' she said. The outfits include a matching mini-skirt to wear with the jacket to the presentation at the Royal Aero Club of Queensland on Sunday night.



TWO flying mothers — Rosemary Arnold (right), Australia's only woman helicopter pilot, with navigator Judy Lording leave Mascot to compete in an air reliability trial.



Judy Lording, 34, who will be competing in the 1,200-mile Warana Air Race. Last year, Mrs. Arnold, navigator and co-pilot Mrs. Arnold, narrowly missed winning the trials to select a team in the States Powder Puff Derby.

The Sydney Morning Herald, Friday, Oct. 4, 1968

FLYING MUMS TAKE OFF FOR BRISBANE AIR RACE



Hanging on to their 'Flying Mum' hats at Kingsford Smith Airport yesterday are Mrs Rosemary Arnold, of Sylvania (left), and Mrs Judy Lording of Brisbane. Mrs Arnold, who has four children, and Mrs Lording, the mother of three, were on their way to Brisbane to compete in the 1,200-mile Warana Air Race. (Report, page 14.)

dream me true flying

Three years ago she had been a pilot of Walter Mitty for Sydney of three, Mrs. Lording, 34, went for a flight in a light aircraft that clinched it. She was made up to become a pilot.

New plane

Mrs. Arnold and her co-pilot, Mrs. Rosemary Arnold, of Sylvania — a pilot of some years' experience and Australia's only woman helicopter pilot have been sponsored for the race by Ansett-N.A. They will fly a new single-engine Cherokee.

Missed out

Last year Mrs. Lording and Mrs. Arnold missed out by only a few minutes from winning the Australian trials in Adelaide to select a women's team to compete in the west-east coast United States Powder Puff Derby.

Aviation Expo promotes light aircraft

Royal Newcastle Aero Club had shown vision in organising Aviation Expo 68 which brought before the public the important place which civil aviation had in Australia, the Minister for Defence (Mr. Fairhall) said yesterday.

He was opening Expo 68 at Rutherford on the club's 40th birthday. One traffic officer said there were 3000 motor vehicles either in the aerodrome or lined up for about a mile on either side of the highway.

Club officials estimated the attendance as high as 10,000. The Minister for Transport (Mr. Morris), who was to have taken part in the official opening ceremony, was caught in the heavy traffic and arrived at the end of the ceremony.

Yesterday morning strong wind looked likely to prevent a display. Some parachute jumpers caught in the wind finished among parked cars. Later, as many as six at a time leapt from planes above the airfield and guided their coloured parachutes to designed landing spots.

Officials said smoke haze over Bankstown aerodrome had again affected the expo by preventing a number of competitors in the Rothmans' air reliability navigational trial appearing.

The trial was conducted in two sections. Commercial pilots' trial was won by Ross Jackes (Cessnock) from Mrs. Rosemary Arnold and Mrs. Judy Lording.

Robert Owen (Tamworth)

won the private pilots' section from Mrs. Marie Richardson (Camden) and K. Hillness (Goulburn). The organiser (Mr. I. Blair) described the expo as one of the most successful air shows to have been held in the State. Despite adverse conditions in the six-day event there had been an average attendance of 140 at a symposium.

WOMEN PILOTS TO HOLD CONVENTION

Women pilots will arrive in their own light aircraft from all parts of Australia and Tasmania this week for the annual convention of the Australian Women Pilots' Association, beginning on Friday.

The News, Monday, March 25, 1968

A busy schedule awaits delegates—many will be accompanied by their husbands—attending the conference which was last held in Adelaide five years ago.

It will open with a meeting of the Federal executive on Friday afternoon at the Pier Hotel, Glenelg, after which members will meet for a buffet dinner before the annual general meeting.

On Saturday morning an early start will be made by the pilots taking part in a reliability trial at Parafield aerodrome, and in the afternoon "landing on the spot" competition will be held. Sir Donald Anderson, the director-general of Civil Aviation, will arrive from Melbourne to present the trophies and be the guest speaker at the annual dinner at the Pier Hotel in the evening.

Hostess

The visitors will relax on Sunday at the country home at Second Valley of Mrs. William Wright, who will be hostess at an all-day barbecue.

Among the big contingent of interstate delegates will be the Federal president, Mrs. M. V. Mather, of Canterbury, Victoria, who will arrive on Friday with Miss Freda Thompson, of South Yarra—she was the first Australian woman to fly solo from England to Australia.

The founder of the association, Mrs. Charles Walton, of St. Ives, NSW— one of Australia's pioneer women pilots, she was formerly Miss Nancy Bird—will arrive for the general meeting. For her it will be a brief overnight stay as the following day she is leaving on an overseas trip.

Another pioneer woman pilot, Mrs. Peg Keiman, of Kenmore, Queensland, will touch down in her own aircraft on Thursday, as will Mrs. C. B. McLeod, of Newmarket, Queensland, and Miss Beryl Young, of Brisbane, the winner of the Nancy Bird Walton trophy last year.

Arriving

The Federal vice-president, Miss Olga Tarling, of Stafford Heights, one of two women air traffic controllers in Australia, will be another arriving from Queensland in her own aircraft.

In her small Tiger Moth, Mrs. G. Atkin, accompanied by Mr. Atkin, will come from her home at Prairies, Victoria, and for fellow Victorian delegate, Mrs. E. McGindie, of Toorak, who is the Federal treasurer, it will be her Cessna 182 as a means of transport. She will also be accompanied by her husband.

Members of the association's SA branch will include the president, Mrs. William Millward; the secretary, Miss Nancy Cooper; the treasurer, Mrs. Graham Treloar; and Mesdames L. B. Farr, J. A. LePage, L. J. Milligan, A. E. Spicer, Harold Tiver, A. S. Trowbridge, E. H. Wheeler, William Wright, Misses Kathleen Sutherland, Ann Burchell and Barbara Rowe.

The Advertiser, Monday, April 1, 1968.

S.A. Women Pilots Win Reliability Trial

An SA crew won the Australian Women Pilots' Association annual reliability trial conducted from Parafield at the week-end.

The winners were Miss Barbara Rowe (pilot) and Mrs. Sue Saunders (navigator) on a course which took the seven competing light aircraft over Two Wells and Lyndoch.

The runners-up were Misses Beryl Young and Olga Tarling, of Queensland.

Third place went to Victorians Mrs. Elva Raper and Mrs. Beverley McGindie and the spot-landing prize was won by Mrs. Elizabeth Willsallen, of NSW.

Ten aircraft were to have taken part in the trial, but dust-storms in southern NSW prevented three of the crews from flying their planes to Adelaide in time.

One aircraft to miss the event in this way was piloted by a flying doctor from North Queensland.

However, the retiring Federal president (Mrs. Esther Mather) said that conditions on the course had been "good trial weather."

The woman pilot of the year was named as Mrs. Sue Folks, one of whose feats was a record-breaking flight from Sydney to Perth a year ago.

Mrs. Folks, from WA, is the new Federal president. Next year's trial will be held in Tasmania for the first time.

PILOTS HERE ON FLYING VISIT

The Advertiser, Sat., March 30, 1968.



There's no better way of arriving for a fliers' conference than by air. So Jennifer Tidey (left) and Judith Watchorn (centre) flew by Cessna 172 from Tasmania to Adelaide yesterday for the Australian Women Pilots' Association annual meeting. They were greeted at Parafield Aerodrome by Mrs. June Nelligan. Pilots' Convention, Page 10.

Women pilots' dinner

A buffet dinner, sandwiched between meetings, is part of the busy schedule for women pilots who arrived in Adelaide today, for the annual convention of the Australian Women Pilots' Association.

It is opening this afternoon with a meeting of the Federal executive at the Pier Hotel, Glenelg, which will be followed by a buffet dinner there, before the annual general meeting.

Welcomed

They will be welcomed at the dinner by the president of the SA branch of the association, Mrs. William Millward.

Other South Australian members welcoming the visitors will include the secretary, Miss Nancy Cooper, the treasurer, Mrs. Graham Treloar, Mrs. Eric Wheeler—she is helping with the planning of the reliability trial to be held at Parafield airfield tomorrow—and Miss Kathleen Sutherland, the publicity officer.

Among the big contingent of interstate delegates attending will be the retiring Federal president, Mrs. M. V. Mather, of Canterbury, Victoria, the vice-president, Miss Olga Tarling, of Brisbane, and committee members, Mrs. J. C. Buckland and Mrs. E. McGindie, also of Victoria.

Other arrivals from Victoria include Mesdames D. J. Dennis, J. P. Robinson, and in a party from NSW are Mesdames J. A. Harris, E. C. Arnold, and Arthur Leebold.



Mrs. Rosemary de Pierres (left) and Mrs. Rosemary Arnold, at Adelaide airport last night.

PILOTS HERE FOR MEETING

Women pilots from throughout Australia are arriving in Adelaide for the annual general meeting of the Australian Women Pilots' Association which begins today.

The only woman helicopter pilot in Australia, Mrs. Rosemary de Pierres, of West Yorkra-Sydney, was among those who arrived yesterday.

Mrs. Arnold, who also holds a commercial helicopter pilot's licence, is the mother of a 14-year-old son and three daughters aged 13, 11 and seven. She has been flying for six years.

Mr. de Pierres, who has a 20-year-old son and two daughters aged 17 and seven, has also been flying since he was six years old. She and her husband operate a flying school in WA.

The Advertiser, Sat., March 30, 1968.

PILOTS' CONVENTION

Beauty cases, handbags and make-up ups were in the luggage of pilots from all over Australia who flew in to Parafield Aerodrome and Adelaide Airport yesterday.

Unusual equipment for a pilot?

Not at all. The pilots in question are all members of the Australian Women Pilots' Association who are in Adelaide for their annual general meeting, which was held last night.

About 80 pilots were expected to attend but some were delayed because of unfavorable weather conditions.

The Federal president (Mrs. Esther Mather, of Melbourne) presided over the meeting.

Today 10 pilot-navigator teams will compete in a reliability trial of 140 nautical miles.

After the trial a dinner will be held at the Pier Hotel, Glenelg.

Members and their husbands will attend the presentation dinner at which the Director-General of the Civil Aviation Department (Sir Donald Anderson) will present the annual Nancy Bird Walton trophy to the most outstanding woman pilot in Australia.

Mrs. Walton, one of Australia's foremost women pilot pioneers, had to return home to Sydney to prepare for an overseas trip this morning.

Veteran pilot Miss Freda Thompson flew from Melbourne yesterday.

She was welcomed by SA State president (Mrs. Elaine Millward) and her committee are hostesses to the visiting women pilots.

Among the visitors who arrived yesterday afternoon were Misses Judith Watchorn and Jennifer Tidey, both of Tasmania.

They left Tasmania on Wednesday in a four-seater Cessna 172.

"We had no trouble crossing Bass Strait," Miss Tidey said, "and we stopped off at Mount Gambier, Kington, S-E and Tallem Bend before arriving in Adelaide."

Miss Watchorn, who flew the Cessna, is a technical assistant with

the Commonwealth Department of Health in Hobart. She has been flying for three years.

Miss Tidey, the navigator, has held a student pilot's licence for 12 months.

Mrs. Rosemary Arnold, Australia's only woman helicopter pilot, of Sydney, is among those visiting from other States with Miss Sandra Horan, of Melbourne, Mrs. P. Kelman, Mrs. M. Taylor, Mrs. F. Barlow, Mrs. Judy Lording, Miss Beryl Young and Mrs. D. McLeod, all of Queensland.

NSW pilot Mrs. Marie Richardson piloted Mrs. P. Barnes, Miss Grace Cavanagh and Miss June Perry in her aircraft from Sydney.

Mrs. Irene Hooper, Mrs. Anne Hatfield and Miss Irene Hooper are among WA visitors who arrived with Miss Peta Davey and Miss Judy Lynch.

On Monday many of the visiting pilots will participate on a sight-seeing safari to Alice Springs and Ayers Rock, before returning home.

She is a helicopter pilot, a fine pistol shot, a model, dressmaker, water skier, and mother of four. She likes speed — in the air and on the ground and



SHE WANTS TO BE A PILOT

Student pilot Cheryl Bell, 20, of Mayfield, hopes to become a commercial pilot or a flying instructor. Cheryl, who is a library clerk, has been a student pilot for three months, and will make her first solo flight soon. In addition to flying lessons at the Royal Newcastle Aero Club at Rutherford, Cheryl studies navigation, air frames, engines, meteorology and the theory of flight at a technical college. Her instructor, the club president, Mr. Bob Russell, said Cheryl was his 400th pupil — and a good one.

WOMEN'S MAGAZINE



MRS. CHARLES WALTON, of St. Ives, and Mrs. Bill Killen, of Narrabri, who lunched at the Summit yesterday to discuss final plans for the Flying High Committee's Cup Day 1968 which will be held at Randwick Racecourse.

Flying high on Cup day

The New South Wales Air Ambulance Service will chalk up two "firsts" with their lunch at Randwick Racecourse on Melbourne Cup Day.

The lunch will be the newly formed Flying High Committee's first money-raiser and it's being held against the backdrop of the first race meeting ever at Randwick on Melbourne Cup Day. The Committee, set up

to raise funds for the Air Ambulance Service, is hoping to have 200 guests at the lunch.

The president (Mrs. Bill Killen) flew to Sydney from Mollie, Narrabri, yesterday to attend a lunch at the Summit Restaurant at which plans for the Randwick lunch were discussed.

The \$10 tickets will include lunch, tickets and a car badge for the Members' Enclosure.

Cheques should be sent to the Air Ambulance Appeal secretary, Miss Philippa Harrison, 93-105 Quay Street, Sydney.

The Air Ambulance has been of untold service to country people since its launching 19 months ago.

Already it has carried 2788 patients in 988 flights — 521 patients being carried on special or emergency flights.

Headed by Sir Kenneth Street as president and Mr. C. A. Butler, as chairman, an appeal for funds was commenced in 1963, but it was 1966 before there was sufficient money to purchase the first plane.

Four-stretcher
The plane, a Beechcraft Queen Air B.80 was flown from America and fitted out as a four-stretcher ambulance by De Havilland Pty. Ltd.

As well as four stretcher patients, it can carry three sitting patients.

One of the five trained nursing sisters which the Ambulance Transport Service Board employs, accompanies each flight.

The plane is on call 24 hours a day, seven days a week and both pilots and sisters must be prepared for a 90-minute take-off.

The State is divided into five sections and the plane calls, on need, at these districts twice weekly.

The S.M.H. Women's Section, Thurs., Nov. 28, 1968

Inspiration in the air

When Edith Dizon, a journalist from the Philippines, is faced with a story that she finds difficult to write, she climbs into the cockpit of a Beechcraft and goes for a flight.

"It helps me to take a plane and fly around," she explained. "The perspective's much clearer up there."

Mrs Dizon, who is a widow with six children between the ages of 10 and 26, is a correspondent for the Philippines News Service, for which she covers aviation as well as cultural and human interests subjects.

She took up flying, she said, as therapy when one of her sons died. She is an organist, and gives concerts in Manila. She also takes an active interest in a home for homeless children in the Philippines.

Which explains the

The Sydney Morning Herald

MONDAY, OCTOBER 28, 1968

VICE-REGAL

Their Excellencies the Governor-General and the Lady Casey entertained members of the Australian Women's Pilots Association at Government House on Saturday evening.

Lady Lloyd Jones left Government House on Saturday morning.

His Honour Mr Justice and Mrs R. Blackburn, and Mr and Mrs C. F. Walton arrived at Government House on Saturday and left on Sunday. Mrs M. V. Mather and Mr and Mrs L. L. Macpherson also left on Sunday morning.

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SUGAR BIRD.

By BOB HOBMAN

— AVIATION NEWS, October, 1968



"Early Birds," an autobiography by one of the best known early "birds" of them all, Captain Horrie Miller (above), was launched at a cocktail party held in MMA's new Perth passenger terminal, Yorkshire House, 194 St George's Tee.

About 100 guests, including representatives from the Government, and from industry and aviation, as well as members of the Miller family attended the function.

Mr Horace Clive Miller, a sprightly 75, was one of the co-founders of MacRobertson Miller Airlines in 1927. His flying career began during World War 1 and he has been flying consistently ever since.

("Early Birds" was reviewed in our last issue. — Ed.)



SHE FLIES OUT OF THE BLUE IN HER TINY RED AND WHITE AIRCRAFT BRINGING SUGAR-COATED PILLS TO THOUSANDS OF ABORIGINAL CHILDREN

6 NEW IDEA, 17/8/68

SHE is blonde, pretty, 26 years old, and something of a phenomenon in the northern bushland of Australia.

Robin Elizabeth Miller is a nursing sister. But to hundreds of Aboriginals on settlements, missions and stations in the remotest corner of West Australia she is the "sugar bird lady".

She is called this because she drops out of the sky and pops into thousands of Aboriginal mouths sugar cubes soaked with pink Sabin anti-poliomyelitis vaccine.

To outpost settlements and stations in the vast region (almost 500,000 square miles) of the north-west and Kimberleys, her little red and white single-engine plane is becoming more familiar than supply aircraft.

Immunising for poliomyelitis in the vast outback for the West Australian Government, Robin Miller this year will fly her Moonee 6500 miles.

She has to immunise more than 20,000 people.

As well, she looks for symptoms of the eye disease trachoma, examines hundreds of feet for signs of hookworm, and injects hundreds of babies for diphtheria, whooping cough and tetanus.

Two years ago Robin approached the West Australian Department of Health and asked:

"Do you have a job for a nurse who refuses to be separated from her plane?"

The answer was a grateful "Yes."

Many would wonder why Robin has taken on this job. It's financially unrewarding, exhausting and lonely. But to Robin, material rewards aren't what she wants.

"Happiness is being able to do what you want—doing something worthwhile and not necessarily for reward," she said.

"Money isn't important. That's why I am doing this job," she says.

The Government pays her

What's happening in
woman's
Day Oct. 14 1968

ADVENTURE



Carola Fritzsche (left) and pilot Anne Carter unpack their clothes and camping gear from the Cessna after their 3,340-mile flying holiday in outback Australia



LEFT: Sister Robin Miller checks her aircraft before taking off from Wyndham for the Forrest River Mission. BELOW: The slender blonde, 26-year-old sister at work. Here she examines a young Aboriginal boy for the dreaded viral eye disease trachoma.



a flat rate of 15 cents a mile for her aircraft.

It cost \$1500 10 months ago and with her normal sister's pay will take four years to pay off.

Robin's mother is authoress Mary Durack (Kings in Grass Castles) and spokesman for the pastoral clan whose forebears pioneered the north.

Her father is Captain Horrie Miller — the president of MacRobertson Miller Airlines, which his daughter once tried to join as a pilot — but mainly for a joke, she explained.

Her commercial pilot's licence qualifies her to tender for a position as captain of an airliner.

Robin Miller is outspoken about the West Australian Government's program to assimilate and care for its 10,000 Aborigines on 183 settlements scattered throughout the 980,000 square mile State.

"The Government health service needs a certain amount of reorganisation," she says.

"In lots of instances the Government is giving hand-outs to Aborigines in circumstances where it would be better to give advice.

"The Government definitely needs to show more interest in its Aboriginal population."

One of her main concerns is the increasing seriousness of the eye disease trachoma.

"The trachoma problem is serious and needs taking in hand," she said.

"Until a specific drive is undertaken it won't be eradicated."

Trachoma is highly infectious corneal ulceration of the eyes. Children are susceptible.

Some cases are self-curable, but it is aggravated by sand and dust. It is extremely painful and causes blindness.

I watched Robin at work one week at the Forrest River Mission. She checked the nose-wheel of her Moonee at the end of the bumpy airstrip, locked it as

a careful housewife does a car when shopping, and set out to walk a dusty mile to the mission.

She immunised 120 Aborigines with Sabin and injected seven babies against whooping cough, diphtheria and tetanus.

"Which children have sore eyes?" Robin asked the group of smiling youngsters — still sucking on their Sabin-loaded sugar cubes.

"Bung eye!" a bunch of them yelled in unison.

Every child lined up.

"That is bad. You must take drops every day," she said again and again.

"No. You're all right," she told one.

And the little boy was

visibly disappointed. He was the only one of the mission's 38 school-age children whose eyes showed no trace of the disease.

Robin Miller suffers the same frustration as the hundreds of dedicated people in the Australian bush working for meagre reward, working for the advancement of a primitive people.

"I have seen so much that needs doing," she said.

"Leprosy, for example, is bad.

"It has been estimated that one in every nine people in the north-west either suffers from leprosy or has had it.

"Actually there is a team from Perth preparing a study

of leprosy in the northern areas — and it's about time, too.

"There is such a lot of work to be done.

"Aborigines are living in bad conditions, which is almost totally responsible for all their diseases and their low immunity.

"Native Affairs (the West Australian Government's Aboriginal welfare agency) is doing its best.

"But really I don't think most of its staff know what they are doing. They have no special training and generally are only capable or

Please turn to Page 43

NEW IDEA, 17/8/68 7

qualified to hand out rations," she said.

Since she began the Sabin vaccine rounds last year, Robin Miller claims that she has met only two people — both middle-aged women on missions — who were actually upgrading the living and education standards of their Aboriginal charges.

"They made them appreciate what cleanliness means. They have taught mothers to dress their children properly and have even introduced baby competitions.

"The Aboriginal mothers now are demanding washing-machines and electric irons on the settlements."

Robin Miller can, and does, draw enormous satisfaction from reaction and the early results of the Sabin vaccine.

She dispenses an average of 1400 doses a week and, staying overnight at remote settlements, she is often awakened by "some old fellow who was in the bush during the clinic and missed out on his dose."

The stations will be visited twice, but missions and settlements three times on three separate programs this year.

Communal living produces an automatic exchange of the immunisation properties of the vaccine — at stations, in particular.

Because of the small difference of immunisation percentage between the second and third doses, it is not considered worthwhile to give station people more than two.

One dose gives an average 85 per cent immunisation; two doses, 94 per cent, and three doses, 96 per cent.

"You know, I was told by doctors in the south that Aborigines weren't susceptible to poliomyelitis. But that isn't true," said Robin.

"They are enormously susceptible. It's just that their communities are too remote for it to be recognised.

"When I began the immunisation program I was surprised at how aware the Aborigines were of what polio is like," she said.

"In Broome an Aboriginal's legs were badly withered. He must have had it since he was about 14.

"He was a great help to me because I could use him to show others what polio was like.

"But lots of others remembered that their relatives had similar afflictions."

Aborigines are possessed with a fine telepathic sense which accurately informs them of impending visits to their far-flung settlements.

And long before a European's eyes or ears detect

the presence of a tiny aircraft they begin to gather to greet the smiling blonde nurse with her little white coolite box of refrigerated vaccine and sturdy brown case of serums, hypodermic needles, eye drops, bandages and vitamin tablets.

Robin Miller is a nurse, a humanitarian — and a remarkable girl.

She is also a pilot — an aviatrix of no mean repute, who, in six years of flying, including solos across the Pacific and from Europe to Australia this year, has only had one accident.

It was last year during the Sabin rounds at Nullagine, 750 miles north of Perth, that she brought her aircraft into the mission in a fierce storm.

Flying almost blind, she eased the little plane on to the rough, tufted strip and was taxiing to the end when a wing hit a tree.

Robin Miller sat on the undamaged wing and cried.

"I was so glad there was nobody there to see me," she said.

"I was mortified. That's the trouble with owning your own plane. You have to be so particular. It becomes personal — a great friend."

The Nullagine Mission visit was five days from Perth.

She dragged out the aircraft manual and established that the damage was safely away from the main wing strut.

She set to work with towels, bandages and sticking plaster to patch the hole.

Five days later the patch was still holding when she landed at Perth.

Department of Civil Aviation officials were justifiably horrified at the sight!

For a time last year Robin acted as relief pilot for the West Australian Flying Doctor Service while waiting for the "wet" to end to allow her to fly her Sabin vaccine into the north-west.

In town clinics and in the outback she shuns the traditional austere nurses' garb and, instead, goes to work in simple, colorful dresses.

The matron of Wyndham Hospital, Miss Meg Cheeseman, who, whenever she can, accompanies Robin Miller on a visit to a settlement, is full of admiration for her.

"Her nursing ability is astonishing," she said.

"She is absolutely devoted, an extremely capable pilot, sometimes outspoken — but a wonderful girl."

That's Robin Miller — in love with life and in love with her little plane.

NEW IDEA, 17/8/68 43

UNLIMITED!

ADVENTURE 1: Two girls ... a plane ... and a tent

The bushman chocked out of his Land Rover, pushed his battered hat to the back of his head and grinned at us. "Two girls in an aeroplane," he drawled. "But where's the pilot?"

His welcome to Outbackville was typical. The outback people are used to seeing and flying light aircraft—but they're not used to seeing two city girls drop out of the sky.

Carola Fritzsche and I were on a three-week air safari holiday in Central Australia, Western Queensland and outback New South Wales. We flew 3,340 miles over much of Australia which has no roads yet and may never get them.

Carola is a tracer in a Sydney drafting office; I'm a flying instructor and aviation education officer with Rex Aviation.

We began planning an air safari holiday to the outback soon after I got back from my mad car-versus-aircraft race with Jack Murray and Evan Green. (Margaret Kentley and I flew round Australia in eight days, pacing Jack and Evan in their Morris 1100.)

My boss, Miles King, agreed that I could take VH-DST, the Cessna Skylane in which I paced the two drivers and which I flew in last year's Powder Puff Derby for women pilots in the U.S. Our flight plan read like magic. Broken Hill, Andamooka Opal Fields, Ayers Rock, Hermannsburg Mission, Alice Springs, Brunette Downs, Mt. Isa, Longreach, Augathella, Charleville, Cannamulla, Brewarrina, Walgett, Collarenebbri, Wee Waa and—Sydney.

At Broken Hill, Miss Morris, principal of the School of the Air, invited me to talk to her "class" of about 100 children, scattered over an area of half a million square miles. The children had lots of questions to ask, and our talk lasted an hour.

Sixty miles north-west of "The Hill" we

landed on Brian and Ann Treloar's sheep property, 184 square miles in area. No telephone—just two-way radio—electricity from windmills and 40 miles from the nearest store.

Next highlight of our safari was a visit to Andamooka Opal Fields in central South Australia. From the air, it's a maze of tracks, white mounds and tin sheds.

About 800 miners of many nationalities live on these opal fields. With a \$10 claim registration and an infinite amount of hope, they gouge the earth daily in search of instant wealth.

Mr and Mrs Doug Fuller live on a 500-square-mile cattle property 136 miles north-west of Oodnadatta; they've lived in the Centre since 1933.

By ANNE CARTER

In his unhurried way, Doug told us of 112-degree temperatures in summer (which is why they have air-conditioning); of the increasing dingo menace—1,000 cattle were killed by dingoes on an adjoining property during the past year.

"But one of the big problems," Doug Fuller said, "is that the country is being opened up too quickly. Fifty cars pass the property every day on the way to and from Alice Springs!"

We flew on, round the Olgas and to Ayers Rock. The usually brown country was incredibly beautiful because the abnormal rains had carpeted it with wildflowers.

Sixty miles further on we landed at Hermannsburg Mission. About 800 Aborigines and 50 white people, including seven schoolteachers, a secretary and a hygiene officer live at the mission.

In Alice Springs we tied the Cessna down and, for a change of perspective, hired a Land Rover and drove for 240 miles to Simpson's Gap, Standby Chasm and Elery Gorge.

We saw herds of wild donkeys, flocks of budgerigars, black cockatoos and pigeons. And we met 24 Aboriginal stockmen bringing 100 wild scrub cattle to the stockyards. The Aborigines' womenfolk had built wurlics of branches along the stock route and at these camps the men were drying tobacco made of pitchie-ritchie leaves.

Back to Alice Springs, then on — by air again — to the famous Brunette Downs, which is owned by King Ranch of America and covers 3,500,000 acres. We had dinner with the three single girls who work there as bookkeeper, hospital sister and typist. The girls enjoy the casual life, but they do have a few disadvantages. Clothing is ordered by catalogue and the saddler cuts their hair.

At Mount Isa, we were invited to inspect the mine workings and changed into protective clothing in a building called Kings Cross. We also had an exciting day at the annual rodeo.

Our time was running out, and we had to press on through the wonderful hospitality of Longreach, then Augathella, where we stayed four days with Marj and Ralph Mitchell.

We dropped in at Collarenebbri and met Dr Kalokerinos, who gave up medicine for opal mining at Coober Pedy and "struck a patch." He drove us to Lightning Ridge where we inspected the opal mines and met many of the miners.

To complete the contrasts of Australia, we returned via Wee Waa, centre of a thriving cotton industry. We landed on the airstrip owned by Phil Kniesley, an American cotton-grower who has settled happily here with his wife and three children. We went by crop duster on a tour of one of the five cotton gins.

Then, for the last time on the safari, I lifted DST into the air and we headed for Sydney. At Bankstown aerodrome, walking over the tarmac — but still on a magic carpet — we met my boss.

"G'day," he greeted. "Been somewhere?"

THE FLYING HOUSEWIFE BACK AGAIN

When Mrs Betty Miller stepped from the cockpit of a light plane at Sydney Airport on Friday she appeared as unruffled as a woman who had just been for a spin in the family car.

3rd trip to Aust.

In fact Mrs Miller, 42, America's Flying Housewife, had just completed the last leg of her third trans-Pacific flight since 1963.

A handful of well-wishers, mostly Australian women pilots, greeted Mrs Miller and

her co-pilot Mrs Connie Wolf as they made a copybook landing in a sleek Cessna aircraft.

After hugs and handshakes Mrs Miller pulled her coat tightly about her to stave off a biting wind and said almost off-handedly: "I'd love a cup of coffee."

Lucky mascot

The reason for Mrs Miller's flight from San Francisco to Sydney — to ferry a Cessna aircraft here for Nationwide Air Services of Canberra — was vastly different from her first trans-Pacific flight in May, 1963.

In that year Mrs Miller set off from California in her small, twin-engine Piper Apache aircraft alone except for her good luck mascot, a fuzzy-haired doll called Dammit.

Jet return

Her destination was Brisbane, which she reached without incident to become the first woman pilot to fly solo from the U.S. to Australia.

She made her second flight to Australia last September.

Mrs Miller said she

takes it in turns with her husband, who manages a flying school in Santa Monica, California, to ferry new air-

craft to their buyers in various parts of the world. Mrs Miller will stay in Sydney for a few

days before flying back to the U.S. — this time as a passenger on an international jet airliner.



MRS BETTY MILLER

They're up, up, and away...

Two remarkable women flew themselves into Sydney on Friday.

They are Mrs. Charles (Chuck) J. Miller, of Santa Monica, California, and Mrs. Alfred Wolf, of Pennsylvania, who arrived in a light twin-engine Cessna.

"Two days before we left Oakland, California, I had no idea I was coming," said Mrs. Wolf, making her first visit to Australia.

"I only see Mrs. Miller about twice a year at meetings of the Women's Advisory Committee on Aviation in America.

"She called me up the other day to say she was ferrying a plane to Sydney, but her co-pilot had dropped out at the last minute.

"I was delighted to take her place as co-pilot, steward, stewardess," quipped Mrs. Wolf.

Ace flyer

Mrs. Miller delivered the 4-seater Cessna to an air service company here yesterday, making this her fifth crossing of the Pacific to Sydney.

"Mrs. Miller was the first woman pilot to fly the Pacific solo five years ago," enthused Mrs. Wolf. "She's an ace flyer and a marvelous navigator."

When she's not ferrying planes around the world for delivery, Mrs. Miller runs a flying school with



MRS CHARLES J. MILLER... fifth crossing of the Pacific to Sydney.

her husband.

Last year she was placed second in the Powder Puff Derby women's air race across America with Australian Olga Tarling, from

"The flight here went according to plan until we got to Brisbane," explained Mrs. Miller, who because of this trip was unable to enter the Derby this year.

"Then bad weather hit us, or we would have been here two days ago."

Because of the date-line Mrs. Wolf celebrated her birthday twice over on the flight.

"We had champagne two days running," said Mrs. Wolf who at 63 is full of youthful enthusiasm.

She is married to General Alfred Wolf of the United States Air Force (retired) and has been flying for 39 years.

Like Mrs. Miller, Mrs. Wolf has a claim to fame.

She is a "balloonic" and holds the world duration record of 41 hours, being the longest time a woman has stayed "sky high" in a balloon.

Record

She set up this record in 1961 after hearing of two Russian women claiming a world record.

"I did it for fun really," said Mrs. Wolf, "because I'm not a competitive person, but I reckoned one capitalist could take two Communists any day!"

"The whole thing caused quite an ado because I was missing for hours on end," said Mrs. Wolf.

"There's only one thing wrong with ballooning—it's about the most expensive sport there is."

Mrs. Wolf had her own balloon made to set up her duration record which "cost a small fortune."

"The balloonist club I belong to lent Mike Todd a balloon to make "Around the World in 80 Days," added Mrs. Wolf.

The sky's limit

Mrs Alfred L. Wolf, of Philadelphia, who has a passion for going up in a balloon, dropped down on Sydney for a couple days last week. But not in her balloon.

She arrived in a Cessna, as co-pilot with Mrs C. J. (Betty) Miller, who was delivering the plane from California to a customer in Sydney.

Mrs Wolf has been flying for 39 years. She started because her husband, a lawyer, was also a pilot. She took up ballooning (hydrogen), "the old-fashioned gas-bag" as she calls it, in 1951 and in 1961 established a world duration record for free ballooning when she stayed up 41 hours.

Her husband has only once gone ballooning with her.

"He hates it," she said. "He's absolutely scared to death. He calls the landing a controlled crash."

The Wolfs live on what used to be a small farm, but it is now given over to game — pheasant, grouse, woodcock. They have two planes, a Cessna 170B, which has a tail wheel that makes it easy to use in rough terrain, and a Seabee, an amphibian.

Mrs Wolf has her own balloon, which is housed in the barn — "it used to be a squash court until we got too old to play."

There are only two women balloonicists in the United States, i.e. using hydrogen balloons. ("Hot-

air balloon ferent sp Wolf. "It" —like got a blowtor Mrs W small one feet, but i 000 in g every time it.

Her hus Air Force to Wiesba during the Mrs Wolf her Piper 7 and forth ballooning terdam and

FRIEND

It takes to inflate a hours of 1 Wolf, so plenty of fr She said thing about her is the c the only d in the world

Mrs W golden-colou which is m cotton lined a licensed number N 11

The "W" to me," she I call it ar thrift a no! That's a

But floati continent in basket attac golden, hydr loon is no Wolf. It's marvellous world.

"Also," she nice to have over all the world — 1 worth."

Her husband came from West Sussex (Coburn) on Down

Girl in 3,000-mile air safari

A Sydney girl took off this week on a three-week safari into central Australia to plot new holiday routes for light aircraft owners.

The girl, Anne Carter, 22, is a flight instructor and education officer with Rex Aviation Ltd., at Bankstown Aerodrome.

Accompanied by another

woman pilot she will fly 3,000 miles through Queensland, South Australia and outback N.S.W. in a Cessna 182.

The plane is the one in which Miss Carter beat "Gelignite" Jack Murray by 9 hours 5 minutes in a round-Australia race between a car and a plane earlier this year.

Miss Carter flew the plane in last year's

American Powder Puff Derby, the international women's air race.

She won a "leg" of the race and became the first non-American woman ever to do so.

Miss Carter said she was making her trip partly as a holiday and also to find out-of-the-way places for people who owned aeroplanes to fly to.

"People fly to Alice

Springs, Ayers Rock and up and down the coast but they stick pretty well to the straight and narrow," Miss Carter said.

Fuel problem

Miss Carter has been flying since she was 16.

"There are about 3,000 light planes in Australia today but many people don't

make enough use of them," she said.

"I would like to do a little trail-blazing and find some new places for people to fly to.

"You have to be well-prepared for a trip like this. The pilot must know the condition of the strips, he will land on. Dirt strips in the country sometimes get very soft in places after the rain and you have to be careful. This applies to landing in paddocks, too.

"You have to make sure that there is fuel available where you are going and that once you have landed the plane you will have enough runway to get it up in the air again.

"I am going to the opal fields at Andamooka in South Australia.

"I don't know if there is any accommodation there yet. We might have to



THEY'RE OFF TO A FLYING START



● Olga Tarling, left, and Beryl Young.

THE AUSTRALIAN WOMEN'S WEEKLY — July 10, 1968

"THEY simply had to be the female of their species," said Gwen ("Starkie") Caldwell, laughing, when she saw the kangaroo mascots two Australian women pilots carried under their arms the night they left Sydney for the U.S. to compete in the Powder Puff Derby.

The two women were Beryl Young, commercial pilot with a Queensland aircraft company, and Olga Tarling, an air-traffic controller at Brisbane Airport. They will fly a single-engined Piper Cherokee Arrow, entered officially in the race by the Australian Women Pilots' Association, over a 2500-mile route across the southern States of the U.S.

The official name for the Powder Puff Derby, an international race that has been held annually for more than 21 years, is the All Women's Transcontinental Air Race.

It was originally organized by the Ninety-Nines, the international society of women air pilots founded by Amelia Earhart in 1929.

The first thing Olga and Beryl asked, when presented with their mascot kangaroos at the farewell reception given them the night before they left, was, "How much do they weigh?"

But the weight problem must have been solved, because they both assured us they

were going to prop the roos up behind them in their plane to bring them luck.

Olga, an attractive redhead, who will act as co-pilot to Beryl, said she had taken part in the Derby last year with an American woman. As the experience was still fresh in her mind, she felt it would be of great help in this year's race, which starts on Saturday, July 6.

"Starkie," who is affectionately remembered by the many thousands of Wraafs she commanded during World War II, is one of the founders of the Australian Women Pilots' Association. She was awarded the OBE in last month's honors list for her services to aviation.

She said she would be kept busy for weeks answering the hundreds of letters from all over Australia she had received after the announcement.

"They came from people in all walks of life, even from people I had never met but who told me they had followed my career over the years and wanted to tell me how glad they were about the honor I had been awarded.

"How did I feel? It was a warm and wonderful feeling and a lot of happiness to know that perhaps I have accomplished a little out of the things I have attempted in my life."

The Sun, Monday, July 8, 1968

DAILY TELEGRAPH, WEDNESDAY, JULY 10, 1968

The Sun, Friday, July 12, 1968

3 LEAD AIR RACE

NEW YORK, Sunday. — Three planes today were leading in the Powder Puff Derby from California to Georgia.

The race, with 76 planes piloted by women, is over 2,469 miles and includes two Australian entries.

The leaders today were between the Texas towns of El Paso and Corpus Christi, the two mandatory stops in the race.—A.A.P.

CLOSE TO LINE HONORS

Australia's entrants in the all-woman Powder Puff Derby missed line honors at the Savannah, Georgia, finish by only 12 minutes yesterday.

Beryl Young and Olga Tarling, of Queensland, checked down at the end of the 2500-mile cross-country air race after Americans Shirley Fadel and Illa Mae Arosell.

Bad weather caused a drop among most of the other planes in the field of 76.

Ground speeds will determine winners of the four-day race.

Officials said they expected to determine the winners late today.

OUR AIR GIRLS FINISH 45th

Australian Associated Press

NEW YORK, Thursday. — Australia's entrants in the Powder Puff Derby finished 45th today in a field of 76.

The Australians, Beryl Young and Olga Tarling, flew in a Piper Arrow.

They were the only foreign entrants in the race.

Solo flight

The winners were Margaret Mead and Billie Herbin in a Bellanca.

The annual cross-country event for women pilots

was flown over a 2,500-mile course from Van Nuys, California, to Savannah, Georgia.

Sixty-eight of the 76 entrants finished the course.

The results were based on a system of time handicaps set by a race committee which tested one model of each type of aircraft entered.

The Sun, Tuesday, July 9, 1968

Aussie pilots

A.A.P.

NEW YORK, Monday. — The first three of 75 planes completed the Powder Puff Derby cross-country air race today.

They arrived in Savannah, Georgia.

A line of thunderstorms, however, forced others to halt at Birmingham, Alabama.

second

Australians Beryl Young and Olga Tarling, of Queensland, were second to touch down.

Winners in the four-day, 2,500-mile race will be announced tomorrow.

Special effects man setting up shot with working model pirate vessels in the lagoon at Visitors Center, Universal City Studios.



Dear Sir,
 All set for the race on Saturday
 and a big experience then
 more stories tomorrow
 no serious bumps start
 here American girls get really
 nervous about the weight carried
 in the race. They say from here, the
 girl who has won it 7 times, and
 carries a kangaroo. At Universal
 and bet the medal is made of plastic.
 131 (news) from L.A. love fly

© 1968 Universal City Studios, Universal City, California
 COLOR BY MIKE ROBERTS
 S. Robey
 Illawarra Flying
 Benkinson Sydney
 N.S.W. Australia



CONTENTS



Olga Tarling and the 'Powder Puff Derby'—

Miss Tarling and her team mate, Miss Beryl Young, are representing Australia in the famous air race this month. Miss Tarling wrote some notes on her career for us before leaving for the United States in June Page 3

Olga Tarling and the 'Powder Puff Derby'

Early in the morning of July 6 at Van Nuys Airport, Los Angeles, California, two Australian women pilots, Miss Olga Tarling and Miss Beryl Young will warm up their Piper Arrow for the start of the 1968 All Women's Trans-Continental Air Race—the 'Powder Puff Derby'.

Participation in this famous event is a high point in an already distinguished aviation career for Miss Tarling—Australia's first woman Air Traffic Controller. Miss Tarling has held a Commercial Pilot Licence since 1957 and is currently stationed with ATC at Brisbane Airport.

'It all began', said Miss Tarling, 'back in 1948 when, as a teletype operator with the Department in a little shack on Garbutt Airfield, Townsville, I first gazed out at an aeroplane and immediately fell under its spell'.

A first attempt to join the Aero Club was met by raised eyebrows and some opposition, but Miss Tarling soon convinced the management of her desire to learn to fly. Her introduction to the Tiger Moth was to have mixed blessings—each flight in those first few hours resulted in violent illness. Flying lessons at \$7 an hour made substantial inroads into her fortnightly pay packet but she priced everything according to its value in flying time. Her favourite garb was a white shirt, a battered pair of blue jeans and a leather flying helmet with goggles.

Despite all her difficulties she went solo in 10 hours.

Later she gained her private licence and in 1957 she received her commercial licence. Miss Tarling then worked as a co-pilot/ radio operator on a small feeder service in Victoria, which ceased operations however in 1959.

After a brief spell in the 'dull and uninspiring' world of business Miss Tarling noticed a Department of Civil Aviation advertisement seeking trainee Air Traffic Controllers. The advertisement omitted to mention that 'only males need apply'. She applied, was tested, accepted and joined No. 9 ATC Course with fifteen men in 1959.

Miss Tarling was initiated into the previously all-male world of ATC at Essendon



Miss Tarling pictured before leaving for the U.S.A.

Airport and now, after nine years in the field she 'would not change the situation for any other'.

Early in her career she joined the Australian Women Pilots' Association—now 400 strong—and later the International Organisation of Women Pilots. An all-

8

Board Treasurer, Mr. M. A. Kille and Secretary-Inspector Mr. W. Kelly attended the function.

During the parade of bloodstock, Mr. John Inglis gave a descriptive commentary.

(Continued Page 3)



A black colt by the French-bred stallion, Adamastor, is paraded before a section of the large crowd which attended the Widden "Open Day."



Two leading Australian women pilots have left Sydney to compete in America's annual Powder Puff Derby.

They are Olga Tarling, a DCA air traffic controller at Brisbane Airport, and Beryl Young, a commercial pilot with a Queensland aircraft company.

The oldest and longest annual air classic for women, the 1968 Powder Puff Derby will be flown over a 2469-mile course across the Southern States of the U.S.

The Australian entrants are flying as the official team of the Australian Women Pilots' Association.

To allow the AWPA to field a team this year, Ansett General Aviation Pty Ltd, Bankstown, is providing a Piper Cherokee Arrow aircraft free of charge for the team.

ce

Call

Issue No. 56
APRIL, 1968
CIRCULATION
4,600

off, District Committee Members and Community Leaders throughout N.S.W.

ON AIR AMBULANCE SERVICE IS A YEAR OLD

On March 24, the N.S.W. Air Ambulance Service was a year old and in that period the aircraft made 622 flights, carrying 1,459 routine patients and 319 special patients.

Summing up impressions gained during the first 12 months, Sister E. Fisher, who heads the four-member nursing team and has been with the Service since its inception, told Service Call that acceptance of the Service continues to grow.

"I cannot speak too highly of the co-operation and friendliness extended by Ambulance Superintendents and Officers to sisters and aircrew," she said.

"The Air Ambulance has become a familiar sight in most parts of N.S.W. and is greatly appreciated by patients and relatives."

She said that members of the staff also felt that the Service provided a strong link between the city and country Districts.

While the number of routine patients carried during March decreased by 24, the number of special patients brought to Sydney remained steady at 30.

On March 6, a four days' old baby boy from Wellington, who had been born prematurely, was flown from Dubbo aerodrome. The infant, who was the survivor of twins, was heavily jaundiced. He weighed only three lb at the time of the flight. He travelled in the plane's humidicrib and tolerated the trip well. The infant was taken to Royal Alexandra Hospital for Children.

The next day, a two-year-old boy with oesophageal varices and a heart condition was picked up at Canowindra. The child, who was very ill, was given oxygen during transit. In spite of his condition, the boy slept most of the flight. He was also taken to the Royal Alexandra Hospital for Children.

On March 8, a 14-year-old boy suffering severe head injuries was picked up from Coonamble and flown to Sydney. The boy had been involved in a head-on collision. He was critically ill. The patient, who was semi-conscious, was given intravenous fluids and oxygen during the flight, which he tolerated well, his condition remaining unchanged during transit. He was taken to the Royal North Shore Hospital.

On the same day, an adult suffering from renal obstruction was picked up at Coffs Harbour. The patient had a comfortable flight. No special treatment was needed during the trip. He was taken to the Concord Repatriation General Hospital.

Bega Child

On March 3, the Air Ambulance flew to Bega to pick up an eight-day-old baby girl suffering from acute respiratory infection. The baby went to the Royal Alexandra Hospital for Children.

On March 16, a 58-year-old man with congestive cardiac failure was put on board at Forbes. The patient was very ill and needed oxygen throughout the flight. He went to the Page Chest Pavilion, Royal Prince Alfred Hospital.

The next day, the Air Ambulance flew to Moruya aerodrome, where it picked up a 67-year-old Bateman's Bay man with a leaking aortic aneurism. The patient, who was extremely ill, had been in considerable pain and had been sedated prior to take-off. He had serum albumin during the flight and was taken to Sydney Hospital.

(Continued Page 2)

On Sick List

Service Call's Honorary Medical Editor, Dr. L. W. Wing, has been seriously ill, following a heart attack suffered early in March.

After being hospitalised, he returned home, but later was returned to the Royal Prince Alfred Hospital for further care.

Even though he is by no means one hundred per cent, Dr. Wing has found the time and energy to write an interesting account of ambulance transport, as personally experienced by him on two occasions (see Page 4).

Service Call feels sure that readers of his well written and witty medical articles will wish him a quick return to health.

Two to fly for Aust.

MELBOURNE, Tuesday.—Queenslanders Olga Tarling and Beryl Young today won selection as Australia's two-woman team for the Powderpuff Derby across the United States in July. The two Brisbane women recorded the fastest time in a 124 miles air race from Moorabbin airport, beating teams from N.S.W., Victoria, South Australia and Tasmania.



Beryl Young . . . charter pilot.



Olga Tarling . . . air traffic controller.

Woman's angle

CHALLENGERS FOR AIR TROPHY

The Sun, Monday, June 17, 1968

THIS year for the first time the Australian Women Pilots' Association has decided to sponsor a team to take place in an international air race.

Leaving Sydney tomorrow for the American All-Women Trans-Continental Air Race are Olga Tarling and Beryl Young, both from Brisbane.

Olga and Beryl earned the right to represent Australian women pilots when they won an interstate air competition held recently in Victoria.

Nancy Bird Trophy, which is awarded annually to the woman who has done most for aviation in Australia.

She gained the award for piloting survey aircraft over the Solomon Islands for the United Nations, and for similar work carried out for the C.S.I.R.O.

"There is a tremendous future for girls in aviation," said Beryl, who intends getting her licence to fly jets when she returns from the United States.

Both girls know what they are talking about, as Beryl is a charter pilot in Queensland and Olga

A touch of psychedelic

works as an air traffic controller with D.C.A.

Don't picture the girls as two Amy Johnson types in helmets and goggles.

They will wear non-crushable jersey dresses in gay psychedelic colours, with matching head scarves whilst they fly in the race which is from Los Angeles, California, to Savannah, Georgia — a distance of about 2,500 miles.

The girls will fly a Piper Cherokee Arrow, single-engine, low-wing aircraft.

Olga competed privately in the race last year with an American co-pilot but bad weather grounded their plane when only 300 miles along the course.

The Sun, Tuesday, June 18, 1968

GIRLS IN AIR RACE

AN attractive redhead will represent Australia in the American Powder Puff Derby.

She is Olga Tarling, of Stafford Heights, Queensland.

Olga, air navigator, and her pilot, Beryl Young, of New Farm, Brisbane, arrived in Sydney yesterday.

They left for San Francisco this afternoon.

The Powder Puff Derby is an annual 2,500-mile race for airwomen of all nationalities.

The Sun, Friday, June 14, 1968

WOMEN PILOTS IN RACE

Two of Australia's leading women pilots will compete on Tuesday in America's Powder Puff Derby.

Olga Tarling, a D.C.A. air traffic controller at Brisbane airport, and Beryl Young, a commercial pilot with a Queensland aircraft company, will represent the Australian Women Pilot's Association in the event.

They were chosen after a "fly-off" in Melbourne in which each State was represented.

The oldest and longest annual air classic for women, this year's Derby is expected to be the biggest in its history.

Gesture

With a starting field of 100 aircraft and 195 women pilots, it will be flown over a 2,469 mile course across the southern States of the U.S.

Ansett General Aviation Pty. Ltd., of Bankstown, has provided a Piper Cherokee Arrow aircraft free of cost for the Australian team while in America.

The plane can reach a speed of 160 m.p.h.

WOMEN PILOTS LEAVE FOR POWDER PUFF DERBY

Two Australian women pilots left Sydney yesterday by Qantas to compete in America's annual women's international air race, the Powder Puff Derby.

They are Miss Beryl Young, of Brisbane, a commercial pilot with a Queensland aircraft company, and Miss Olga Tarling, a D.C.A. air traffic controller at Brisbane Airport.

Miss Young will be in command of the Australian plane which has been en-

tered officially in the race by the Australian Women Pilots' Association. They will be competing in a single-engine Piper Cherokee Arrow, the use of which has been arranged by Piper's Australian agents, Ansett General Aviation Pty. Ltd.

The Powder Puff Derby is the oldest and longest air race for women in the U.S.

It has been held annually for more than 21 years over a 2,468-mile route across

the southern states of America.

The race is flown under visual flight conditions only, which means instrument (blind) flying conditions in bad weather is banned.

The two women pilots said at Kingsford Smith Airport they were hopeful of being among the place-getters in this year's event.

Miss Tarling said she had flown as co-pilot in last year's derby with a U.S. woman pilot, Mrs Betty Miller, of Los Angeles.



Clutching kangaroo and koala mascots, Miss Olga Tarling (left) and Miss Beryl Young, both of Brisbane, smile farewell at Kingsford Smith Airport yesterday before leaving to compete in America's annual women's air race, the Powder Puff Derby.

The Sydney Morning Herald, Wed., June 19, 1968

DAILY TELEGRAPH, WEDNESDAY, JUNE 19, 1968

AUST. GIRLS FOR U.S. AIR RACE

Two leading women pilots left Sydney last night for the United States to take part in the annual "Powder Puff Derby."

THE Derby, which begins on July 6, is a 2500-mile air race across the southern States of America — for women flyers only.

Competitors set out from Los Angeles and fly to Savannah, Georgia, on the East Coast.

Australia's entrants are Beryl Young, a commercial pilot with a Queensland aircraft company, and her co-pilot, Olga Tarling, a DCA traffic controller at Brisbane airport. They will fly a single-

engined Piper Cherokee Arrow which they will pick up in Los Angeles.

More than 100 aircraft are expected to compete.



The Queen has made other than knighthoods, in the Commonwealth of Australia section of her Birthday Honours.

O.B.E. (Officer)
 Ian James Wynn Bisset, Assistant Secretary, Dept. of Education and Science.
 George Garrett Burniston, M.B., B.S., Cronulla, N.S.W., services to the physically handicapped.
 Mrs Amy Gwendoline Caldwell, Point Piper, N.S.W., services to aviation.
 Robert Rothsav Cole.

The Sydney Morning Herald, Sat., June 8, 1968

Wentworth Courier

Vol. 22. No. 26.

Wednesday, June 26, 1968

NINE E. SUB. RESIDENTS HONoured

Tribute was paid by Woollahra Council aldermen to the nine men and one woman mentioned in the Queen's Birthday Honours and Awards at its meeting on Monday night.

One alderman said the people of Woollahra should feel greatly honoured that such a large number of residents of the area had received this wonderful honour from the Queen.

The awards included one knighthood, two C.M.G.'s, six O.B.E.'s and one C.B.E.

Those awarded were:

- Colonel George Grafton Lees Stening, Kt., Bellevue Hill. A noted Sydney gynaecological surgeon, former lecturer in the subject, he became a specialist gynaecologist for the Repatriation General Hospital in 1964.
- John Colquhoun Belisario (C.B.E., Ed., M.D., Ch.M.), C.M.G., Bellevue Hill. For services to dermatology.
- Mrs. Amy Gwendoline Caldwell, O.B.E., Point Piper. For services to aviation.
- Stefan Haag, O.B.E., Darling Point. For services to the arts.
- Rupert Rushby Rudder, O.B.E., Vaucluse. For services to dairying.
- Lance Adrian Scandrett, O.B.E., Bellevue Hill. For community services.
- Abram Landa, C.M.G., Vaucluse, Agent-General, London.
- Matthew John O'Neill, C.B.E., Darling Point. For community services.
- Major Arthur John Sandford Cotter (Ed.), O.B.E., Woollahra. For community services.
- Thomas Yeates Nelson (M.B., Ch.M.), O.B.E., Double Bay. For services to medicine.

'Derby' girl is back

POWDER Puff Derby winner Christine Henderson (pictured) returned to Sydney today from the United States with her elaborate trophy.

Christine, 22, won last years international section of the contest for women pilots —held in America.

She had only 400 flying hours' experience when she entered the race.

"I had to compete against some women pilots with 20,000 hours' flying experience," Christine said at Sydney Airport.

She said she would now try to organise an Australian Powder Puff Derby.

Lure for pilots

"Overseas pilots would love to take part in it," Christine said.

She suggested a route between Brisbane and Adelaide.

Christine was met at the airport by her parents, Mr and Mrs M. G. Henderson, of Adelaide.

The family left for Adelaide soon after Christine's arrival in Sydney.



The Sun, Thursday, June 20, 1968

TICKET TO LONDON

A proud 'veteran'

AVIATRIX Mrs Nancy Bird Walton will compete against some of the world's most daring airwomen when she flies in the United Kingdom's National Air Race at Goodwood on Saturday.

She'll fly with six members of the famous Ninety Nine Club.

Nancy Bird faces formidable opposition with club secretary Sheila Scott, airline captain Gillian Cazalet and Janet Ferguson, who ferried three Beagle aircraft to Australia for the Flying Doctor Service, as well as competitors from Portugal and Holland.

The race in which she will compete will be run over three laps of approximately 20 miles each around five separate points and she hopes to use either a De Havilland vintage Tiger Moth or an up-to-date modern aircraft.

She prefers the Tiger as she says "it will team up a vintage aircraft with a vintage pilot."

If she wins she will be the first Australian woman pilot to have her name inscribed on the trophy.

Nancy's daughter Tweed, who is married to Dr Peter Holman, here to obtain his F.R.C.S., gave birth ten days ago to a baby boy who is to be christened Scott Frederick.

—MARGOT MACRAE.

Sun June 27
1967

FIRST GRIFFITH WOMAN TO GAIN PRIVATE PILOT'S LICENCE

Mrs. Denise Walker, a teacher at the Griffith High School, recently became the first woman from Griffith to gain her private pilot's licence through the Griffith Aero Club. Denise began flying at the end of 1965 under the instruction of C.F.I. Peter Coventry, and did all her training in a Victa. She is now continuing her training for an aerobatic endorsement.

Monday, June 19, 1967
SYDNEY MORNING HERALD



AIRFLOGGEN FRAULEINS. For abstruse reasons, the Women Pilots' Association, through its journal, is trying to interest members in dog German. It gives some examples:

- Aircraft: fliegenwagon.
- Crop-duster: fliegenwagon mit der hollinder buttum vor puffen der poopauder auder.
- Control column: puschenpullen schtik.
- Pilot: tallschwinger puschenpullen werker.
- First solo: trlenen gebackonner grund mit-taut kraschen.



HAZEL PHILLIPS

her wings a few weeks back.

And to celebrate passing her test, she's throwing a "flying party" tomorrow and inviting some of her pilot mates along.

Among her guests will be singer Col Joye, who is also a keen aviator.

Hazel, who has been described by her instructor as "an above average flier," started learning only this year.

NINE'S musical director Geoff Harvey is switching channels temporarily tomorrow to appear on Hazel Phillips' "Girl Talk" show. As well as being the owner of the most talked-about "hooter" in Sydney, Geoff is also a skilled pilot. So is Hazel, of course . . . she won

The Sun, Friday, June 23, 1967

Woman's angle

Flew straight into a new career



WHEN stenographer Diane Watson (pictured) was taken by a friend one weekend for a flip in a plane, she started a new career.

Till then she had a secretarial position in Trangie.

IN A MAN'S WORLD

"It was like magic. I resolved there and then to make flying instead of typing my career," Diane said.

That was a few years ago — now Diane is the only flying instructress at the Royal Aero Club of N.S.W., at Bankstown.

"It costs the best part of \$900 to get a commercial licence, so I saved up very hard for a couple of years," she said.

"It meant doing without, but for flying it was worthwhile."

At first she trained for her private licence, but this meant she could only use flying as a hobby.

This wasn't good enough for Diane, who wanted to be a professional aviatrix.

BUT it was not until March 30 this year that Diane received her instructor's rating.

"Flying is always a thrill, but I think the greatest 'thrill' I get is with a very new learner," she laughed.

"I never panic when

you really feel you're flying.

"Aerobatics teach you better co-ordination, too."

So far Diane hasn't had one girl to teach.

Would she like to instruct girls?

"I don't mind whether my students are men or women. It would be a change to teach a girl," she replied.

"Girls usually take up flying for a hobby. There's relatively few openings for them in Australia.

"Domestic airlines don't take on women pilots. But this is not the case in Russia," she said.

"I hear that in the Soviet Union they have women commercial airline pilots."

Diane enjoys flying all light aircraft, but Chipmunks are her favourites.

"You have more fun and do more actual flying in light aircraft rather than in big 'monsters,'" she said.

"I suppose I'll just try to mark up more flying hours, and then see what happens. At present I have 390."

"I just love aerobatics," she said.

"This is a time when

DAILY TELEGRAPH, MONDAY, JULY 3, 1967

Blonde flyer near tears

SHEILA SCOTT, blonde, record round-the-world woman pilot, returned to London near



to tears on Saturday night after being forced to abandon an attempt to beat Amy Johnson's London to Cape Town solo record. The 39-year-old former actress had covered 1850 of the 7800 miles in her Piper Comanche, and was at Benghazi when she learned that flights over Chad (Central Africa) were banned because of political trouble there.

"But this isn't the end," Sheila said.

"I will keep on trying until I succeed."

THE SUN-HERALD, JULY 30, 1967

AIR SOLO RECORD

LONDON, Sat. (A.A.P.-Reuter).—Lone flier Sheila Scott broke the solo flight record between London and Capetown by four hours 13 minutes 21 seconds, it was announced today.

Her three-day flight earlier this month broke the record set up by Amy Johnson in 1936.

She flew the same Piper Comanche she used in her solo flight round the world last year.

DAILY TELEGRAPH, MONDAY, JULY 10, 1967

WOMAN FLIER SETS NEW SOLO RECORD

CAPE TOWN, Sun.—Lone British flier Sheila Scott today smashed the London-Cape Town solo flight record set up by Amy Johnson 31 years ago. The 38-year-old blonde pilot completed the 7000-mile flight in the unofficial time of three days, two hours, 52 minutes. This breaks Amy Johnson's record by three hours and 30 minutes.

The Sydney Morning Herald, Thursday, August 3, 1967

Sheila Scott

LONDON.—World record woman pilot Sheila Scott, 39, touched down at London Airport on Tuesday night after a "terrifying," drama-filled flight of 7,500 miles to secure another record. She became the first woman to fly solo from Capetown to London. She covered the journey in two days 19 hours and 56 minutes in her Piper Comanche single-engine aircraft.

MEETING PEOPLE . . .



SHEILA SCOTT

I don't like danger, says lone pilot Sheila Scott

ON THURSDAY Miss Sheila Scott sets off alone in a tiny, single-engine plane to try to beat the three-day London to Cape Town solo record set up in 1936 by her heroine, Amy Johnson.

Sir Francis Chichester was bad enough for comfort-loving layabouts like myself. There was something shameful about lounging around the telly, gaping vacantly at an old-age pensioner being assaulted by the elements.

by JOHN GRAHAM

Now 45-year-old Miss Scott is going to make us feel guilty all over again.

Already, only six years after taking up flying, this female Chichester has made a record-breaking round-the-world solo flight. Her extremely uncomfortable 8,000-mile jaunt to South Africa will probably allow her even less sleep than the four hours a night she averaged around the world. And when she comes home she then plans to fly round the world yet again—this time over the North and South Poles.

It would be easier to understand Miss Scott's apparent masochism if she expected it to earn her a fortune.

BEAUTIFUL

But she doesn't. Indeed, she says she is still paying off the several-thousand-pound debts she incurred over her round-the-world flight.

"I'll be paying for the rest of my life," she said at her London flat. "I've got no money, so I have to be sponsored."

"I've had hell since I landed. It's been sheer heartbreak behind the scenes. I was doing anything this winter to pay off the debts, from lecturing to opening a travel agency. I didn't have one weekend off, including Christmas Day."

"I reached screaming pitch. People don't realise the torture I've lived through. I even gave up flying to save the plane I love. But at least the aircraft belongs to me. And it's over now, so why think about the bitterness?"

She explains her passion for flying quite simply: "There are a million reasons why you do it, like when you are in love. It's exceedingly beautiful. The colours, the feel of the aircraft, are different every time you go up. And the sensations, the sense of smell, are heightened."

TERRIFIED

"In modern life we've got distractions, but you get complete, pure concentration up there."

There were certainly distractions as we talked. The telephone seemed to shriek incessantly. Her secretary kept interrupting to discuss plans for the flight.

Miss Scott became increasingly agitated, kicking her shoes off, writhing restlessly on the sofa, chain-smoking, clasping her head in her hands every now and then, and insisting that she couldn't concentrate.

"I'm thrilled to be back in the air, to get away from this ghastly groundwork," she said. "I get awfully bad-tempered when I've been on the ground

for a long time. This last winter's been awful.

"I love to have my friends around me, but part of the day I have to be alone. It's a strange mixture. Sometimes when I'm flying I long to get down, but when I am I can't wait to get up again."

"On a world flight the first few days everything starts to hurt. Then you get one stage further and you don't care about this physical discomfort. You learn to live day by day. You can't think about yesterday's map or tomorrow. If you do then it's certain death."

Like most brave people, Sheila Scott is quick to admit to fear.

"The pure challenge comes into it," she said, "but it's not just conquering fear that makes me do it. I don't like danger. I'm terrified in a car on the roads. I hate to roar through London at speed. I couldn't climb a mountain, so it's not that I like the challenge of fear. And I couldn't stand on top of Beachy Head and look down. It would drag me over."

INFECTIOUS

Like others who continually gamble with death, she is superstitious. She has a special mascot, Buckteeth the Rabbit, whose idiotic smirk is infectious enough to make her smile even when she is really terrified.

Whenever she is racing she insists that the aircraft should carry the name of her own plane, Myth. And half of her "secret" emblem is made up of her sign of the Zodiac, Taurus.

She says she always reads her horoscope and, like Donald Campbell, believes in lucky numbers, cards, and colours.

"Donald was a friend of mine," she said. "He helped me a great deal. About 18 months ago we were talking about the world flight and he was very worried about me. Little did we think it would be he who was killed. We both thought it would be me."

"But we both felt the same thing—if we had got to be killed, we'd rather be killed quickly and trying to set a record."

"When my fuel tanks burst over the Pacific I discovered this death intuition. I was hideously frightened. The thing I'm frightened of is being hurt, not death at all. I'd be strapped in, on top of a mountain."

"You know that you can get killed and you have to decide whether it merits the risk or not. But there's no doubt about it, there is something that looks after me in the sky."

"I believe in something, but I'm not religious in the ordinary sense of the word. All I know is that I am never alone in the air. Certain things have

happened to me and nobody knows how I ever got out of them."

There is another link between Sheila Scott and Donald Campbell. Patriotism.

"I never used to be particularly patriotic," she said, "but I feel very strongly so now. It was spilt on the world tour. People kept saying how wonderful it was to see a British pilot for a change. This gave me a tremendous sense of pride."

Sheila Scott has had one unhappy marriage, and I wondered whether that—combined with her love of flying—would rule out a second husband.

As she smiled, almost shyly, it seemed extraordinary that this should be the woman who had flown round the world, alone, in 33 days—this 45-year-old blonde ex-actress, ex-model, who looks younger than her years and is feminine enough to try to keep her age a secret.

"I love flying," she said, "but I love men as well. And children. I'm all for marriage. It's the most wonderful thing that can happen to you if you find the right person."

"I'd love to get married again, but I've no immediate plans. I've been jolly near to it three times in the last few years. In the end they tried to force me to give up flying."

"But I probably will give it up for a man who's skilful enough not to try."

FRENCH STOP SHEILA SCOTT FLIGHT

DAILY TELEGRAPH REPORTER MISS SHEILA SCOTT, 39, the British pilot who set off from Heathrow on Thursday to capture the women's record for a solo flight from London to Cape Town, has been forced to abandon her attempt because the French authorities will not agree to her flying over Chad.

She was told of their refusal when she reached Benghazi on Thursday night. She spent all yesterday appealing to them to change their minds. She is due to return to London today.

Miss Scott had had trouble with her single-engine Piper Comanche aircraft on the flight from London to Benghazi. It is understood that her automatic pilot mechanism failed 30 minutes after she took off.

The flight was being sponsored by Mr. Kenneth M. Wood, managing director of a domestic appliance company. He said last night: "It's a big disappointment, but we will still go ahead with the flight. We will get her back to London and find a new route."

Attempt next week

OUR MALTA CORRESPONDENT cabled last night: Miss Scott said in Malta, where she arrived for an overnight stop: "I am very disappointed but I will fly again early next week."

First Powder Puff Pilots From Down Under Head Straight For Disneyland, Palm Springs

By CAMILLA SNYDER

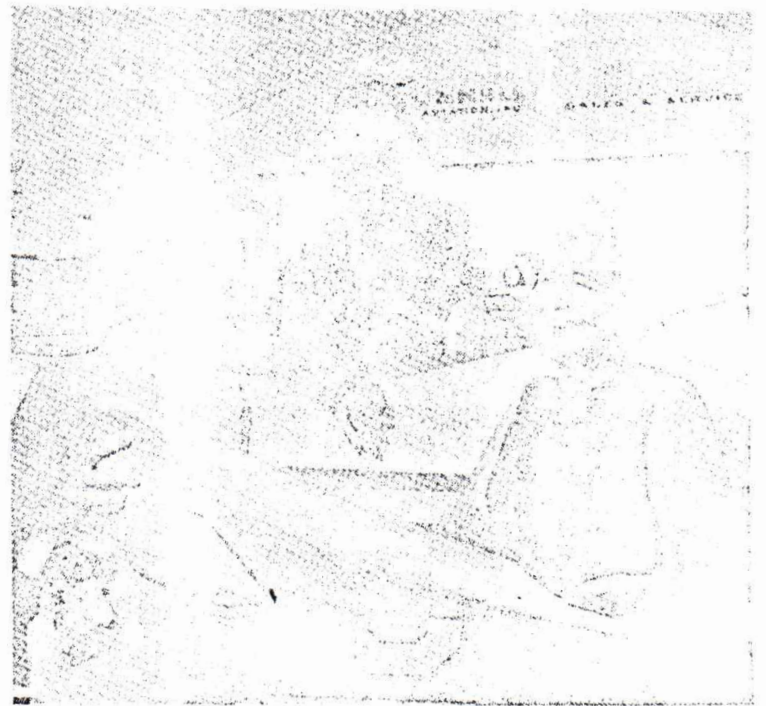
Not for nothing is the derby called the Powder Puff. Powder puffs (and combs) are just what Christine Henderson and Ruth Hodges ducked for at sight of photographer with camera, proving that lady pilots from down under are not too different from all the other girls in glamor town. The winnowed Amelia Earhart hairdo is passe, the sleek looking.

Christine and Ruth, who are Australia's first entries in the Powder Puff, will fly a Cessna 182 which Gil Gunnell of Santa Monica's own Gunnell Aviation has loaned them for this, the 21st annual derby. In addition to loaning the girls "derby wings," Gil Gunnell has taken them under her own wings: they are house guests and were honor guests at a party she gave Wednesday evening.

Where did the Australian lady pilots go on their first flight stateside? Disneyland, it figures. Whom would they like most to meet in this country? Art Linkletter. That figure, too, for Linkletter owns considerable land in Australia. In fact co-pilot Ruth Hodges' husband owns land which borders the Linkletter property in Esperance.

Christine is 21 years of age and learned to fly five years ago. With a brother, 30, who also flies, she owns a Cessna 182 (plus a Tiger Moth-American cockpit) and lives in Adelaide, South Australia. She is a secretary to the Australian Building Company, and her boss is her father. She is one of eight children all of whom are the active type. One of her sisters, who is 25, visited the states in 1962 when she represented Australia in a parachute jumping meet in Orange, Mass. Christine wears a helicopter charm around her neck because one of her ambitions is to fly one some day. Another major ambition is to train on an aircraft carrier.

Christine and Ruth are both members of the Australian Women Pilots' Association.



Palm Springs For Lunch

Christine Henderson, Ruth Hodges and Gil Gunnell (from left) check route to Palm Springs before taking off on practice flight to familiarize themselves with plane Mrs. Gunnell is lending them for the Powder Puff Derby. If the question as to what women fly in these days bothers you, they fly in the same clothes they wear every day as in this photo. (Photo by Bruce Howell.)

Ruth Hodges has three children: Chris, 23, 19, and Pie, 16. She learned to fly three years ago taking lessons with her son Chris who is now an instructor. After her first lesson she was hooked; her ambition is to fly an executive jet. Until she discovered flying, Mrs. Hodges' hobby was — would you believe — Japanese flower arrangements! Her husband is a textile importer in Melbourne, and she travels extensively with him.

Christine and Ruth are both members of the Australian Women Pilots' Association.

Christine is the wife of Australia's governor general, Lady Casey, in fact, Lady Casey is both pilot and patroness of the group.

Christine's most exciting flying experience occurred a year ago now when she served as pilot to the Honorable Elick Schuurman, Dutch ambassador to Australia, and his family during a three-week flying tour to Outback in Queensland, to Thursday Island and to Darwin.

On the trip the party flew into Buynette Downs Station, which is 4,000 square miles in area, and the largest airport in the world. It is owned by the King Ranch in Texas, and the King Ranch in Texas is where Christine has been invited after the Powder Puff. A big race calls for a really big place to relax in after those hours in the cockpit.

Ruth Hodges will return home shortly after the race to her family. Christine will stay on to cheer another sporting group of Australians, the crew in the America's Cup Race in September.

MELBOURNE HERALD 6/27



The pilot from NG drops in

Women pilot Eileen Steenson is in Melbourne again after 18 months' commercial flying in New Guinea.

She is here to trade in her company's five-seater Cessna for a newer seven-passenger plane.

She works for the Sepik District Labor Service, which recruits native labor to work on plantations.

Capt. Steenson has held a commercial pilot's licence for 15 years.

For 13 years she was a sewing teacher at the Methodist Ladies' College, Kew.

Then, in 1965, she packed her bags to become a pilot in one of the world's most dangerous flying regions.

AIRBORNE



Women are proving that flying is not just for the birds — or just for men

From France last week came news of the world's first woman commercial jet pilot.

At Bankstown, too, women are proving their flying skills.

Scores have learned to fly here and a growing number are becoming instructors.

Latest to join the instructors is Miss Diane Watson (above) 26, of Granville.

She is the Royal Aero Club's first full-time woman instructor and makes up to six flights daily with learners.

Diane made her first flight at Trangle, where she was a stenographer.

She decided immediately to make flying her career.

Expense of lessons was her first problem so she returned to Sydney and saved enough to gain her flying licence through the R.A.C.

She won also a Government scholarship which allowed her to train for her commercial licence.

Then came the second big difficulty — where to find employment.

There seemed little scope

SHEILA SCOTT AIMS AT RECORD

Sheila Scott, 39, who flew solo round the world last year, took off from Heathrow Airport yesterday on a 7,800-mile flight to South Africa in the single-engined Piper Comanche.

She is trying for the London-Cape Town Ladies' Solo Record—unbroken since Amy Johnson flew to South Africa in 78hr 28min in 1936. Miss Scott will fly 1,000 miles more than Amy Johnson because of overflying restrictions by Arab and African States.

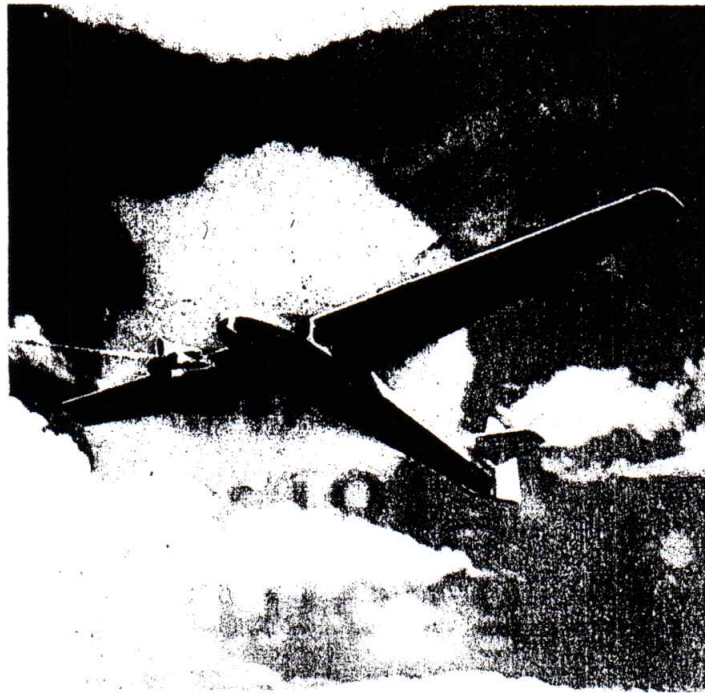
"TORCH" 1967

The glider pilot they call "Mum"



A current of air can carry her as high and as far as she chooses . . . and she revels in the magic feeling of freedom she finds "up there" in the thermals

By DEBORAH GARLAND



"Gliding is easier than driving a car," said the pilot (left), then zoomed off on her record attempt in the single-seater Kingfisher (above).

THE temperature was 105 degrees. The red dust of the Mildura, Victoria, plain was eddying in the hot breeze and the flies were the sticky sort that swarm in dozens at sight of a human being.

Hatless, and looking fresh and cool in their shirts and shorts, Brian and Joyce McLaren laughed at the discomfort of "Woman's Day" photographer Jack Lawrence and me — both still not recovered from the long car trip from Melbourne through the airless Mallee "desert."

Energetically, Brian and Joyce set about wheeling the red and white glider from its hangar, tying it to their station wagon and, with Joyce driving the car and Brian steadying the plane, towing it to the take-off point.

"I do hope she makes it," said Brian, looking anxiously at the sky. "There are plenty of thermals (eddies of air in which the glider can soar), but 10,000ft is pretty high, you know."

"She" was his wife, Joyce, an attractive 23-year-old blonde mother of two, who was about to try to soar to 10,000ft in the single-seater Kingfisher, so that she could gain her "Gold C" gliding badge.

Joyce, whose sons, Peter, 3, and Terry, 16 months, were there to watch the attempt, is one of five women among the 40 members of the Sunraysia Gliding Club which, though not the biggest in Australia, is one of the most enthusiastic and has the cheapest rates.

She's been gliding on and off for six years, longer than Brian has, though he's won more in the way of badges. "I haven't had two babies," Brian explained, adding proudly that Joyce was still "up there" when she was pregnant with Terry but, for safety's sake, she then flew duo.

"Gliding is easier to learn than driving a car," said Joyce. "I flew a Kingfisher for three years before I got my driver's licence. All those cars zooming around on the roads. I was scared."

But, with gliding, she's never felt fear. "I think it's gorgeous to be away from everything and everyone," she said. "You're fairly busy while you're up there. There's no time to think of your troubles."

"I've soared over 5,000ft, but I do want to catch up with Brian and reach 10,000ft. Mind you, I'll come back frozen if I do."

With Peter watching earnestly and Terry playing unconcernedly with bucket and spade in the dust, Joyce settled herself in the fragile glider.

Gliding club president, Mr Reg Hudson, said two people could lift it easily as it weighs only 260lb and they could dismantle and reassemble it in a few minutes. It is 27ft long, with a wing span of 34ft.

"It has a spruce spar, plywood covering and fabric over it," he said. "You could poke a finger through the fabric if you gave it a decent poke, but it's worth \$2,400."

"We've had all sorts of people in it, from 15 to 50-year-olds, even a 17-stone chap who

was 6ft 4in tall. He practically needed a shoe horn."

By now, the Kingfisher was attached by cable to a winch on the back of a car standing a mile away on the plain.

Putting on goggles and safety belt, Joyce gave a nonchalant wave to signal that she was ready for take-off. The club member a mile down the runway winched the Kingfisher in at 45 m.p.h. and, within seconds, Joyce was up and away. The cable was automatically released and she was on her own, free as a bird.

The Kingfisher dipped and circled in graceful flight as Joyce searched for thermals.

"No," said Mr Hudson. "She won't make it. There aren't enough. The Gold height is elusive — the weather's right only five or six weekends a year."

And Joyce didn't, though stubbornly she landed and tried twice more.

"Well, I'm still ahead of Brian in one thing — I've won a pewter mug and he hasn't," she laughed. "We have a thing called the winter trophy for the longest flight in a Kingfisher and the bigger Ka6. I won in the Kingfisher, flying 83 miles, but Brian missed out in his Ka6 flight."

Even so, Brian, 26, has made the front page of Mildura's newspaper, the "Sunraysia Daily," because of a recent feat.

As a publicity stunt to help establish a gliding club at Broken Hill, he flew the Ka6 335 air miles from Mildura to the outback town of Tibooburra and emptied its two pubs of almost the entire population of 250, many of whom had never seen a glider before.

The flight was only 45 miles short of the Australian distance record and Brian believes he could have set a new one if he'd continued north across the Queensland border. "But the plan was to land at Tibooburra, so I decided to stick to it," said Brian. "If I'd taken that record, Joyce would really have had something to fret about!"

Footnote: Terry has still to make his first flight but Peter has already been gliding two or three times with Father in the club's two-seater. I asked him how he liked it. "Mmm, good," said Peter. "Better than a jet." ●



"It's better than a jet," said young Peter, 3, after a test flight with Mum and Dad. In the photograph, too, is 16-month-old Terry.

OLYMPIAN HANDS ON THE TORCH

"NOT to win, but to take part" — a phrase from the Olympic oath.

And at a Pennant Hills swimming club it's imprinted on the wall facing the pool — and the children who are learning to swim.

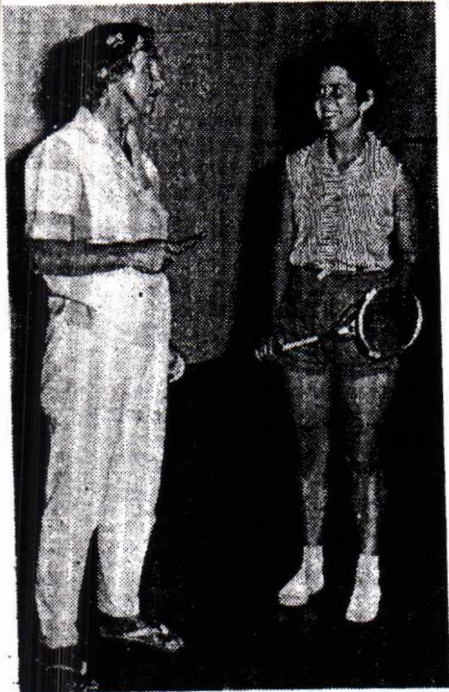
For to Pat Norton, ex-Olympic swimmer and Australian record-holder, the words are also an attitude of mind.

"I coach the children to swim purely for the love of it, and not for any championship," she stated firmly, as she urged a procrastinating little boy back into the water.

Miss Norton is responsible for the Family Recreation Club — a sort of country club which includes children — which she is building on three acres of cleared bush land.

Already, two swimming pools — one of them heated — a squash court and a trampoline are in existence and she has plans for extending the club to include another squash court and a clubroom where families can take part in indoor activities.

"And I am keeping the membership fees moderate, so that the average family can join," Miss Norton explained.



Above: Pat Norton talks with Mrs. N. Marshall on the squash court.

A PART from club activities, she also holds swimming classes for children and synchronised swimming with music for women members.

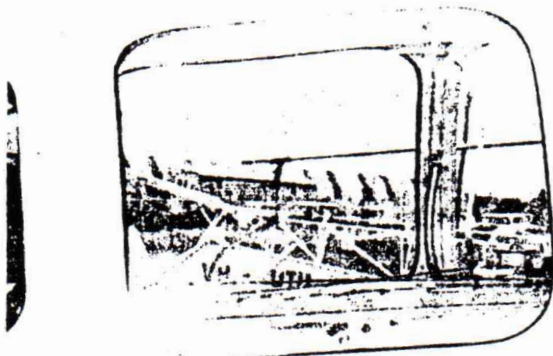
The club has three instructors, who coach

in swimming and squash.

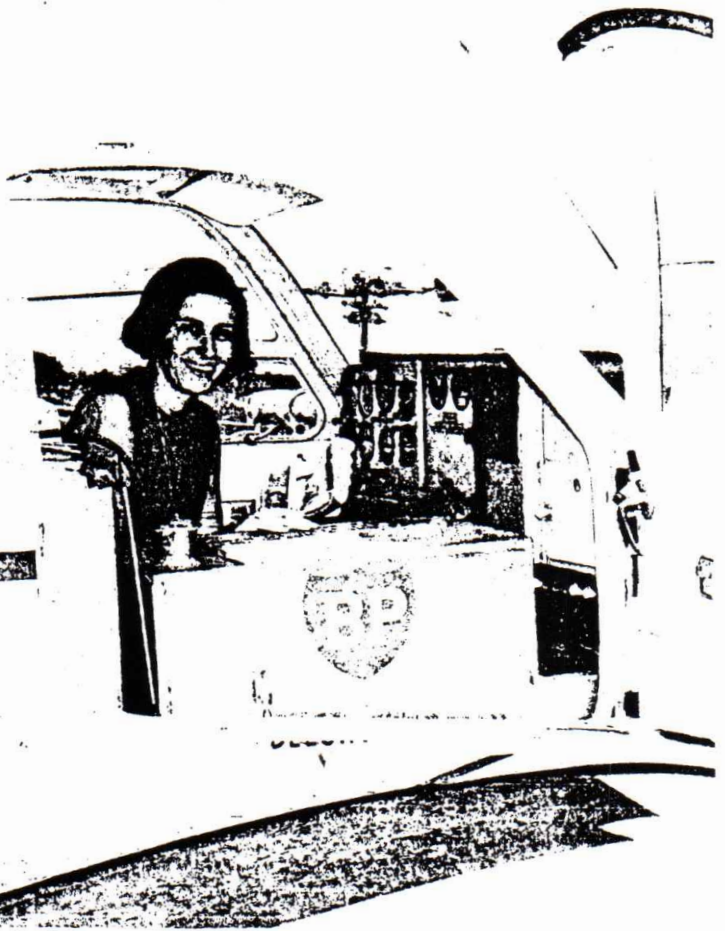
"We are trying to get a homely atmosphere," said Miss Norton. "A place where families can come and relax and play sport together."



Pat Norton puts some "learner" swimmers through their paces.



Beechcraft
AUSTRALIA
HAWKER DE HAVILLAND AUSTRALIA PTY. LTD.



- AVIATION NEWS, Friday, May 12, 1967

The Sydney Morning Herald, Saturday, April 1, 1967

★ ★

WA-based woman commercial pilot, Mrs Sue Folks, certainly knows how to string her husband along.

In January Sue just missed the unofficial transcontinental speed record by 10 minutes, but determined to give it another try as soon as possible.

Now she's done it, by flying the distance a whole 1 hr. 52 mins. inside the old record.

She averaged 204 m.p.h. for the 2150-mile flight and had five hours of fuel left when she touched down at Jandakot airport, in a Beech Bonanza which she was delivering to WA.

Her husband Max, also a commercial pilot, followed in from Kellerberrin in another light aircraft.

Perhaps he wanted to make sure who'd cook tea that night?

★ ★

WOMAN'S AIR RECORD

PERTH, Friday. — Mrs Sue Folks, of Dalkeith, today made a new record of 10 hours 40 minutes for a non-stop flight in a single-engine plane from Sydney to Perth.

The previous record, held by a man, was 12 hours 32 minutes.

Mrs Folks averaged 204 m.p.h. for the 2,150 mile flight and had fuel for about five hours left when she landed at Jandakot Airport at 5.36 p.m.



Hi Rosemary,
Wishing you and all
the Woman Pilots the
very best for Christmas
and the New Year.
Kindest regards,
Carole (Wolahn) Ericson.



LTJG and MRS. J. S. ERICSON
315 Gladys Ave., Apt. #177
Long Beach, Cal. 90814

AIR MAIL



MRS. ROSEMARY ARNOLD,
5 CANBERRA ROAD,
SYLVANIA, N.S.W. 2224.
AUSTRALIA.

Woman flies Atlantic

GANDER (Newfoundland), Saturday (A.A.P.-Reuter). — British woman flyer Sheila Scott completed an 18-hour flight from Shannon (Ireland) to Gander yesterday.

She claimed a trans-Atlantic record for a solo flight. Exhausted but happy, she said there was a period when she was afraid she wouldn't make it in her twin-engine aircraft.

The 29-year-old blonde pilot landed without incident despite problems with her plane's automatic direction finders and high winds which forced her to fly low over the Atlantic during the last six hours. The record she said she broke was 33 hours, set up in 1932.

No further details of that flight were available immediately.

There was about two hours' fuel supply left in the tanks of her tiny Piper Comanche when she landed.

VICE-REGAL

Their Excellencies the Governor-General and the Lady Casey entertained members of the Australian Women's Pilots' Association at Government House on Saturday evening. Mr and Mrs E. J. Connellan arrived at Government House on Saturday and left yesterday. The Lady William Scott has arrived at Government House.



MRS. LORES BONNEY, the first woman to fly solo from Australia to England.

Stamp of a pioneer

LORES BONNEY, an elderly woman now, still has the stamp of a pioneer.

It's the stamp of an indomitable spirit.

That same indomitable spirit that 35 years ago prompted her to become the first woman to fly solo from Australia to England.

Those who remember her courageous blazing of sky-way trails will tell you that she now lives quietly in the Brisbane suburb of Bowen Hills surrounded by a nursery of bonsai trees.

It is far from the truth. Despite her years — which she refuses to disclose — the little woman with the proud, upright stance, and the greying hair done up in ringlets has never mastered her itchy feet.

Yesterday she arrived in Sydney in the Canberra after a four-month pleasure trip to the United States and Europe. It was Lores Bonney's fifth overseas tour since

10-10-67 ACTRESS SEEKS AIR RECORD

LONDON, Monday. — Actress-flier Sheila Scott left London Airport early today in an attempt to set a world solo flight record between here and Toronto.

She said just before take-off in her Piper Comanche 260B: "I think the fuel will just about stretch the distance, but of course I'm a bit afraid."

COFFEE

During the flight blonde Miss Scott, 39, plans to make coffee if she feels sleepy and to play a tape recorder to keep her cheerful.

Last August, Miss Scott broke her own record between Capetown and London with a time of 2 days, 19 hours and 56 minutes.

In 1966 she broke the round-the-world solo record for women, flying the distance in 33 days and 3 minutes.

SM (A.A.P.-Reuter)

The Sydney Morning Herald, Tues., Oct. 17, 1967

Aviatrix recalls her high flying days

Life for Mrs Harry Bonney used to mean hovering in a magnificent flying machine somewhere up near cloud nine!

But Mrs Bonney, an Australian pioneer aviatrix, handed in her wings in 1945 and now her great interest is in terra firma and the traditional Japanese art of Bonsai, the dwarfing of plants and trees.

Mrs Bonney, of Bowen Hills, Brisbane, who in the thirties flew three solo flights—around Australia in 1933, from Australia to South Africa in 1937 and from Australia to England in 1934—arrived in the Canberra yesterday on her way home after a five-month holiday in the U.S. and Europe.

"You might say I have gone from the heights to the depths," said Mrs Bonney. "About six or seven years ago I went to Japan and received a degree in Bonsai from the Kawamoto School in Tokyo. Now I have a special nursery in my home of 300 plants.

"Through Bonsai I have been able to raise a great amount of money for special charities, such as the subnormal children, the oral deaf and the spastics. Right now I have started growing a little umbrella tree in a pot the size of two shillings and have to feed it with an eye dropper."

When she felt she was past her flying prime, Mrs Bonney turned in her

pilot's licence voluntarily in 1945. However, before then she helped pioneer long distance solo flying with other famous women, such as Amy Johnson and Amelia Earhart.

"I took up flying in 1930 because I was a golf widow every weekend and the aerodrome was right next to the golf course," said Mrs Bonney. "I never told my husband until I made my first flight, when I gave him a ring from the aerodrome because I didn't know what his reaction would be."

His reaction

"He had known about my learning to fly all the time, but never let me know. My husband also became interested in flying but never was a pilot."

American aviatrix Amelia Earhart, who Mrs Bonney refers to as her ideal, once planned an east to west solo flight that was similar to the one Mrs Bonney had been planning. However, Amelia changed her mind and in 1934 Mrs Bonney received the solo honour when she flew to England.

"I remember one time when I was flying in equatorial Africa I heard Amelia was also in Africa," said Mrs Bonney.

"As I was passing through Khartoum, I decided to wait for a few days on the chance that she would land there. Later I found out that she landed in Khartoum a few days after I left. She was on her trip around the

world, which ended when she crashed into the Pacific."

Mrs Bonney has also crashed in the Pacific. In 1934 when she was returning from her Australia to England flight, her Gipsy Moth grounded in Bung Bain, a little island off Malaya.

"It was raining so heavily I couldn't hold the plane up—it just kept getting lower and lower," she said. As she was trying to land on the island, a water buffalo walked out in front of the plane, causing it to crash.

"The plane ended up the way no plane should have ended up. It looked shocking. The wheels were sticking up in the air where they didn't belong."

"For four days I became a regular female Robinson Crusoe."

"I didn't know when I would be rescued or exactly where I was. I knew I was off Victoria Point on Malaya but I didn't know what island I was on, as it was one of 900 in an archipelago owned by the Siamese. I liked it there and I think I was rather sorry when help finally came."

Mrs Bonney has continued her travelling since her flying days and claims to "always be away some-



MRS HARRY BONNEY

where." She has gone around the world several times in the last few decades, one trip even included a five-day river boat trip down the Amazon River in South America.

Oddly enough, a great amount of her travelling is now done by ship, even though she still claims a great desire to fly "those gorgeous little planes I see sitting on the tarmac."

"Large planes don't move me at all," she said. "When you travel by air you can only take a limited amount of luggage, and besides, I like the social life on the ship. I always feel so cooped up, sort of a claustrophobia, on a plane and there is nothing to do but just sit there."

"Flying by air liner is quicker, especially for those who have limited time, but it doesn't have the relaxation you can get going by ship."

Newcastle Morning Herald and Miners' Advocate,

Thursday, November 9, 1967

Woman pilot achievement

Flying gave a person a feeling of achievement, Mrs. Pat Barnes, of Belmont, said.

Mrs. Barnes is the first woman pilot to obtain her licence at Aeropelican Flying School.

"I know golf and tennis and other interests a woman might have give you a good feeling, but they are not able to give me the self-satisfaction that flying does," she said.

Mrs. Barnes, a redhead with a charming personality, took up flying about 10 months ago. It was all she ever really wanted to get her teeth into.

She had hesitated till then for her son's sake, believing that the mother of young children should not undertake anything as ambitious.

Expected

Her son Jeffrey, now 11, was her first passenger after she got her licence. He made her promise this, and she waited till he came home from boarding school for a weekend about a fortnight ago to keep the promise.

"Jeffrey took the whole thing very matter-of-factly. He just takes it for granted he will get his licence in the same way a child might expect to get a driver's licence when he grows up."

And what does her husband think?

"His main interest in my

flying is that I should keep a sharp eye on the lake for good fishing spots," she said.

It took Mrs. Barnes 14 months to obtain her licence. "Actually, a person could achieve the number of hours required in a month, if it were not for the expense. I worked out that I would be able to afford about half an hour's flying time a week, and accordingly set myself 12 months to do the course. It took 14 because I twisted my ankle and put myself out of action for 16 weeks."

"My thoughts for the future are more in the nature of dreams than actual plans," she said.

"I was at the annual general meeting of Australian Women Pilots at Coolangatta last year, and I never felt so completely at home with a group of people. All of us had the same feeling about flying, the same feeling about flying."

"My big hope is that I might fly in the 25th anniversary of the Powder Puff Derby in 1971. I will need the years in between for flying time and experience and, if possible to find a sponsor from an aircraft company. I don't see how I could afford it otherwise."



Mrs. Pat Barnes, first woman pilot to gain her licence at Aeropelican Flying School.

WOMEN'S NEWS

she relinquished her commercial pilot's licence and retired from aviation in 1945.

In the years following she has done many things, from drifting up the Amazon in a river boat to chalking up yet another "first" to become (as far as she knows) the only woman to hold a diploma from the school of bonsai, Kawamoto, Tokyo.

Part of the fascination of Lores Bonney is undoubtedly her ability to close a door on a remarkable past and get busy with the present.

It was the feminist in her that compelled her to fly in the beginning.

"I was a golf widow," she explained, "when I first decided to fly."

"My husband soon discovered my secret, as the aerodrome was next door to the golf course."

Far from discouraging his wife, however, Harry Bonney was one of the few in those days who didn't think women who took to the air were freaks.

With his encouragement Lores Bonney set off in 1932 to become the first woman to fly around Australia.

The next year she made her perilous crossing to England, and in 1937 was the first woman to fly solo

THE NEWCASTLE SUN

Telephones: Editorial, Business, 2-0471; Publisher, 2-1852 (direct line),
Branch Offices: Cessnock 392, Maitland 33-5051.

FORECAST: Dry, mild,
rather warm; moderate W
winds; slight seas.

**CITY
FINAL EXTRA**

SUN, MOON AND TIDES
SUN: Rise 6.1, sets 5.43.
MOON: 10.19 p.m., 12.26 a.m.
HIGH WATER: 1.37 a.m., 2.1 p.m.

NEWCASTLE: MONDAY, SEPTEMBER 11, 1967

Registered at G
for transmission

'Plane People



● Questioning Aero Commander mechanic during the last hours before the postponed record attempt, Hollywood actress/pilot Susan Oliver appears relaxed and confident. Her planned solo flight from New York to Moscow was postponed because of Atlantic hurricanes.

Winds worry Susan

American film and TV actress, Susan Oliver, was forced to postpone her planned solo flight from New York to Moscow in a single-engine Aero Commander 200, because of hurricane-force winds over the North Atlantic.

But Miss Oliver is determined that the postponement will be a short one.

Well known to Australian TV audiences for her roles in "Peyton Place," "The Man From U.N.C.L.E.," "The Nurses" and "Bonanza," Miss Oliver is a fully-qualified IFR pilot and holds multi-engine ratings.

Since deciding to make the flight, she has logged 500 hours in her Aero

Commander 200, practising instrument approaches, and IFR cross-country operations. In addition she has spent weeks talking to seasoned ferry pilots, experienced on the North Atlantic route.

Her aircraft has been modified to accept a 110 gallon auxiliary tank in place of the rear passenger seats, and has a range of 1600 miles. Its equipment includes dual NAV/COM, ADF, Transponder, and Britain autopilot.

The flight has been sanctioned by NASA and approved by the FAA. Her Aero Commander 200 has a maximum speed of 236 mph and the flight will include stops at Labrador, Greenland, Iceland, Scotland, and Denmark.

In Copenhagen, Miss Oliver will take aboard a Russian navigator-radio-operator who will guide her along the allocated

Aeroflot commercial air-line routes to Moscow. No date has yet been announced for the resumption of the attempt.

Historic air services begin

Continued from Page One

Aztec six-passenger aircraft are being used in the services operating to and from Pelican.

Mr. D. Hilder, of Aeropelican, has announced that a Navaho nine-passenger aircraft would be introduced later.

The first of the Aeropelican flights left Sydney for Pelican at 7 a.m. today.

Four passengers left on the next flight, from Pelican to Sydney, at 8 a.m.

From Pelican

The Aeropelican timetable is:
Newcastle to Sydney: 8 a.m. 1 p.m., 5.45 p.m., 6.20 p.m.;
from Newcastle to Wollongong: 8.15 a.m. and 4.20 p.m.;
from Wollongong to Newcastle: 9.15 a.m. and 5.20 p.m.;
from Sydney to Newcastle: 7 a.m., 1.45 p.m. and 5 p.m.

Both companies have reported steady bookings for most flights.
The Masling Company's fares are \$7.50 to Sydney, \$13.00 to Wollongong and \$22.70 to Canberra.

Children under 15 are charged half fare.

The Aeropelican fares are \$8.00 to Sydney and \$13 to Wollongong.

TO SYDNEY AND BACK, THEN BREAKFAST! HISTORIC AIR SERVICES BEGIN



Masling pilot, Mike Kirton, of Nelson Bay, sits at the controls of the Cessna 402.

By staff reporter Vic Levi

TO SYDNEY AND BACK BEFORE BREAKFAST...

That was my program today as one of the first passengers to use the new air commuter services between Newcastle and the capital.

And by the time I had completed the round trip — in just 75 minutes' flying time — I was sold on the new service.

Speed, comfort and a bird's eye view of some of Australia's most impressive coastal scenery — these are a few of the attractions of the commuter services "launched" by two companies today. The services, which link Newcastle, Sydney, Wollongong and Canberra, are being operated by Masling Aviation from Williamtown and Aeropelican and Pelican.

Other commuter services link Newcastle with Cootamundra, Goulburn, Temora and Wagga.

Aerial highway

I boarded a twin-engine Cessna 402 aircraft for the first of the commuter flights at Williamtown shortly before 7 a.m. today.

This was my flying schedule:
● Left Williamtown at 7.15 a.m.
● Arrived Sydney (Mascot) 7.55 a.m.
● Left Sydney 8.10 a.m.
● Arrived Williamtown 8.45 a.m.

Only a fortnight ago, it had taken me three hours to drive to Sydney by car from Newcastle.

Today, there were no traffic hazards, no mechanical worries and no back-seat drivers.

Instead, I had a streamlined ride along a smooth air highway at a height of 6000 feet and at an average speed of 220 miles an hour.

Slight delay

On the first flight were the president of Newcastle Chamber of Commerce, Mr. J. Evans, managing director of Jayes Travel Service, Mr. J. Jenkins, assistant commercial manager of Newcastle Steel Works, Mr. G. Heeley, an-

other BHP official, Mr. C. Aitcheson, and four newspapermen. The pilot was Mr. Mike Kirton, of Nelson Bay. Our take-off was slightly delayed (normal take-off time is 7 a.m.) while an RAAF Vampire jet landed at Williamtown.

Over tollway

The "lift off" from the Williamtown strip was smooth and within seconds we were settling back in our seats to enjoy the scenery at 6000 feet.

We flew a slightly inland course in near-perfect conditions. The visibility was good and the winds were slight from the south-west.

The Cessna's speed gave us just enough time for a close inspection of the countryside — from the sprawling Newcastle Steel Works to the glistening expanse of Lake Macquarie.

Minutes later we were cruising above the Hawkesbury River and a busy tollway. By 7.45 a.m., half an hour after take-off, we had arrived

over Sydney's eastern suburbs and were preparing to make a run towards Mascot.

At 7.55 a.m. we had touched down at Sydney airport. The landing was as smooth as he take-off and I had a few minutes to present tickets at the airport counter and meet the proprietor of Masling Aviation, Mr. Jack Masling.

Mr. Masling told me he hoped to increase the company's operations from Newcastle by two-thirds in the next nine months.

He said the firm had three aircraft of the same size on order for the Newcastle-Sydney run.

"We believe the traffic will build up to such an extent that we will have to use 16 to 18-seat aircraft before long," he said.

By 8.5 a.m., I was back on another Cessna 402 at Mascot ready for the flight home.

Piloted by Geoff Smythe, of Sydney, the second Cessna was airborne by 8.10 a.m. and we were heading back to Newcastle, this time along the coast at a height of 1500 feet.

The trip back was even more impressive than the flight down.

We skimmed along over a sparkling sea almost all of the way with the picturesque coastline just under our left wing.

Fine scenery

From Broken Bay to Nobbys the scenery was magnificent.

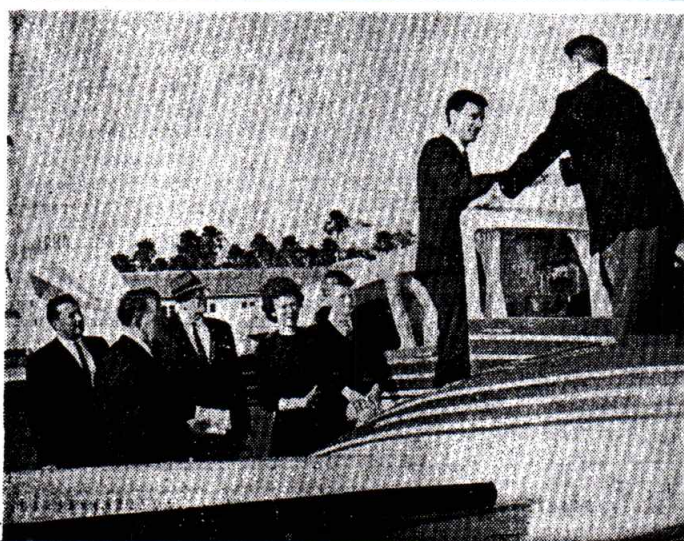
By 8.30 a.m. we had passed over North Head. More than half our journey had gone and we were sorry to see it go.

Fifteen minutes later we were back on the ground at Williamtown ready for a tame car drive "home".

Masling Aviation is operating four services a day, Monday to Friday, from Newcastle.

The services conducted by Masling are: Williamtown to Sydney, 7 a.m., 3.10 p.m. and 5.30 p.m.; Williamtown to Wollongong, 8.50 a.m.; Sydney to Williamtown, 7.55 a.m., 11.45 a.m. and 6.25 p.m.; Wollongong to Williamtown, 2 p.m.

● Continued Page 3



LEFT: Passengers and well-wishers board the first Aeropelican commuter flight to Sydney today. RIGHT: At Williamtown, the first Masling flight to Sydney is ready to get under way as passengers board the Cessna 402.



Britain honours 44 exporters

LONDON, Sunday. — The British New Year Honours List underlines the importance which the British Government attaches to exports.

It contains names of no fewer than 44 distinguished industrialists whose services to exports are recognised by awards. They include nine knights.

Emphasis is laid not only on their services as leading exporters, but also upon the active part they play in the various committees and other organisations devoted to the general promotion of the country's export business.

For example the chairman of the Latin American committee of the British National Export Council, Mr Harold Bowes, receives the K.C.M.G.

The K.B.E. goes to the chairman of the Dunlop

Rubber Company Ltd., Mr Anthony Geddes.

There are knighthoods for, among others, the chairman of the British National Export Council, Colonel Derek Wilgraham Pritchard, the deputy chairman, British National Export Council for Europe, Mr Alexander Abel Smith, and for the chairman of the African Committee, British National Export Council, Mr Arthur Henry Smith.

LIFE PEERS

The honours include O.B.E. for popular cricketer Tom Graveney, now in the West Indies with the M.C.C. tourists, and round-the-world flier Sheila Scott.

The number of awards for services to exports has risen

steadily in successive honours lists.

In the Birthday Honours list of June, 1966, there were 15, in the Birthday List this year there were 23.

The five new life peers include the chairman and Editor-in-Chief of the London "Daily Telegraph" and "Sunday Telegraph," Mr Michael Berry, and the High Commissioner in trouble-torn Aden before its recent independence, Sir Humphrey Trevelyan.

Another British diplomat in a trouble spot to gain a New Year honour is the charge d'affaires in Peking since 1965, Mr Donald Hopson, whose headquarters were attacked and set afire by Red Guards last August.

Mr Hopson receives a knighthood.

MAJOR ROLE

Others to be knighted include Mr Herbert Brechin, who as Lord Provost of Edinburgh played a major role in securing the 1970 Commonwealth Games for his city.

Britain's chief "trouble-shooter" in industrial disputes, Mr Jack Scamp, is another new knight.

The author Mr Angus Wilson, the composer Mr Gordon Jacob, and the sculptor Mr Eduardo Paolozzi are given the C.B.E., and Welsh actress Rachel Jones is awarded the O.B.E. (A.A.P.)



TOM GRAVENEY



SHEILA SCOTT



LADY BURKE

A whale's eardrum from Bunbury and a piece of nickel ore from Hamersley are two of the souvenirs Lady Burke has acquired during her present tour of Australia with her husband, Sir Aubrey Burke.

They are on a tour of the Hawker Siddeley group of which Sir Aubrey is vice-chairman, and have been in South Africa as well as W.A., South Australia and Victoria before coming to Sydney.

Engineering factories hold

no mysteries for Lady Burke. She always knows "what's what."

She used to fly her own plane, made model aeroplanes, ran her own engineering factory building aeroplane parts just outside London throughout the war, and helps run their 300-acre farm in Hertfordshire.

"I just wanted to fly, so I did," she said, explaining how she came to take up that career before the war.

"I wanted a job in aviation, and there weren't any for women, so I thought it was high time someone took on this model-making business."

So she did, making scale models for manufacturers, for wind-tunnels, for advertising agencies, for museums.

Engineering is one of her special interests. So is gardening, and natural history. She has collections of shells, ferns, butterflies and flowers made in the days when she had more time than now to spare on this interest.

Lady Burke and her husband run Guernseys on their farm in Bovingdon, in Hert-

She wanted to fly, and she did

fordshire. The property is called Rent Street Barns, because this is where the farmers once used to come to pay their tithes, or rents.

How old is it? "As old as Doomsday!" said Lady Burke. "There has always been a farm there."

She describes the house as "old and beamed," but can't say how old it is. They dug up a beautifully engraved sundial in their garden which was dated 1536. She says she acts as the farm secretary, and is always called on in a crisis, no matter what the crisis is . . . it might mean driving a tractor, helping with the

harvest, carting bales of fodder.

This is her third trip to Australia, which she loves . . . from the "lovely, wild desolate country" of Hamersley to the exciting new developments she has observed in business and industry since her last visit three years ago.

But if the brand new country of Australia is going through exciting times, so is the old country of England, she points out.

Lady Burke said she had a message for any Englishwomen living in Australia:

"They mustn't believe all they read and hear about England at the moment," she said. "We are not passing out. England is absolutely fine. We have our problems, like every other country, but as every good housewife would do, we are turning out, we are reorganising our way of life to meet new challenges."

Scientists

"Our scientists are absolutely bursting with ideas, our businessmen are full of enterprise, and we have a fine young scientifically trained generation growing up."

"We have just had to put our house in order to meet a very changed world, and I think one day there will emerge from this a very powerful new England."

A typically vigorous message from a woman who seems to have made it a rule in life to emphatically and simply set about doing the things she wanted to do.

Melb. Herald. Jan. 1968.

Dollies get set for a derby

By BELINDA DAWSON

Six Victorian housewives are busy preparing for the first women pilots' pylon race to be held in Australia since the Second World War.

The race is called the Dolly Derby. It will be flown over a triangular course of six miles.

The Dolly Derby will be one of the events at an air display at Mangalore airport on Sunday, January 21.

"We're very excited," said Mrs Moira Robinson, the president of the Victorian branch of the Australian Women Pilots' Association.

"I spend a couple of hours a week flying."

"The family are all for it."

AT HOME

Mrs Robinson, who flies her own plane, a Cessna 150, keeps it at home. She lives at "Faxon Park," Leopold, near Geelong.

"It's like having another car," she said.

The Dolly Derby is a handicap race, as the competing planes have speeds between 80 and 175 mph.

The display is being organised by "For Those Who Have Less," a voluntary organisation which helps people in Asia.

Other events will include glider and helicopter demonstrations and aerobatics.



SIX PILOTS get ready for the Dolly Derby. Standing in front of the Tiger Moth are Mrs Moira Robinson of Leopold near Geelong, left and Mrs Edith Atken of Bendigo. At back from left are Mrs Ruth Hodgson of Brighton, Mrs Bev McGindie of Toorak, Mrs Elva Raper of Wantirna and Mrs Annette Hislop of East Brighton.

LIKE ELONGATED DRAGONFLIES THE GLIDERS SOAR

They Morning Herald, Friday, Feb. 16, 1968

ie may pilot big jets

A STAFF ESPONDENT
DON, Thurs-
 Britain's first
 airline pilot
 ll be qualified
 in the big jets,
 illian Cazalet,
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 h: "I'm scared
 its."
 Cazalet, 31, also
 eed — except
 air speed: "I'm
 least bit worried
 ing passengers. I
 Cazalet took up

There we were, thermaling at 2000 feet, with nothing between us and the patchwork quilt of green and brown paddocks below but a thin plywood and cotton frame.
 The only sound that disturbed our silence was the gentle swish of wind which penetrated the ventilation hole in the perspex canopy and the equally soothing tones of my instructor explaining the principles of glider flying.
 Within a two-mile radius other gliders, slim and elongated like dragonflies or a child's stick draw-

Flying as free as the birds

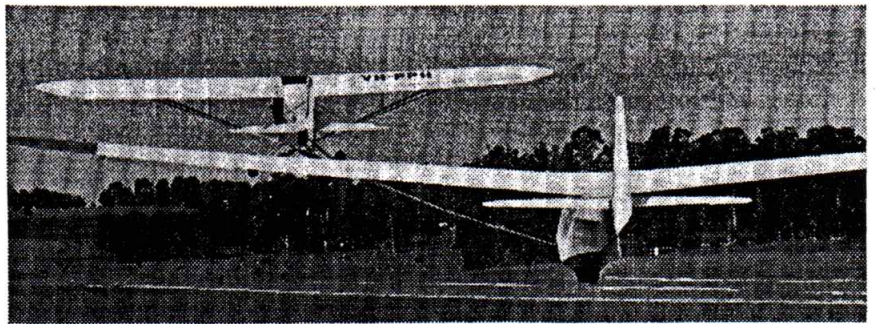
By Staff Reporter JAN NYHAN

ing of an aeroplane, lifted and soared as they caught a hot updraught of air (a thermal), or sank gently when there was not enough rising air to keep them aloft.
 The "long-wing" glider in which I was a passenger belonged to the Southern Cross Gliding Club Limited, which has its headquarters at Camden airfield.
 It was a two-seater craft mainly used for training glider pilots, and I was in the capable hands of an instructor, Mr Ron Adair, of Balmain.
 I had gone aloft to find out what attraction gliding held for the small but dedicated band of women in Sydney who are glider pilots & glider wives.

The club

The club, one of the largest in Australia, has fewer than seven active women pilots compared with more than 80 men who fly consistently.
 Climbing into the cockpit of the glider we were first strapped tightly into a safety harness.
 Then the slack was taken up on the cable which attached us to the Piper Super Cub tug plane which was going to launch us into the air.
 Once we hit a ground speed of 40 m.p.h. we were airborne and, taut at the end of a cable, we were over the fence and climbing behind the tug plane.
 We reached our intended height of 2,000 feet. At a signal from the plane,

the glider pilot released that comforting cable, the plane turned left and we turned right. Then came the awful moment of truth. There we were with nothing to hold us aloft but the pilot's skill in finding a warm air current.
 As the glider sank to 1,600 feet in a few seconds my heart sank with it.
 Three-quarters of a mile away was a flat-bottomed cumulus cloud: "looks promising, usually indicates a stream of hot air," said Mr Adair.
 We slid towards it: "If I'm right you should feel a lift like a kick in the pants," he said.
 I did! No wonder they say a good glider pilot flies through the seat of his pants.
 He began banking and circling within the thermal and the variometer needle indicated that we were rising at the rate of three feet per second.
 "Do you mind if I turn more tightly? We can gain more height if I stay completely within the thermal!"
 We banked sharply, going around and around, doing circle after tight circle, until it seemed our nose was set on a needle point and we were revolving vertically around it...
 Despite the accusations later I must have had my eyes open! Far below us I could see a toy tractor ploughing backwards and forwards while we soared like a bird, at six feet per second.
 We soon exhausted that blast of warm air, so off we dived into the great blue yonder to join some of the other gliders on their thermal. This was my big moment. I was allowed to take over the controls



Once we hit a ground speed of 40 m.p.h. we were airborne.

It's the thrill of a challenge

Not the rudder pedals—which I was told control slip and skidding—they are too difficult for a first-timer and our insurance companies wouldn't have been too happy if I had sent us plummeting to the ground.
 But I did take the stick which is just like the joystick of an aeroplane. I had to keep the glider nose level with the horizon and the effort of peering front to make sure the nose didn't tilt up, down or sideways almost sent me cross-eyed with concentration.
 But to experiment and get the feel of the glider I pushed the stick forward. The nose went down like a high diver from the 10-metre board.
 I pulled the stick back and it came up like a ball on the rebound.
 The glider is a sensitive craft. Even more elementally than in a car or power craft it inspires this tremendous feeling of man being master of his own destiny.
 After another 20 minutes of soaring, sinking, and gliding to a warm air current, we dropped to 800 feet to come in to land. We came lower, lower, cleared the river and the fence and bumped gently on to the grass and slid to a halt. One wing gracefully sank to the ground and it was all over... for me at least.

Unusual

For Mrs Roger Woods, a schoolteacher, of Badger's Creek, gliding is "the quest for the unusual."
 Her husband is an instructor with the club and she is one of their most competent woman pilots. She began gliding seven years ago when she was a student at Armidale Teachers' College.
 "I am not the knitting, sewing and Saturday night dance girl," she said. "I want more out of life than that. Gliding to me is entering another element."
 "It is a tremendous challenge—up there you are away from everything."
 "Perhaps the isolation is symbolic... you are independent and self-dependent. Whether you go up or down depends to a small extent on your craft and available conditions but mainly on your self."
 Mrs Woods has completed two of the three sections necessary to gain a Silver C, which is an international gliding qualification.
 These are an endurance test—staying aloft for five hours—a climb of 3,000 feet above launching height, and a cross-country flight of 32 miles to a previously nominated point. This last tests navigational skill as well as soaring and climbing ability.
 The cross-country flight is the only condition she has not completed.
 Of the three she said the endurance test is the hard-

est... pilots have been known to come down after lasting four hours 55 minutes.
 She has climbed to 10,000 feet, which is a mere 1,000 feet below the specifications for a Gold C. The cold was intense although it was 100 degrees in the shade on the ground. But, it had its compensations—"the view certainly couldn't be better, and up there you feel like God."
 Miss Leigh Murray, of King's Cross, loves and lives for gliding because it gives her the same sense of freedom and the thrill of being in control of her own destiny in the air.
 She was interested in power flying, was saving hard to pay for lessons when a year ago she went for a joy flight in a glider.
 "It was so beautiful I couldn't stay away. It is incomparably better than power flying. It requires more skill."
 She has been soloing for several months and hopes to be good enough to also attempt part of her Silver C at the next club camp.
 According to Mrs Anthony Giudice, of Castle Hill, there is one thing very wrong with gliding — "it is all over too quickly."
 Although her husband doesn't entirely approve of their activities, she has introduced her daughter, Rhonda, 17, and her son, John, 15, to gliding. Christian, 2, will be in the air as soon as he is old enough.
 "It is so much cheaper than learning to fly," she said, estimating that it cost her family about eight dollars for one day's gliding each weekend.

Initiate

The instructor, Mr Ron Adair's wife is a recent initiate to the art of gliding. After several years she found being a glider "wife" and going up on the occasional joy flight were not enough.

band and was three quarters of the way towards soloing when she gave it up after the birth of her last baby, Carl, 2.
 Her husband, who gave up schoolteaching to become a commercial flying instructor for power planes at Bankstown Aerodrome, is also honorary chief flying instructor for the club and principal training officer for gliding in N.S.W.
 "Don't refer to us as 'just gliding wives,'... it is a full time job," said Mrs Bradney.
 "It involves anything from organising a formal dinner party for 40 club members to rustling up an impromptu meal for a crowd of visitors."
 "It also involves all the packing and preparations for the National competitions each Christmas which begin the gliding year."
 "I stripped and painted a bedroom recently. It was relaxing compared with preparing for competitions and camps," Mrs Bradney concluded.



MRS RON ADAIR (standing) is about to close the canopy on MRS ANTHONY GIUDICE.

THE AUSTRALIAN WOMEN'S WEEKLY — February 14, 1968

LOTS of overseas letters in my mailbag this week, and one of the newest was Nancy Walton's from London. She had just arrived from Germany, where she stayed with the Dick Bowers in Kohn, where he is the Canadian Ambassador. (They were in Australia in 1940). At the Air Force Ball at Karlsruhe (where she was guest-of-honor) she sat next to Professor Messerschmidt and opposite Peter Townsend and his wife. Loved the casual way she tells me that during a weekend as the guest of Baron Kolnig-Warhausen in his castle at Wurtemberg she made a one-day tour of Europe by plane, visiting Austria, Liechtenstein, Germany, and Italy with a stop at St. Moritz in Switzerland. Incidentally, although she is all those thousands of miles away her letter was full of the Fly In Drive In to be held for Air Ambulance in the Widden Valley in March.

The S.M.H. Women's Section, Thurs., Feb. 29, 1968



MR AND MRS LAPIN

Jerome and Regina Lapin are relative newcomers to Sydney. They arrived 16 months ago from Los Angeles because Mr Lapin was interested in investment possibilities, and Mrs Lapin liked the atmosphere for their children, Craig and Brett.
 They now live at Vaucluse in an old home they are renovating and Mr Lapin owns the Caprice Restaurant.
 They both like Sydney "because things are at a much slower pace here and there's more time for leisure," Mrs Lapin said.
 Leisure time for them is mainly spent on the Harbour. They have a 63-foot motor cruiser called Regina on which Princess Soraya spent an afternoon during her visit to Sydney.
 They are both licensed pilots and would like to spend more time flying light aircraft. But that's a grouch Mrs Lapin has about Sydney — airstrips here, such as Bankstown, are too far removed from the city. An hour's drive, she has calculated, and in the States they're reached in a third of the time.

MOTHER FIRST PASSENGER

A 19-year-old nurse who recently obtained her pilot's licence took off from AeroPelican yesterday morning with her first passenger — her mother.

She is Miss Pam Hely, who was Mattara Princess in 1966.

Her mother, Mrs. Betty Hely, of Eraring, said she enjoyed every minute of her short flight over Lake Macquarie.

Miss Hely began

learning at AeroPelican about 12 months ago. She has just started nursing at Royal Newcastle Hospital and went on duty yesterday afternoon.

Within half an hour of taking her mother on a joy ride, Miss Hely took up Miss Bishop, 20, a nursing friend at Royal Newcastle Hospital.

Picture: Mrs. Hely and Miss Hely after the flight.



Newcastle Morning Herald

AND MINERS' ADVOCATE

NEWCASTLE, WEDNESDAY, JANUARY 24, 1968.

TER Couple learn to fly



Mr. and Mrs. Alec Swinton in the cockpit of a plane at AeroPelican. Both are learning to fly.

A Gosford couple who hope to own their own plane some day are taking flying lessons at AeroPelican. Each made the first solo flight this week.

They are Mr. Alec Swinton and his wife Mona, a Canadian, who have a citrus orchard.

Mr. and Mrs. Swinton like to share their hobbies and originally decided to take up flying as "another interest and accomplishment."

Now, after two months' instruction, both are so keen they intend going on for the unrestricted pilot's licence, which requires 20 hours of cross country navigation flying.

Solo flights

For two months the Swintons have travelled from Gosford once a week for instruction and are spending their annual holiday at a motel near the aerodrome to build up flying hours.

At the end of last week they had completed the 15 hours in the air required before making a solo flight.

Both came through with flying colours.

One of their keenest supporters is Mr. K. Hilder, of AeroPelican.

"I've been associated with flying in the Newcastle area for 31 years and this is the first time I've known both husband and wife to remain in the air."

"Usually one or the other drops out half way through a course."

Radio, too

Mr. and Mrs. Swinton also share an interest in amateur radio and each has an amateur's licence.

Mrs. Swinton maintains a regular weekly contact with her family in London, Ontario, speaking to them through a friend who operates an amateur radio station in the same street.

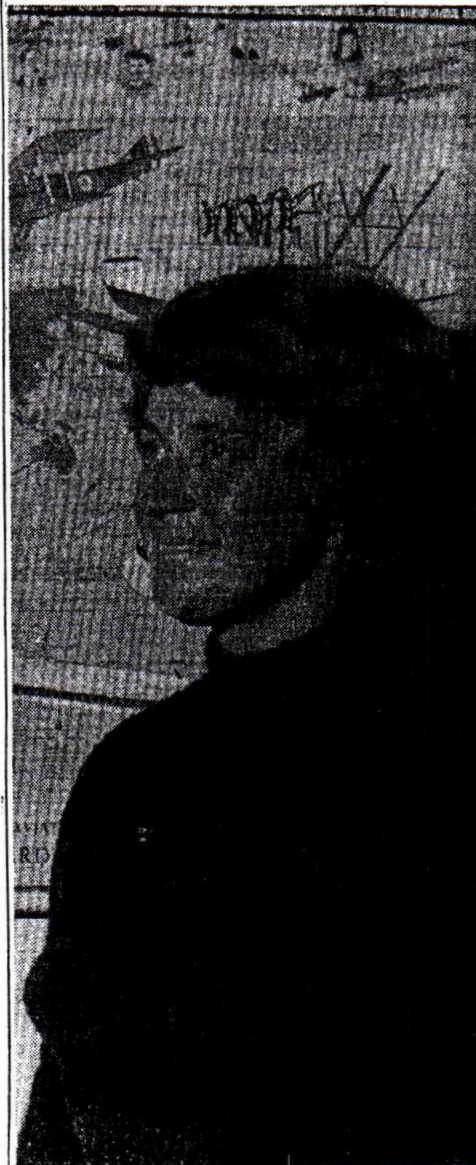
Mrs. Swinton shares her husband's interest in the citrus orchard and helps with the spraying and sorting of fruit.

Both are widely travelled and have made two trips to Canada and the United States since their marriage 18 years ago.

NEWCASTLE, TUESDAY, FEBRUARY 6, 1968.

KNOX FREE PRESS JAN 68

AVIATRIX



MRS EDITH AITKIN, poses beside the bright-yellow Tiger Moth in which she won the "Powderpuff Derby" at the Mangalore Air Display yesterday. Owned by her husband, a Prairie farmer, the 25-year-old plane beat some of the fastest modern light planes. Mrs Aitkin attributed her win to the high manoeuvrability of the Tiger Moth on the small race course. The race, restricted to women pilots, was over a six-mile course.

—The Sun, Mon., January 22, 1968



Ready to race...

MRS BEV MCGINDLE, of Toorak, checks her Beechcraft Musketeer yesterday to see that it is ready for the pylon race in which she will fly at Mangalore Airport on Sunday week.

The race, between six or seven pilots, has been organised by the Australian Women Pilots' Association as part of an air pageant to raise money for the "For Those Who Have Less" society.

The Sun, Friday, January 12, 1968

The funds will be used to buy livestock for South-East Asian countries.

"It's the first all-female pylon race in Australia since World War II — but if all goes well it won't be the last," said the pilots' Victorian president, Mrs Moira Robinson.

Mrs Robinson, of Leopold, near Geelong, will fly her own Cessna 150 in the event.

Others who have nominated are: Mrs Edith Aitkin, of Prairie, in a Tiger Moth; Mrs Evelyn Koren, of Mt. Gambier, SA (Cessna 172); Mrs Elva Raper, of Wantirna South (Cessna 182); Mrs McGindie; Mrs Annette Hislep, of Brighton (Piper Cherokee); and Mrs Ruth Hodges, of Brighton (Mooney Executive 21).

The race will be around a triangular course of three miles.

"WE ALL LOVED the race and had a beaut time," says Mrs. Elva Raper of Wantirna about the Mangalore "Powder-Puff Derby" held on Sunday.

The first women's air race held in Australia since World War II was set up by the "Organisation for Those Who Have Less", and proceeds will be used to assist needy Asian families.

Mrs. Raper flies once a week at least and was the first Victorian woman pilot to achieve an instrument rating, enabling her to fly at night.

Being allowed to fly at night is just fine for family picnics, Elva Raper says. With their four children, she and her husband can linger into the evening at beauty spots such as Flinders Island before setting out for home.

WOMAN PILOT FOR TYCOON



Thea Adams, 20, who has been chosen by British catering tycoon Charles Forte, 60, to pilot his \$250,000 twin-engined Queen Air Beechcraft plane. In 1964, Miss Adams became the youngest British girl ever to qualify for a pilot's licence. Mr Forte said: "She's very good, but it certainly shows that I've got courage, doesn't it?"

August 1967

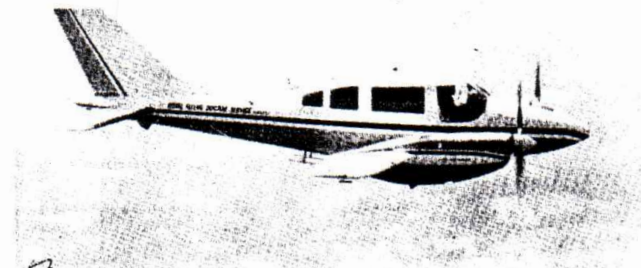


HOT SHOT

The girl on the left is a crack shot. Her name is Carole Malaher. She's 23. And last year she was in the NSW side which competed in the Australian championships. With Carole is Jenny Lingham. Both are members of St Ives Pistol Club.

Light Aircraft BEAGLE FLIES

IN FOR RFDS DUTIES



The RFDS Beagle B-206S before leaving England on its ferry to Australia.

MODIFIED

In normal configuration its cabin accommodates eight passengers but the interiors of the RFDS aircraft have been modified to meet the needs of aerial ambulance work. Custom fittings on the RFDS Beagles include a refrigerator, wash basins, surgical and normal stretchers, an X-Ray unit, a six-compartment medical console and special seating for doctor, nursing staff and/or ambulatory patients.

Australian representatives: Beagle Aircraft Sales (Aust.) Pty. Ltd., Sydney Airport, Mascot, NSW.

THE first of two Beagle 206S twin engine aerial ambulances was delivered to the NSW section of the Royal Flying Doctor Service last month to coincide with the 40th anniversary of the launching of the service.

The chief pilot for the section, Captain V. Cover, took delivery of the plane a few weeks ago at Beagle's Sussex factory and ferried it to Australia.

The second B-206S is due to be handed over late this month and a third is on option.

The RFDS Beagles are the first turbo-supercharged versions to be purchased by an Australian operator.

DROVERS GOING

They will replace the Australian-designed DHA Drovers, which have served the NSW section for 15 years.

Last year the Broken Hill-based Drovers flew more than 131,520 miles, attending 9759 patients.

The secretary of the NSW section, Mr G. M. Wyndham, said the Beagles also would be based at Broken Hill, where they would cover 500,000 square miles of outback NSW, South Australia and Queensland.

Power for the B-206S is supplied by two RR-Continental GTS10-520C turbo-supercharged engines, delivering 340 hp. The aircraft has an economical cruise speed of 224 mph and a range capability of 1530 miles on standard tankage.

Sun June 27
1967

FIRST GRIFFITH WOMAN TO GAIN PRIVATE PILOT'S LICENCE

Mrs. Denise Walker, a teacher at the Griffith High School, recently became the first woman from Griffith to gain her private pilot's licence through the Griffith Aero Club. Denise began flying at the end of 1965 under the instruction of C.F.I. Peter Coventry, and did all her training in a Victa. She is now continuing her training for an aerobatic endorsement.

Monday, June 19, 1967
SYDNEY MORNING HERALD



AIRFLOGGEN FRAULEINS. For abstruse reasons, the Women Pilots' Association, through its journal, is trying to interest members in dog German. It gives some examples:

- Aircraft: fliegenwagon.
- Crop-duster: fliegenwagon mit der hollinder buttum vor puffen der poopauder auder.
- Control column: puschenpullen schtik.
- Pilot: tallschwinger puschenpullen werker.
- First solo: trlenen gebackonner grund mit-taut kraschen.



HAZEL PHILLIPS

her wings a few weeks back.

And to celebrate passing her test, she's throwing a "flying party" tomorrow and inviting some of her pilot mates along.

Among her guests will be singer Col Joye, who is also a keen aviator.

Hazel, who has been described by her instructor as "an above average flier," started learning only this year.

NINE'S musical director Geoff Harvey is switching channels temporarily tomorrow to appear on Hazel Phillips' "Girl Talk" show. As well as being the owner of the most talked-about "hooter" in Sydney, Geoff is also a skilled pilot. So is Hazel, of course . . . she won

The Sun, Friday, June 23, 1967

Woman's angle

Flew straight into a new career



WHEN stenographer Diane Watson (pictured) was taken by a friend one weekend for a flip in a plane, she started a new career.

Till then she had a secretarial position in Trangie.

"It was like magic. I resolved there and then to make flying instead of typing my career," Diane said.

That was a few years ago — now Diane is the only flying instructress at the Royal Aero Club of N.S.W., at Bankstown.

"It costs the best part of \$900 to get a commercial licence, so I saved up very hard for a couple of years," she said.

"It meant doing without, but for flying it was worthwhile."

At first she trained for her private licence, but this meant she could only use flying as a hobby.

This wasn't good enough for Diane, who wanted to be a professional aviatrix.

BUT it was not until March 30 this year that Diane received her instructor's rating.

"Flying is always a thrill, but I think the greatest 'thrill' I get is with a very new learner," she laughed.

"I never panic when

IN A MAN'S WORLD

I'm in the air. I seem to save up my nerves for when I'm on the ground. "It would be stupid to show a student you were nervous about his flying."

"But I receive an enormous amount of satisfaction from instructing."

"Unfortunately some of the men I instruct are prejudiced against women teachers."

"They're not convinced that flying is a woman's job."

"Some of them look quite apprehensive when they find their instructor is a woman. But during the course we become good friends."

The average age of men learners is 24 or 25. "Some are about 40, but they're only learning to fly for a hobby. The young men hope to be commercial airline pilots," she said.

When she's not instructing, Diane's on the lookout for excitement in the air.

"I just love aerobatics," she said.

"This is a time when

you really feel you're flying.

"Aerobatics teach you better co-ordination, too."

So far Diane hasn't had one girl to teach.

Would she like to instruct girls?

"I don't mind whether my students are men or women. It would be a change to teach a girl," she replied.

"Girls usually take up flying for a hobby. There's relatively few openings for them in Australia."

"Domestic airlines don't take on women pilots. But this is not the case in Russia," she said. "I hear that in the Soviet Union they have women commercial airline pilots."

Diane enjoys flying all light aircraft, but Chipmunks are her favourites.

"You have more fun and do more actual flying in light aircraft rather than in big 'monsters,'" she said.

"I suppose I'll just try to mark up more flying hours, and then see what happens. At present I have 390."

DAILY TELEGRAPH, MONDAY, JULY 3, 1967

Blonde flyer near tears

SHEILA SCOTT, blonde, record round-the-world woman pilot, returned to London near to tears on Saturday night after being forced to abandon an attempt to beat Amy Johnson's London to Cape Town solo record.

The 39-year-old former actress had covered 1850 of the 7800 miles in her Piper Comanche, and was at Benghazi when she learned that flights over Chad (Central Africa) were banned because of political trouble there.

"But this isn't the end," Sheila said.

"I will keep on trying until I succeed."



DAILY TELEGRAPH, MONDAY, JULY 10, 1967

WOMAN FLIER SETS NEW SOLO RECORD

CAPE TOWN, Sun. — Lone British flier Sheila Scott today smashed the London-Cape Town solo flight record set up by Amy Johnson 31 years ago. The 38-year-old blonde pilot completed the 7000-mile flight in the unofficial time of three days, two hours, 52 minutes. This breaks Amy Johnson's record by three hours and 30 minutes.

THE SUN-HERALD, JULY 30, 1967

AIR SOLO RECORD

LONDON, Sat. (A.A.P.-Reuter).—Lone flier Sheila Scott broke the solo flight record between London and Capetown by four hours 13 minutes 21 seconds, it was announced today.

Her three-day flight earlier this month broke the record set up by Amy Johnson in 1936.

She flew the same Piper Comanche she used in her solo flight round the world last year.

The Sydney Morning Herald, Thursday, August 3, 1967

Sheila Scott

LONDON.—World record woman pilot Sheila Scott, 39, touched down at London Airport on Tuesday night after a "terrifying," drama-filled flight of 7,500 miles to secure another record. She became the first woman to fly solo from Capetown to London. She covered the journey in two days 19 hours and 56 minutes in her Piper Comanche single-engine aircraft.

The Advertiser

Incorporating "The Register"

The Advertiser, Monday, July 17, 1967.

ADELAIDE, THURSDAY, JULY 13, 1967

U.S. Air Race Hit By Weather

From CHRISTINE HENDERSON, of Netherby, a competitor in the "Powder Puff Derby" air race for women.

MARTINSBURG (Virginia), July 12—I hate to tell you I am still here. Eleven aircraft were disqualified on Monday due to a severe thunderstorm, causing them to land at non-designated airports. Included was No. 36, Betty Miller, who said that in 11 years' flying in the "Powder Puff" she never has seen worse weather. No. 11, on her ninth race, and No. 12 on her seventh—who was a favorite and had received instructions from past winner Claire Walters, as we had.

Tornadoes passed our route on Monday night. After a two-day delay at Atlantic City we were nearly the last aircraft to take off.

[Miss Henderson, 22, will fly a single-engine Cessna 182 Skylane aircraft with Ruth Hodges, of Brighton, Vic., as navigator. Miss Henderson, who five years ago was the youngest pilot in Australia, is sponsored by "The Advertiser."] Delayed refuelling here when the refuelling truck broke down caused us to be late joining the take-off sequence.

Twenty-four aircraft remained at Martinsburg on Monday. The aerodrome was closed until 1 p.m. yesterday.

Included among those still at Martinsburg praying for safer inner weather today, which is not forecast, are Nos. 5, 22, 60 and 62, each flying their 15th race.

The Advertiser

Incorporating "The Register"

ADELAIDE, FRIDAY, JULY 14, 1967

'Powder Puff' Entrants Escape Bad Weather

From CHRISTINE HENDERSON, of Netherby, a competitor in the "Powder Puff Derby" air race for women.

AMARILLO (Texas), July 13 — After covering only 165 miles in the first two days of the race, we at last escaped the Virginia weather and took off from Martinsburg at sunrise yesterday.

Sixteen hours and 1,200 miles later we landed at Amarillo, having stopped briefly at Cincinnati (Ohio), Carbondale (Illinois) and Tulsa (Oklahoma).

It is wonderful to be airborne again after the weather hold-up, and we are hoping to meet tomorrow's 5 p.m. finishing deadline in Torrance (California).

[Miss Henderson, 22, is flying a single-engine Cessna 182 Skylane with Ruth Hodges of Brighton, Vic., as navigator. Miss Henderson is sponsored by "The Advertiser."] There was one mishap during yesterday's flight. An Aero-Commander force-landed in Ohio, having run out of fuel after leaving Martinsburg. The crew — Doris Bailey and Helen Hodges, both Californians — were injured, and are reported to be in a satisfactory condition in hospital.

A problem is cropping up for many of us — laundering our limited number of clothes. Pro-pellers have been noted acting as clothes-lines at some of the stops.

TROPHY TO S.A. PILOT

From CHRISTINE HENDERSON, of Netherby, a competitor in the "Powder Puff Derby" air race for women.

REDONDO BEACH (California), July 16 — The 21st annual 3,000-mile All-Women Transcontinental Air Race is over. We won \$US100 and a trophy for the top overseas entry score and finished 33rd in the overall placings.

Fifty-two of the 76 aircraft which started in the race, from Atlantic City, New Jersey, to Torrance, near Los Angeles, California, finished.

[Miss Henderson, 22, flew a single-engine Cessna Skylane with Mrs. Ruth Hodges, of Brighton, Victoria, as navigator. Miss Henderson was sponsored by "The Advertiser."] The race was won by Mrs. Judy Wagner, of California, from Fran Bera, the winner seven times, and Tig Pencock.

ALL AGREE

It is supposed to be hard to get women to agree on any subject but all competitors agree this was the toughest race ever held and the weather the worst experienced.

More bad weather on the last day caused many planes to turn back. Our only moment of trouble with our plane, Matilda, came 45 minutes from the finish.

For one heart-stopping second the engine stopped and we could not find the cause.

Visibility was very bad in the Los Angeles area and, realising we were on radar, we asked approach control to tell us the way home.

They vectored us in to the finish line and a red-carpet welcome.

In Adelaide last night, Miss Henderson's mother, Mrs. M. G. Henderson, said that Christine would visit the King Ranch in Texas and visit friends in the US before returning to Adelaide. Mrs. Hodges would fly back to Australia today.

The S.M.H. Women's Section, Thurs., July 20, 1967

Success in air race

Mrs Harry Hodges, of Melbourne, who was one of two representatives of the Australian Women Pilots' Association to compete in the Powder Puff Derby which began in Atlantic City, New Jersey, on July 11, returned to Sydney by Qantas from the United States yesterday.

Contestants had to fly the 2,493.74 miles to Torrance, California, and Mrs Hodges and the second representative, Christine Henderson, came first in the International Section of the race, and thirty-fifth in the race.

POWDER PUFF DERBY WIN

Two representatives of the Australian Women Pilots' Association, Mrs Ruth Hodges (Melbourne) and Mrs Christine Henderson (Adelaide) won the international section of the USA's annual "Powder Puff Derby" — a gruelling, four day, 2493 mile race across America from Atlantic City, New Jersey, to Torrance, California. Flying a Cessna 182 Skylane, they finished out of 157 starters and ahead of the 10 other national competitors. All the American women competitors were professional pilots, but the race was flown in conditions that only 57 entries completed the race. Mrs Hodges has been flying for only three years. She was not the only Australian entrants. Two Australian girls, Anne Carter and Carmel Brown, were sponsored by Rex Aviation Ltd., Sydney, for whom Christine is a full time flight instructor. Though only 21 she has accumulated 1000 hr. in the past five years. Carmel, as co-pilot, is also an instructor — at the Royal Newcastle Aero Club. She has been flying since May. They planned to fly the race in a new Cessna 182 which they were to pick up from the Cessna Aircraft Company at Wichita, Kansas. How they finished in the States is not yet known here; they are touring the States on their return here.

Other Australian pilot, Marie Richardson, was flying co-pilot in the race and several other AWPA members including Pam West and Nancy Bolton, were attending the Ninety-Nines' Convention of which the race is an annual highlight — and doubtless planning to be there if they could. END.



Then On To Disneyland

Christine fastens kooka mascot "Tilda" into place as she and copilot Hodges take off for trial flight to Disneyland Airport.

Christine is youngest woman flier ever licensed in Australia; she won wings and licence at 16. — Evening Outlook Photo by Bruce Maxwell

August, 1967

A.O.P.A. MONTHLY MAGAZINE

POWDER PUFF DERBY

21-year-old, Miss Anne Carter and Miss Carmel Brown have been sponsored by Rex Aviation Limited to represent Australia in the "Powder Puff Derby", an all-women transcontinental race from Atlantic City, New Jersey to Torrance, California. The race is run over approximately 2,493 miles, and is limited to daylight and clear weather flying conditions.

The girls are flying in a new Cessna 182 Skylane aircraft which they picked up from the Cessna Aircraft Company in Wichita, Kansas, U.S.A.

Anne, the pilot in the race, is a full-time flight instructor for Rex Aviation Limited, the Cessna Distributors for Australia, South East Asia and New Zealand. She started flying when she was just 16 and has since logged 1,000 hours flying time. Carmel, who is also an instructor doing service for the Royal Newcastle Aero Club, started flying in May, 1960, and is Anne's co-pilot in the race.

Many of the navigational aids available in the States are not yet established in Australia and therefore, before the race began, it was necessary for both Anne and Carmel to better acquaint themselves with these instruments, as well as to strike different weather conditions encountered in the States as compared to their native land.

When asked by a U.S. reporter if they intended to fly the Cessna home, the girls flashed a most winning smile and said they would return to Australia by ship.

Anne said the trip to the U.S. for the race was the first time she has been abroad. She has taken a three months' leave of absence from Rex and plans to tour the U.S. after the race.

Powder Puff Derby entry

Carmel Brown the 26-year-old instructress with Royal Newcastle Aero Club, at Rutherford, has never flown with Sydney pilot Anne Carter, with whom she will team for the Powder Puff Derby in July.

The two will practise together for this famous all-woman transcontinental air race when they arrive at Wichita (Kansas) U.S.A., where they will take delivery of the new Cessna 182 aircraft, supplied to them for the race.

Miss Brown and Miss Carter will be the only all-Australian crew competing for the \$US3000 prize.

A former high school French teacher, Miss Brown has been friendly for some years with Miss Carter, who is an instructress at the Rex Flying School, Bankstown.

She said yesterday: "We started discussing plans for the Derby in February, but only decided to enter two months ago."

No sponsor

"The Cessna factory at Wichita agreed to supply the aircraft, but we have been unable to get a sponsor to help with our fares.

"As a result we are paying our own way on a 28-day excursion fare basis through Qantas and will have a very short time in the States."

Miss Brown said she and Miss Carter would leave for the United States on June 22. They would fly the Cessna

to Atlantic City for the start of the race, on July 8. At the conclusion of the



CARMEL BROWN

race which follows a route through Cincinnati, Carbonale, Springfield, Tulsa, Amarillo, Albuquerque, Flagstaff, Palm Springs and Torrance (New Mexico) they will fly the plane back to New Orleans, before leaving for home from San Francisco.

Miss Brown was educated at Ballina High School and Sydney Teachers' College.

She has held a pilot's licence for six years and has been an instructress for the past two years.

Pilot leaves for U.S. air race

The official nominee of the Australian Women Pilots' Association in the All Women Trans-Continental Air Race, 21-year-old Adelaide secretary, Miss Christine Henderson, left Sydney last night by Qantas for Los Angeles.

The all-women air race which is also known as the "Powder Puff Derby" will start from Atlantic City on July 8 and finish at Torrance, near Los Angeles, on July 11.

Miss Henderson's co-pilot and navigator in a Cessna 182 single-engine plane, will be Mrs Ruth Hodges, of Brighton, Melbourne. More than 100 have entered the 2,500-mile race.

Woman pilot leaves for air race

MISS CHRISTINE HENDERSON, of Adelaide, left Sydney by Qantas last night to compete in the four-day Trans Continental Air Race between Atlantic City, New Jersey, and Los Angeles, California, which will begin on July 8.

One hundred aircraft, all piloted by women, will fly in the race, which is commonly known as the Powder Puff Derby.

The competitors will fly as far as possible during daylight hours, with designated refuelling and overnight stops, although none of them are mandatory.

Twenty-one-year-old Miss Henderson, who believes she is the youngest overseas competitor entered in the race, will fly a Cessna 182, and Mrs H. E. Hodges, of Melbourne, will be her co-pilot.

The official representatives of the Australian Women Pilots' Association, they are the first team in this race.

S M Hughes 6.6.67

TWO Australian women flyers have a "Powder Puff Derby" entry for the start of the 21st annual transcontinental air race. The Australians, Anne Carter and Carmel Brown, both of New South Wales, are among the 12 women aviators from 12 different countries competing in the race. A commercial jet from Sydney to Wichita, Kansas, where they picked up their plane, flew it to Atlantic City. A total of 100 aircraft will take off next Saturday for Torrance, California, a distance of 2493 miles.

Women will race in U.S.

INTERNATIONAL L.L.Y. known Australian woman pilot, Mrs Nancy Bird Walton, will lead a contingent of 14 women pilots visiting the USA in July for the famed "Powder Puff Derby".

Mrs Walton told AVIATION NEWS that three Australian women pilots had entered for the all-woman transcontinental air race.

About 100 aircraft are expected to contest the race—one of the most popular events on the US aviation calendar.

After the race Mrs Walton will make a lecture tour of America.

* 2 The Sun, Tues., July 11, 1967 2

AIR RACE

Australian Associated Press

NEW YORK, Monday. — Seventy-one women pilots took off today in the 21st Powder Puff Derby.

About 300 people watched them lift off at 20-second intervals from Atlantic City, New Jersey. They headed under full power for Torrance, California, 2,493 miles away. Fog and storms earlier caused a 49-hour postponement of the race. The delay was the longest in the derby's history.

The Advertiser

ADELAIDE, MONDAY, JULY 10, 1967.

Weather Delays Powder Puff

From CHRISTINE HENDERSON, of Seaton Park, a competitor in the US "Powder Puff Derby" air race for women.

ATLANTIC CITY (New Jersey), July 9 — The 21st annual Powder Puff Derby's take-off scheduled for 9 a.m. yesterday was delayed due to weather.

The 138 pilots and co-pilots including women fliers from five continents were poised in Atlantic City eagerly awaiting clearing skies, which may not arrive until tomorrow morning.

Among the participants in this year's transcontinental air race is Fran Bera, a seven-time winner pilot, with Barbara London co-pilot.

Another choice for top laurels in this year's competition is Judy Wagner, from California, this year's winner of the international air race from Montreal to Miami.

We have put in our order for 10,000 feet of sunshine, ten miles visibility, for 10 days and are awaiting the arrival of bubbles of sunshine sent by special delivery for No. 72 from our aircraft owners in Santa Monica, California.

[Miss Henderson, 23, will fly a single-engine Cessna 182 Skylark aircraft with Ruth Hodges, of Brighton, Vic., as navigator. Miss Henderson, who five years ago was the youngest pilot in Australia, is sponsored by "The Advertiser."]

OAKLAND, California, July 9 — Mrs. Ann Pellegrino, 30, Michigan's flying housewife, completed a globe-circling flight on Friday in a 30-year-old plane to commemorate the 30th anniversary of the trip charted by aviatrix Amelia Earhart. United Press International reports.

Miss Earheart disappeared on a similar flight.

Powder Puff Derby "On"



Australian Associated Press

ATLANTIC CITY, July 11 — An anxious 138 women pilots winged away yesterday under sunny skies to race across the United States in the 21st annual "Powder Puff Derby" (route shown in map).

A crowd of 300 spectators watched the first plane, a single-engine Beechcraft, lift off the runway at Bader Field. It was followed, at 20-second intervals, by the other 70 planes participating in the 2,493-mile race against the clock to Torrance, California.

Starter Roy Ryder waved his flag at exactly 10 a.m. — 49 hours after the race originally was scheduled to begin.

It was the longest delay in the history of the race. Last year's event was postponed for 48 hours.

The coast-to-coast race was postponed on Saturday and Sunday through fog and thunderstorms over the mountains of West Virginia.

[Christine Henderson, 23, of Seaton Park, is a competitor in the air race. She is flying a single-engine Cessna 182 Skylark aircraft with Ruth Hodges, of Brighton, Victoria, as navigator.

Miss Henderson, who five years ago was the youngest pilot in Australia, is sponsored by "The Advertiser."

Miss Henderson will send special reports to "The Advertiser" about the progress of the race.]

Flier on course

Melbourne flier Mrs. Corine Druce has reached Tulsa, Oklahoma, on the fifth stage of the Powder Puff Derby.

She is partnered by Mrs. Kay Nisbet, of North Carolina.

Fran Bera, of California, winner of seven Powder Puff Derbies, appeared to be the early leader in the annual cross-country air race.

At least 10 of the 71 starters, who took off at 20-second intervals from Atlantic City, New Jersey, were disqualified after a thunderstorm forced them to land off-route.

Actress flying to Russia

From Guy Austin

HOLLY WOOD, Saturday. — Actress Susan Oliver will fly solo from California to Moscow next month.

"It will be a first," said the green-eyed blonde, who has appeared in guest roles in just about every TV series.

"No woman has ever made the flight before."

Her plan is to reach Moscow in time for the June film festival and there join other Hollywood celebrities.

Her route will be via Canada, Newfoundland, Iceland and Denmark.



Susan Oliver . . . "I want to get to the top."



Betty Miller . . . solo to Australia.

'I love it'

A U.S. jet pilot, a friend of the 37-year-old actress, told her, "I wouldn't try that flight solo for a million dollars waiting for me at the other end."

Why then is Susan Oliver attempting it? It is not for publicity.

Miss Oliver has been an established star in Hollywood for 10 years, and before that a success on Broadway where she won an award for her performance in "Look Back In Anger."

"Just what is the urge behind this long and daring attempt to fly to Moscow solo?" I asked.

Miss Oliver said: "Some people start to learn the piano, beginning with scales, go on to learn a tune, then have an ambition to play Chopin and Bach."

"Others have a craze to climb mountains, starting with a local cliff, and ending up trying to scale the Matterhorn."

"It's something like this

with me. I've been flying now for two and a half years. I love it. I want to get to the absolute top for a woman."

"Three years ago a friend took me up in his small plane and we flew over Los Angeles."

"Six months later I went to the flying school owned by Chuck and Betty Miller in Santa Monica and told them I wanted to learn."

"Betty Miller was the first woman to fly solo from California to Australia."

"Inside of me, as I took lessons, I wanted to do something like that."

"I now have a commercial pilot's licence with an instrument rating. That's the highest you can get."

Last year Miss Oliver made her longest solo flight, 1600 air miles to Chattanooga, Tennessee, to visit her parents and family.



PILOT Sue Folks, who flew a single-engined Beechcraft Debonair non-stop across Australia, pictured on her arrival at Jandakot Airport, outside Perth.

Girl pilot's daring flight across the continent

By PAT PARKER

BEHIND 25-year-old Sue Folks' near-record, non-stop flight in a single-engined plane from Sydney to Perth lies a story of seven years' ambition and daring.

Her time was 12 hours, 42 minutes.

The record for this 2150-mile flight was 12 hours 32 minutes, held by John Swain, of Orange, N.S.W.

The actual flying time has since been bettered by Ross Smith, of Perth, flying a Mooney Executive 21. His was a standard-type plane, not equipped with long-distance fuel tanks. He stopped at Whyalla, S.A., and Forrest, on the Nullarbor, to refuel. But his elapsed time for the trip was 12 hours 14 minutes. His daughter was a passenger on the flight with him.

Swain's plane and Sue's were both fitted with long-distance fuel tanks.

Sue was a schoolteacher, has been married for five years to charter pilot Max Folks, and has been flying herself since she was 18. So far she has logged about 700 hours in the air.

Sue is the daughter of Mr. and Mrs. J. Heath, of Ingham, North Queensland, one of four children, and the only one to take up flying. She joined the Ingham Aero Club in 1960.

Sue had done about 14 hours' flying when Max Folks became Chief Flying Instructor at Townsville. He took her through the rest of the course, and a couple of months before they announced their engagement, when she had logged the necessary 45 hours, she realised ambition number one — she got her Private Pilot's Licence.

Sue and Max were married at the end of 1961 and lived in Townsville for a year



CHARTER PILOT Max Folks, Sue's husband. They have been married for five years.

while Sue pressed on with her flying.

Next she went for her Commercial Pilot's Licence. This requires 165 hours of flying as well as the usual ground study course in navigation, meteorology, engines, air frames, and principles of flight.

She did most of the course by correspondence, but when Max joined Civil Flying Service, a charter company, and they moved to Melbourne, she finished it at the Technical School there.

She is now studying for an Instrument Rating, which will allow her to fly at night and in bad weather.

It wasn't till Max was posted to W.A.'s iron-ore country, two years ago, that Sue really came into her own — flyingwise.

They lived until recently at Roebourne, in the far north of Western Australia. Several times when Max was ill, Sue took over and piloted his company's six-seater Beechcraft Baron between the iron mining sites at Mount Tom Price and the Hamersley Iron Company's port at King Bay. Also she flew the 900 miles to Perth and back three times in one week.

The flight from Sydney to

Perth happened at short notice.

Sue told me, "We went to Sydney for my sister's wedding. Then Max had to go to Melbourne to pick up a plane for his company, and it looked as if I'd end up an airline passenger."

"But a few days before we were due to leave for home we visited friends at Bankstown and I just thought I'd inquire if there were any aircraft to be delivered."

Sue found that a four-seater Beechcraft Debonair had just been delivered at Bankstown aerodrome from America and was due to go on to Perth.

When the Hawker de Havilland people asked her if she would tackle the trip to Perth in one hop, she said "yes."

Her take-off from Mascot was delayed several days because of unsuitable weather, and, in the end, she reached Jandakot Airport, just outside Perth, without her husband even knowing she'd left. That day he was piloting a charter flight to the Barrow Island oilfield.

It was a trouble-free trip ("just one or two rain and

dust storms") and she wasn't lonely ("too busy map-reading and sighting landmarks").

But, of course, after 12 hours 42 minutes in the air she was stiff and cramped when she landed — with still enough petrol left to take her 100 miles.

She wore a slacks suit and took no parachute ("There's no room, and, anyway, I have complete confidence in the machine when I know it's well looked after") and took some sandwiches and fruit for lunch.

She talks about the flight as other young women would about their drives to the supermarket.

The fact that she made history by being the first woman to do so meant less to her than saving her fare home to Perth from Sydney.

Sue was surprised by the heroine's reception she got.

Last year she flew from Sydney to Perth twice, and once from Melbourne to Perth, but with stops for refuelling on each trip. She had passengers on the flight from Melbourne.

"Flying fascinates me!" Sue says. "I love it!"

THE AUSTRALIAN WOMEN'S WEEKLY — March 1, 1967

Female fly-in



Miss June Perry, right, steps out of her plane at AeroPelican and is met by Miss Pat Barnes (left) and Mattara Princess Miss Pam Hely when she arrived at the aerodrome on Saturday in the women's "fly-in" which was staged to draw attention to women pilots and their training.

NEWCASTLE MORNING HERALD
MAY 22 1967

AUSTRALIAN PILOTS HOLD CONVENTION

WOMEN pilots from all States of Australia used Coolangatta airport as their base last week when they visited the Gold Coast.

Almost 100 women pilots came to the Coast for the Annual Conference of the Australian Women's Pilots Association.

Many pilots flew their own planes to Coolangatta to take part in the trial of airmanship and reliability which was won by Mrs. Senja Robey from Sydney. This is the only annual event on the aviation calendar with a perpetual trophy which remains in the home State of the winner for the year.

The trial is flown over a 130 mile triangular course and aeroplanes are flown to makers' specifications.

Mrs. Robey has been flying for 19 years and is now an instructor. Second was Mrs. Pam Mills from Victoria with Mrs. Margaret Kentley from Sydney, third.

Among those attending the conference were Mrs. Nancy Bird Walton, who was founder of the Australian Women's Pilots Association, Miss Ross Goudie, Miss Judith Watchorn and Miss Heather Innes — both of Tasmania, who flew up in a Cessna 172.

The convention was held at the Broadbeach Hotel. At the annual meeting, the 1938 Aerobatic Cham-

Miss Beryl Young who is a charter pilot with Avis in Melbourne, Miss Sue Folks, who recently made a record non-stop flight from Bankstown, NSW, to Perth, W.A., and with Miss Siede, three years ago won the women's section of the Ansett Air Race from Brisbane to Adelaide.

Laurie English from Albury, NSW, flew up with Jill Rowntree of Mt. Hope, western NSW, in a Cessna 172.

Coolangatta trophy race

plion, Mrs. Esther Mather of Melbourne (who learned to fly in Queensland) was re-elected federal president and Mrs Olga Tarling of Queensland, vice president.

Mrs. Peg Kellman is Queensland president and Miss Joan Trudgett, Queensland secretary.

Six members from West Australia arrived in twin-engined Beechcraft,

The member with the greatest number of credits would be Nancy Leebold, M.B.E.

To list some of them: she holds a senior commercial licence, multiple engine endorsement, only A.W.P.A. member to fly jets, instructor's rating, C.F.I. Dubbo, instructor with Royal Aero Club of NSW, instrument rating, first class radio operator's

licence, licensed engineer, Fellow of Australian Institute of Navigation (only woman), and only woman member of committee of Institute of Navigation.

As well she is technical officer in the Department of Air, wartime transport pilot, two years with Rolls Royce engineering team working on Dart engines, runs her own aviation company "Avmar", flew Miles Messenger from England, awarded the Amelia Earhardt Scholarship (only Australian woman to do so), went to America as guest of the U.S.A. Air Force.

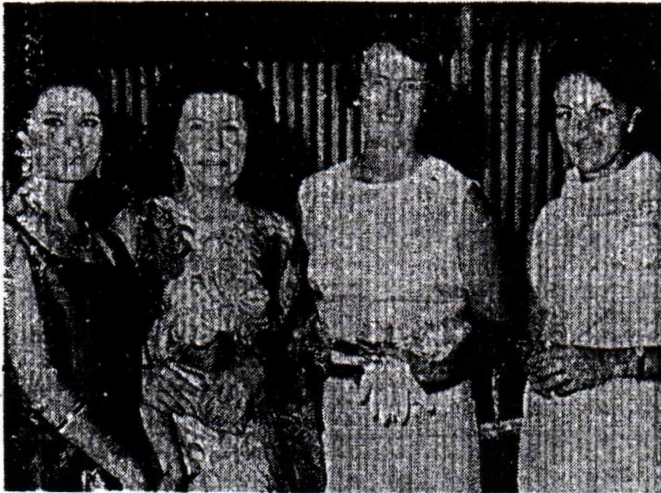
Toured New Zealand on an Aerial Agriculture Study and returned to Australia in an advisory capacity in pasture and erosion control.

Visited America at request of the U.S. Government, studying commercial trends in Aviation.

President of the Institute of Navigation (only Australian woman).

Congratulated on her achievements she, with quite unconscious modesty, replied: "Oh, that's nothing. There are so many more things I still want to do."

WOMEN PILOTS AT BROADBEACH



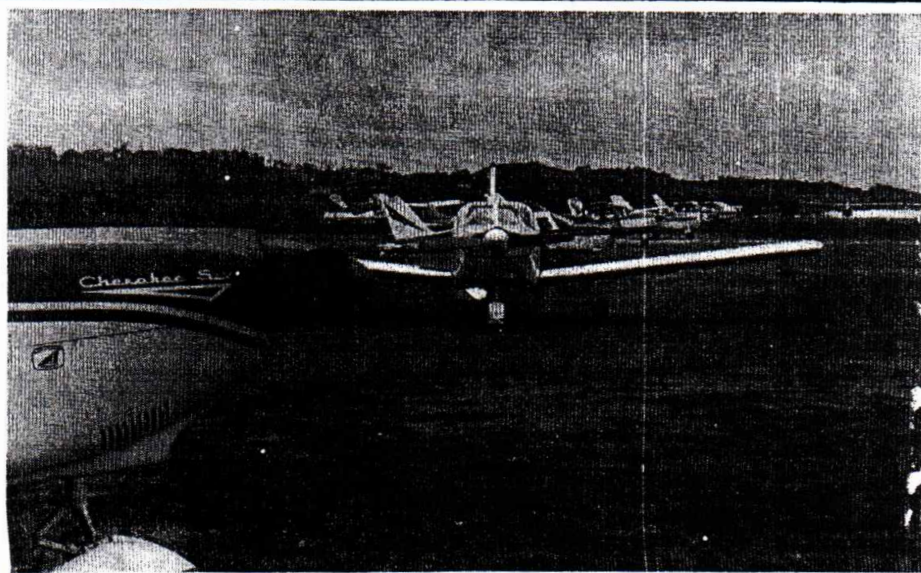
ABOVE: Pictured at Saturday night's dinner and trophy presentation, the main social event of the 16th annual meeting of the Australian Women's Pilots Association at the Broadbeach Hotel last weekend, are Miss Laurene Hassard and Mrs Ivy Hassard, of Surfers Paradise, Miss Jill Rowntree, of Mt. Hope (NSW), and Mrs L. English, of Albury (NSW).

Nancy Bird trophy to Melbourne flyer

About 70 women pilots from all over Australia attended the meeting and most flew themselves to the Gold Coast.

Another feature of the meeting was the "powderpuff triangle", a test of flying skill on a 130-mile triangular course, held on Saturday, south of Coolangatta.

RIGHT: Miss Beryl Young, of Melbourne, winner of the Nancy Bird trophy, awarded to the woman pilot who has done the most for aviation in the past year, receives her trophy from the Director of Civil Aviation, Mr D. G. Anderson. During the past year, Miss Young has led five planes in Solomon Islands' mineral surveys and has also conducted a fishing survey in North Queensland.



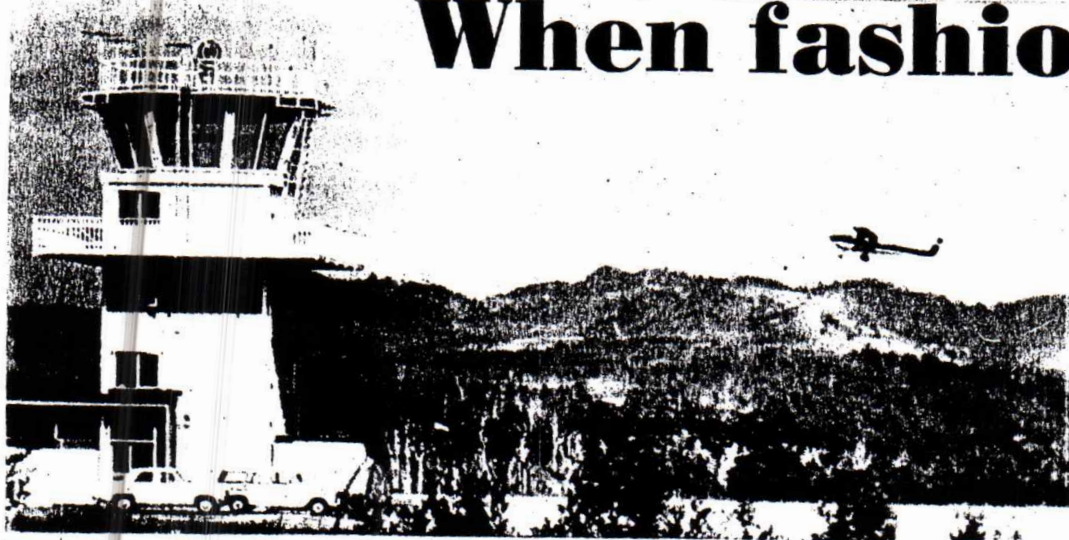
A few of several dozen aircraft, including three twins, which flew to Coolangatta for the 1967 A.W.P.A. Annual General Conference.

Gold Coast Sun

FRIDAY APRIL 14-20 1967

FOCUS ON THE NEWS

When fashion takes to flight



It's like a feminine take-over of Coolangatta Airport

A Gold Coast Sun photographer followed the progress of two competitors in last weekend's "Powder Puff" air reliability trial.

They were Doreen McLeod, a housewife from Brisbane and Margaret Lee, a speech-teacher also from Brisbane.

Doreen has been flying for ten years, but Margaret only five years. For the Gold Coast flight they used a Cessna 172 four-seater aircraft.

RIGHT: Doreen (nearest camera) and Margaret check over flight plans minutes before take-off time on Saturday morning, while later (at far right) Doreen makes a final check over her aircraft.



TOP: The competitors are air-borne in the trial and pictured over the runway as they passed the airport control tower.

COOLANGATTA AIRPORT had the appearance of a feminine take-over last weekend, when almost 100 women pilots and their navigators flew into the Gold Coast for their annual get-together and "Powder Puff" air reliability trial.

Their chic little planes, parked in a long line on the airport tarmac, looked like a fashion parade of what the well-dressed Australian woman is flying this year.

The women flew in from all States. One, Sue Folks, even took time out to break the record for a flight from Sydney to Perth by 52 minutes, before heading for the Gold Coast.

A Sydney flying instructor, Mrs. Senja Robey, won the reliability trial, which took the planes on a triangular course down the Tweed Coast, inland to Casino and back to Coolangatta.

In the trial, points were deducted for completing sections of the course ahead of or behind schedule, for each bounce on landing and for not landing spot-on target.

The women made The Broadbeach Hotel their headquarters for their annual dinner meeting and accommodation.

At the dinner, the Director General of Civil Aviation, Mr. D. J. Anderson, presented the Nancy Bird Trophy — for the woman pilot who did most for aviation in the past year — to Miss Beryl Young.

Miss Young is a charter pilot for Avis in Melbourne.



Women pilots fly a tricky trial course

COOLANGATTA. — Thirteen women pilots yesterday flew the "Powder-Puff Triangle" south of Coolangatta, to see who could best arrive on time, without bouncing.

They had to keep a straight and narrow 130-mile course between Cudgera Creek (Tweed), Evans Head, and Casino.

The triangle began 14 miles south of Coolangatta where officials of the Australian Women Pilots' Association clocked them out and in.

The 13 pilots, including many of Australia's top women flyers, were competing in the association's sixteenth annual reliability trial.

All had women navigators. The 13, from every Australian State, included seven commercial pilots who make charter flights or give flying instructions.

In yesterday's trial points were deducted for completing sections of the course ahead of or behind schedule — 10 points for each minute. Competitors lost 20

points for each bounce in landing back at Coolangatta.

All planes had tricycle landing gear, and pilots had to keep their noses up for at least three seconds after the main wheels touched, or lose points.

Winner of both the Trial and Spot Landing Sections is Mrs. Senja Robey, a Sydney flying instructor.

She had least point deductions and landed spot on a 50ft. strip target.

Set times

Mrs. Pamela Mills of Melbourne was second and Mrs. Margaret Kentley of Sydney, third.

Department of Civil Aviation officials set trial times under conditions of the day for particular types of aircraft at normal cruising speeds.

At a Broadbeach Hotel dinner last night the Director General of Civil Aviation (Mr. D. J. Anderson) presented the Nancy Bird Trophy to the woman pilot who did most for aviation last year.

Winner

The winner is Miss Beryl Young, of Melbourne, who this year led five planes in a Solomon Islands aerial mineral survey.

She also conducted an aerial fishing survey in North Queensland between Townsville and Rockhampton. Miss Young won a first-class instrument rating last year.

Next year's reliability trials for the women pilots will be in South Australia.

Picture — Page 18

She's the tops in air triangle

A Sydney flying instructress, Mrs. Senja Robey, won both the trial and spot-landing sections of the "Powder Puff Triangle" yesterday.

Mrs. Pamela Mills, of Melbourne, was second and Mrs. Margaret Kentley, of Sydney, third.

The triangle was flown by 13 women pilots to see who could best arrive on time without bouncing.

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SATURDAY APRIL 8 1967

She's the tops in air triangle

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Civil Aviation Department officials set trial times under conditions of the day for particular types of aircraft at normal cruising speeds.

GOLD COAST SUN, April 14, 1967-13

FOR WOMEN

There was an enthusiastic local contingent at the cocktail party, dinner and trophy presentation which culminated the 16th annual general meeting of the Australian Women Pilots Association held at The Broadbeach Hotel last weekend.

They included Association secretary Miss Joan Trudgett and members Mrs. Ivy Hassard, Mrs. Joan Salter, Mrs. Loree Bonney, Mrs. Connie Karhula and Mrs. Lorraine Stephens.

Mrs. Hassard, a personality better known on the Coast for her fashion designing than her flying exploits, told me she thought it was particularly enjoyable to see the large number of quite young girls and women who are now members of the Association and to know how keen they are to carry on the very fine traditions of the pioneer women pilots of Australia.

ROUNDABOUT

with gwenda

Combining the "CALOUNDRA WEEKLY" and "MAROOCHYDORE ADVERTISER." Circulating at — Maroochydore, Alexandra Headland, Mooloolaba, Buderim, Tanawha, Caloundra, Maleny, Beerwah and Glasshouse Vol. 3, No. 23 Circulation 4,700. Beach Par., Maroochydore. Phone 3-1309 Thurs., April 13, 1967

PROUS air pilots, Mrs. Judith Lord- (left) and Mrs. Rosemary Arnold, both of whom are leaving their light plane at Coolangatta Airport yesterday, when they attend the Australian Women Pilots Association annual meeting at Broadbeach. Mrs. Arnold is Australia's only woman helicopter pilot.

To Coast in planes ...for talks on flying

SURFERS' PARADISE.—Ninety-four women pilots are attending the Australian Women's Pilots Association annual meeting at the Broadbeach Hotel, Gold Coast.

Most of them flew aircraft to the Coolangatta Airport.

Two of the pilots—Miss Judith Watchorn of Hobart and Miss Heather Innes, of Launceston—left Tasmania in a Cessna 172 on Monday for the conference.

Miss Watchorn said: "We stopped overnight at Melbourne, Griffiths, and Moree, and the aero clubs there went to no end of trouble to find us accommodation."

"We had a pretty good trip right through and were fortunate enough to have lovely weather all the time," she said.

6 From W.A.
Six other association members will arrive from Western Australia today in a twin-engined Beechcraft.

The pilot will be Sue Folks, who flew from Sydney to Perth on April 1 to break the record by 52 minutes.

The 1938 Australian aerobatic champion, Mrs. Esther Mather, now the Federal president, arrived yesterday with other executive members, including the secretary (Miss Ross Goudie) and the treasurer (Miss Emily Siede).

Mrs. Mather gained her private pilot's licence in 1932 and her commercial licence a year later.

Until her marriage she was a charter pilot and also gave numerous aerobatic displays.

"Though it was unusual for a woman to win the aerobatic championship at a time when there were not a great number of women pilots around, there was no fuss about it," Mrs. Mather said.

She said she was just "one of the men" as far as her male colleagues were concerned.

"They had accepted me as a pilot and that was all," she said.

Another woman at the convention is Beryl Young, whose work as a charter pilot for Avis in Melbourne has brought her a wide and varied number of assignments.

In January, 1966, Miss Young went to the Solomon Islands with a Swedish party to conduct a mineral survey for the United Nations.

Air races are what most interest the Federal secretary (Miss Siede).

Win in race
She said: "Three years ago Sue Folks, another pilot, and I entered the Ansett air race from Brisbane to Adelaide and were lucky enough to win the women's section."

Miss Siede has been flying for four years.

Tonight the association will hold its annual meeting and a reliability trial will be held at the Coolangatta Airport tomorrow morning.

The trial, with a 130-mile triangular route, is run on a handicap basis. So far there are 15 en-

tries. Judges are Mr. A. S. Christie, of Melbourne, Civil Aviation Department senior examiner of airmen, and Mr. A. Schutt, of Brisbane, who will attend a cocktail party tomorrow night.

G. Anderson) will present the 1966 Nancy Bird Award to the woman who has made the most noteworthy efforts in flying.

Mr. R. W. Seymour, regional director for the Queensland Civil Aviation Department, will announce the reliability trial winner.

THE COURIER-MAIL FRIDAY APRIL 7 1967

ONE person who came to see the area for herself this week was the famous woman pilot, Mrs. M. Kentley, who is Governor of the International Women's Pilots Association.

Mrs. Kentley flew up to Maroochy aerodrome last Monday accompanied by another famous woman pilot, Miss Meg Skelton, who first flew solo in 1929.

They had been attending the Australian Women Pilots' Association Convention at Coolangatta. They left for Sydney on Wednesday morning.

The INVERELL TIME

"Speaks for the District"

FINAL EDITION

REGISTERED AT THE G.P.O. SYD

INVERELL, FRIDAY, APRIL 7, 1967

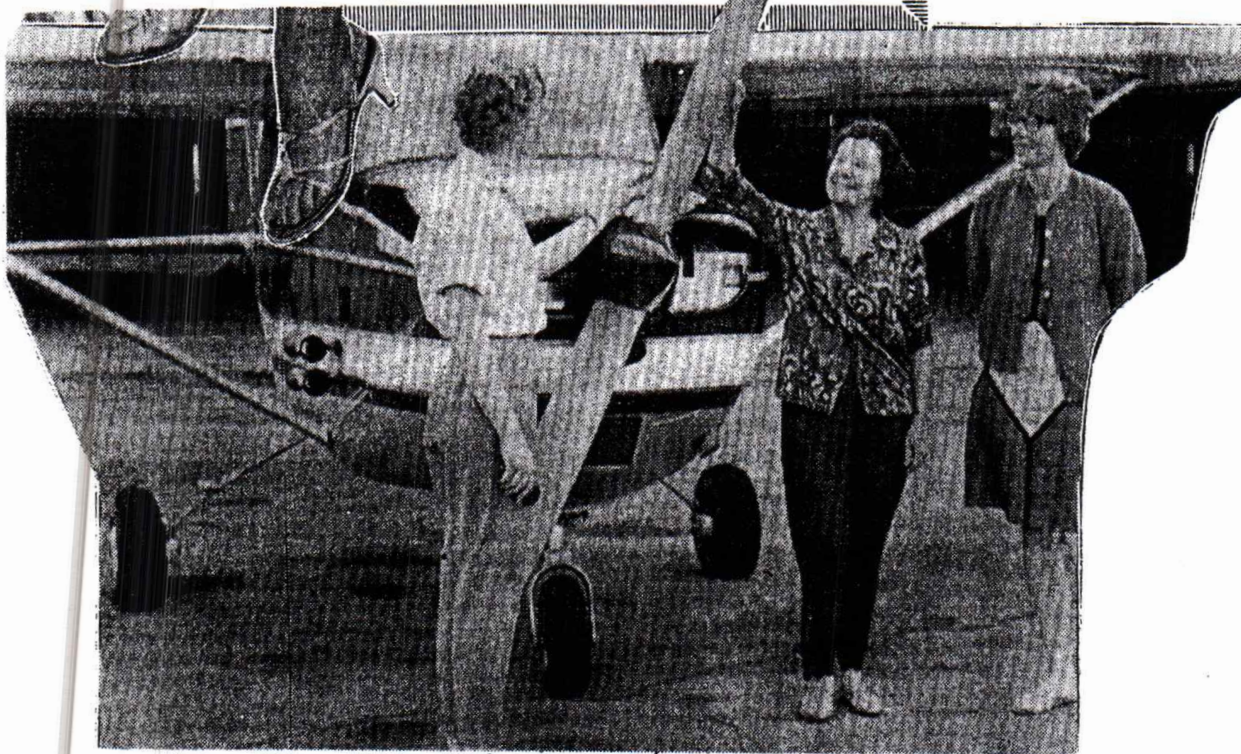
TELEPHONE NL

Aiming high



Surfers Paradise Mirror, April 19—April 25, 1967

MIRROR CAMERA COVERS THE COAST



ALL FROM QLD.
ABOVE: Margaret Lee, Ivy Hossard and Marj. Pegler inspected a Cessna at Coolangatta Airport last Saturday before the women's air race.

The three are members of the Australian Women Pilots' Association and were attending the Australian Women Pilots' Conference at the Broadbeach Hotel.

Women pilots stop briefly at Inverell

Mrs. Rosemary Arnold, the only woman in the Southern Hemisphere to hold a helicopter licence, visited Inverell yesterday.

Accompanied by Mrs. Judy Lording, she was going to Queensland to attend a conference of the Australian Women Pilots' Association at Broadbeach.

The two women pilots, who were flying their own plane to the conference, stopped at Inverell for several hours yesterday to visit relatives of Mrs. Arnold.

When asked why there were so few women helicopter pilots Mrs. Arnold said: "A figure has been suggested that only three out of every ten pilots have the aptitude to become a helicopter pilot."

"Flying a helicopter is much harder than flying a plane because it depends so much on reflexes and co-ordination of the limbs."

"It has been said that if you can pat your head and rub your stomach at the same time you have some of the co-ordination needed to fly a helicopter," she said.

"If you are a slow learner, obtaining a helicopter licence can be very costly, because every minute of flying time costs one dollar."

"I rushed through mine in October, 1965, but I had the added incentive of being the only woman pilot in the southern hemisphere."

"It took me 40 flying hours to get my licence," she said.

Mrs. Arnold said she had been able to recoup some of her expenses by writing for aviation magazines in Australia and America and doing some television work.

Both pilots have been doing exams to

obtain their commercial licences and Mrs. Arnold has finished her exams to get her commercial helicopter licence.

She said that when she obtained this she would be able to do work in surf and traffic patrol and rescue work.

Mrs. Arnold and Mrs. Lording are hoping to compete as an Australian team in the "Powder Puff Derby" which will be held in Washington at the end of June.

Her problem: so far is trying to get a sponsor to finance the trip.

"We have been trying for five months to find a sponsor without success," said Mrs. Lording.

The conference in Queensland, which features a 130-mile race for those attending the annual meeting.

The destination of the race will not be known until an hour before the race.

More than 100 of the 400 registered women pilots in Australia are expected to attend the conference.

Mrs. Lording said the women pilots in Australia were known in Australia as W.O.P.S.

"This is because when we land the passengers usually exclaim, whoops," she said.

Pictured above are Mrs. Lording (left) and Mrs. Arnold.

ON NEWS, Wednesday, March 15, 1967

★
 THE Royal Aero Club of SA recently added to its instructor roster, giving the club nine full-time instructors. The addition is 22-year-old Helen Elliston, who becomes the second woman to hold an instructor position with the RACSA in its 40-year history. Helen learned to fly in New Zealand and has become well-known in SA flying circles as a demanding, but patient instructor. Before joining the RACSA staff, she was Chief Flying Instructor with Ross Aviation's Parafield flying school.

National Air Show spectators may remember Helen's demonstration of a "dead stick" landing in a Cessna during the Parafield section of the show.

MEMO AWPA:—Are girl teachers called "instructors" or "instructresses"? Either way, they are obviously good!

A footsore flier set a target



Mrs. Leebold.

WHEN Nancy Ellis Leebold first began flying, early in World War Two she discovered that one of the most difficult things facing a pupil was mustering a full kit of flying equipment.

She tramped Sydney before finding a reasonable helmet, and a pair of gossport tubes. She hunted high and low — even interstate — for a computer and other pilot necessities.

It was during these searches for flying equipment that she had the idea of starting a "one-stop" shop to cater for the needs of pilots, navigators, and engineers.

It was many years, and several thousand flying hours later, that Mrs. Leebold opened such a shop under the AV-MAR banner, at Bankstown airport, NSW.

Today Avmar retails what is claimed to be the most comprehensive selection of navigation instruments, plotters, computers and calculators available in Australia.

In its modern showroom, the company stocks Weems-Dalton,

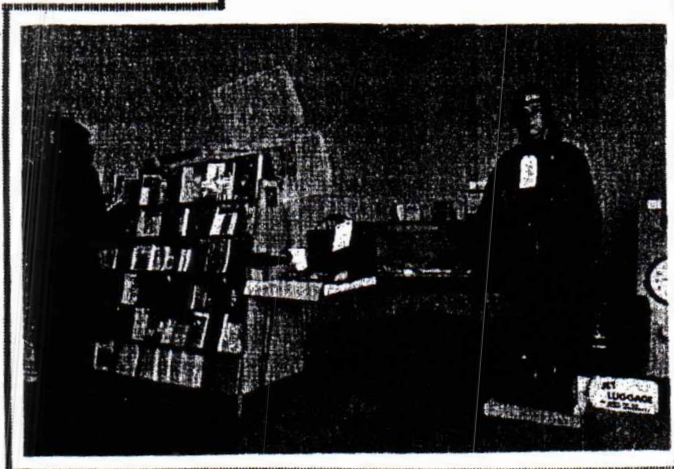
Jeppesen, Airtour, APR, Aristo, Howse, Batori, Dunlap and Mather navigational computers. These range from slide-graphic types for 30-400 kts speed-ranges up to 800 kts models.

In addition there are plotters, protractors, contoured kneeboards and runway safe-length calculators. There are map folders, chart storage cases, and a full range of panel and wrist chronographs and stop-watches.

And just for old time's sake, there is a small stock of flying helmets and gossport tubes!

Mrs. Leebold is a Fellow of the Australian Institute of Navigation and is currently the Institute's president (the only woman to hold the post), and her friendly advice on navigation equipment selection is part of Avmar's customer service.

Below: One corner of Avmar's modern Bankstown showroom, where students and professionals alike can shop for textbooks on navigation, or cockpit equipment.



Miss Australia, 20-year-old Adelaide schoolteacher Margaret Rohan had a fascinating trip to Sydney last night

because she learnt a little more about flying.

"I just had to tell the pilot how good I am now at flying a Cessna," she joked as she stepped off a T.A.A. flight.

"I've been learning for the last month on my country tour around South Australia and I think I'm just terribly smart.

"I've even landed in paddocks and little country towns."

Miss Rohan, a willowy brunette from Rostrevor, an Adelaide suburb, rested at the Chevron Hotel last night to prepare herself for her trip to America this morning.

She will represent Australia in the International Beauty Congress at Long Beach, California.

Flying fun for beauty

She had one big problem on her mind last night—her luggage was already 30lb overweight and she had been given instructions to keep to the 66lb limit.

"I've already taken out 11 suits and hung them back in my wardrobe," she said.

"I'm really looking forward to the sight-seeing and shopping overseas, but my family has given me shopping lists that are feet long."

● Picture shows Margaret Rohan at Mascot airport last night.

'FAMILIES' FOR U.S. STUDENTS

DEBORAH'S interested in astronomy, so our plans include a car trip to Canberra to see Mt. Stromlo," said Mrs G. S. Santow, of Cremorne.

Mrs Santow, her husband Dr Santow, and daughter Marjorie—a 5th year student at S.C.E.G.G.S., Darlinghurst—were among Sydney families at the airport yesterday to meet young U.S. students who have come here for the Nuclear Research Foundation's Summer Science School.

All the local families contacted their U.S. guest a month ago.

"Deborah won the top maths prize in her State and she is keen on astronomy. We have prepared a general program for sightseeing to fit in with her interests, and so she can see as much of Australia in the time," said Mrs Santow.

A group of 10 Lyndon B. Johnson scholars, selected nation-wide for the trip, are billeted with families who have a

Further travels

student chosen for the school.

Before the Air New Zealand plane landed, the waiting group exchanged talk of entertainment programs. "What is your girl like? Here's mine," said one youngster producing a picture of the U.S. student her family had won.

Mr and Mrs H. L. Morris and daughter Laurelle had left their plans fairly fluid to see just what their guest Nancy Shoemaker will want to do.

LAURELLE, a student at Cremorne Girls' High, is one of two girls from her school who are among those enrolled at the Summer School this morning.

Helen Perry, of Seaford, is the other nom-

inee from the same school.

The only "family" to enrol were twins from Sydney Boys' High School, John and David Mitchell.

Ellen Gesmer, of New Highlands, Massachusetts, was shown the ropes this morning by her hostess, Pamela Rosenfield, of Rose Bay, a fifth year student at Dover Heights High.

The four U.S. girl students include Cathleen O'Rourke, of Los Alamos, New Mexico, who doubles interest as concert pianist and science enthusiast.

SHE is staying with Gabrielle Wood, a fifth year student at Abbotsleigh, and her parents, Mr and Mrs R. J. Wood, at their Chatswood home.

At the end of the school held at Sydney University, the U.S. scholars go on to Hong Kong, Rome and London.



PAMELA ROSENFELD, (left), of Rose Bay, and LAURELLE MORRIS, of Clontarf (right), greet their U.S. guests ELLEN GESMER, of New Highlands, Massachusetts, and NANCY SHOEMAKER, of Longmeadow, Massachusetts, on their arrival at Sydney airport yesterday by Air New Zealand.

THE NEW SCIENCE STUDENTS



Professor Harry Messel head of the University of Sydney's School of Physics, beams as he poses with five of 10 American high school science students who arrived by air in Sydney yesterday to attend the tenth annual summer science school at the University.

The Sydney Morning Herald, Monday, January 9, 1967

VISITORS SHOW KEENNESS, TACT

Ten of America's most brilliant High school science students arrived in Sydney yesterday and proved they were well versed in the art of diplomacy.

They were offered "science, science and more science" by Professor Harry Messel, while their Australian foster-families were full of talk about the sights of Sydney and the beaches at the height of summer.

Fresh from a special White House reception on Friday, the students, four girls and six boys, diplomatically said they would juggle their hours to get the most out of both offers.

Known as the Lyndon B. Johnson Australian science scholars, they are visiting Sydney for the tenth annual summer science school at the University of Sydney.

Selected from more than 200,000 applicants, the students will join about 150 Australian High school pupils for the school, conducted by the Science Foundation for Physics within the university.

ROCKETS

The school starts today. Most of the visiting students plan to make a career of mathematics, but have a wide range of hobbies and interests.

George L. Middleton, 17, of Massachusetts, has been building model rockets since he was 12.

Also from Massachusetts, 16-year-old Ellen Gesmer, takes time off from her science and mathematics studies to work as a fashion model in a Boston department store.

Deborah Stark, 18, of Anchorage, Kentucky, is a licensed pilot.

The Sydney Morning Herald, Mon., Jan. 30, 1967

WOMAN MAKES LONG SOLO FLIGHT

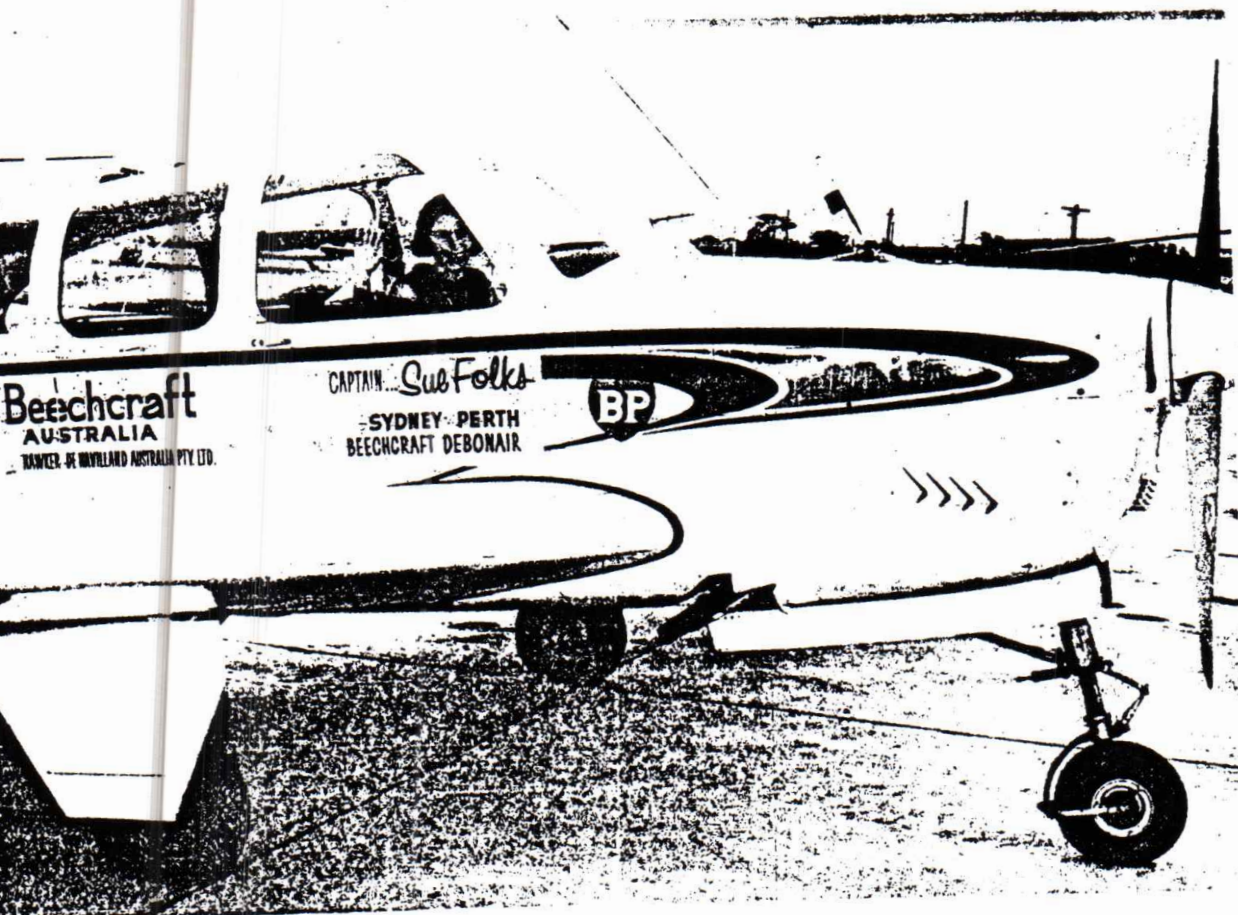
PERTH, Sunday.—Miss Sue Folks, 23, of Perth, today became the first woman to fly a single-engine aircraft non-stop from Sydney to Perth.

She arrived at Jandakot airport at 5.58 p.m., only 10 minutes behind the record time for a non-stop flight in a single-engine aircraft.

She had been in the air 12 hours 50 minutes and had flown 2,150 miles.

Only two people, both men, have flown non-stop from Sydney in a single-engine aircraft.

Miss Folks was flying a new Beechcraft Debonair which she was delivering to Western Australia for Beechcraft Australia.



The Sun, Monday, January 9, 1967

Housewife's fight to be airline pilot

"Sun" Special

BONN, Friday. — *Attractive blonde housewife Elisabeth Friske, 27, of Brunswick, aims to invade one of the last bastions of male domination—the airline pilot's cabin.*

She is waging a one-woman war with the West German airline Lufthansa, to become the first German woman to pilot a plane on regular passenger flights.

Mother of a six-year-old boy, she already has all the qualifications that a male student would need in order to be accepted for final training.

But her application has been turned down with this explanation:

"We do not accept female students for pilot training."

"It is considered that the burden of the job would be too great for them."

Her retort: Nonsense.

She has pointed out that the Bulgarian Maria Atanasova, 37, already has two million passenger miles behind her and is one of the chief pilots of the State-run Tabso airline.

"Anything she can do, I can do too," says Elisabeth and her businessman husband, Gerhard, agrees.

Gerhard, a qualified pilot, has paid out about \$2,000 on his wife's training for her commercial pilot's licence.

Elisabeth has contributed about twice as much from her earnings as a weekend pilot at a parachute training school.

THE DOOR IS CLOSED

Elisabeth who has 316 flying hours, said that to gain her final instrument rating would cost at least another \$2,000.

"Normally the airline you intended to fly for would pay for this, but they won't do it for a woman."

The Sydney Morning Herald, Wed., April 5, 1967

No welcome

From Our Own Correspondent

BONN, Tuesday. Attractive blonde housewife Elisabeth Friske, 27, of Brunswick, aims to invade one of the last bastions of male domination — the airline pilot's cockpit.

She is waging a one-woman war with the West German airline Lufthansa

aboard

to become the first Western woman ever to pilot a plane on regular passenger flights.

Mother of a six-year-old boy, she already has all the qualifications that a male student would need in order to be accepted for final training. But her application has been turned down with the words: "We do not accept female students for pilot training. It is considered that the burden of the job would be too great for them."

To which the peppy Elisabeth has replied: "Nonsense." She has pointed out that the Bulgarian woman pilot Maria Atanasova, 37, already has two million passenger miles behind her and is now one of the chief pilots of the State-run "Tabso" airline.

"Anything she can do, I can do too," says Elisabeth. Her businessman husband Gerhard agrees.

Gerhard, himself a qualified pilot, has so far paid out about £1,000 for his wife's training for her commercial pilot's licence. Elisabeth has contributed about £2,000 towards her training costs from her earnings as a weekend pilot at a parachute training school.

Said Elisabeth, who has 316 flying hours behind her: "To gain my final instrument rating would cost me at least another £1,000."

"Normally the airline you intend to fly for would pay this. But they won't do it for a woman. Isn't it ridiculous?"

"If I did pay for these tests myself, I still wouldn't be accepted under the present rules. It's a completely closed shop for women."



Madame Ky, the beautiful wife of South Vietnam's Prime Minister, was a model of pearl-decked elegance at Kirribilli House, Sydney, today.

The Sun, Saturday, Jan. 21, 1967

- AVIATION NEWS, Wednesday, March 15, 1967

★ THE Royal Aero Club of SA recently added to its instructor roster, giving the club nine full-time instructors.

The addition is 22-year-old Helen Fitton, who becomes the second woman to hold an instructor position with the RACSA in its 40-year history.

Helen learned to fly in New Zealand and has become well-known in SA flying circles as a demanding, but patient instructor. Before joining the RACSA staff, she was Chief Flying Instructor with Ross Aviation's Parafield flying school.

National Air Show spectators may remember Helen's demonstration of a "dead stick" landing in a Cessna during the Parafield section of the show.

MEMO AWPA:—Are girl teachers called "instructors" or "instructresses"? Either way, they are obviously good!

★

SYDNEY PILOT WINS AIR EVENT

NARROMINE, Sunday.—Sydney pilot John Blackwell, of Southern Cross Club, won today's event in the national gliding championships, flying 188 miles in three hours 43 minutes at an average speed of 50.4 m.p.h.

He flew an imported high-speed Polish glider called a Foka which is the only one in Australia.

Second place went to John Rowe from Walkere, South Australia, and third place went to Sue Suter, 21, also from Walkere, who is one of four women pilots competing in the championships.

Feminine

ROME.—Italy's first woman civil airline pilot will wear a skirt on duty to stress her femininity in a man's world.

Signorina Franca de Bernardi, 35-year-old daughter of a former world air speed record holder, said: "I hesitated at first between trousers or a skirt but I am not anti-feminist—on the contrary, I think it is absurd to try and prevent women being a bit different."

Record

MOSCOW. — Yevgenia Martova has set a new world speed record for women pilots by reaching an average speed of 1,322 m.p.h. in a supersonic E76 jet, the Soviet news agency Tass reported yesterday.

The 28-year-old Soviet pilot broke a 1964 record of 1,302 m.p.h. by American aviatrix Jacqueline Cochran.

AIR PIONEER JOINS PAPER PLANE PANEL

Nancy Bird Walton, pioneer in aviation, has been appointed a judge in the Daily Mirror National Paper Aeroplane Competition.

She joins Mr. R. C. Walker, technical development manager of Qantas, and Mr. Henry K. Millicer, award winning designer of light aircraft.

Mrs. Walton, awarded the OBE last year for "services to the community including pioneering work in aviation", has held a pilot's licence since 1935.

"I am very excited about the Daily Mirror competition, especially because women will be able to compete against men on an equal footing," Mrs. Walton said today.

The Daily Mirror competition, the first Australian paper aeroplane contest, is open to all readers, regardless of age or sex.

Conducted in association with Scientific American, leading US science magazine, its objective is to find whether today's paper models are, in fact, advance designs of planes of tomorrow.

Trip to US

The winning designs in the Daily Mirror contest will compete against entries from all over the world in the Scientific American International contest in New York at the end of the month.

Apart from the Hargrave Trophies to be awarded the winners of five sections, the outstanding entrant will receive a return flight to New York in a Qantas Boeing 707.

The outright winner will be selected from the winning entries in each class on the basis of duration aloft.

In New York, the outright winner will be able to watch the final fly-off



Nancy Walton

In the international competition.

There is no limit to the number of designs anyone can submit to the Daily Mirror competition but each entry must be accompanied by an official entry coupon.

Everybody is designing paper planes.

Even the Lord Mayor, Alderman Armstrong, confesses to being an avid fan of the paper flying machine.

Barry Crocker, the TV personality, said today he was still busy perfecting a secret model.

John Bonney, chairman of the TV show Marriage Game, said: "My entry must have been among the first received at the Daily Mirror."

Miss Tanya Halesworth, TV news commentator, said: "I've made about a dozen models but have not yet decided which one I will enter."

MADAME KY

She just takes your breath away

CANBERRA, Thursday.—Madame Ky, the reluctant First Lady of Vietnam, conquered Canberra today.

Hailed as one of the most beautiful women in Asia, Mrs Ky, 24, faced a heavy day of official engagements after spending a quiet evening yesterday at Government House.

A former airline hostess and beauty queen, she once said she would prefer her husband to have remained a pilot than to make her the wife of the Prime Minister.

Mrs Ky looked to have stolen the show from her husband, Air Vice-Marshal Nguyen Cao Ky, in their round of official engagements today.

Their itineraries this morning kept them apart.

Accompanied by Mrs Holt, wife of the Prime Minister, Mrs Ky visited mothercraft and children's homes this morning. She also gave a Press conference.

Later, Mrs Ky was the guest of Mrs Holt at a luncheon for women at the Rex Hotel.

DINNER HOSTS

Mrs Ky will rejoin her husband at a Government reception at the Hotel Canberra this afternoon.

Tonight they will host a dinner for selected guests at the hotel. Mrs Ky's reputation as an in-

ternational beauty was well-known in Australia before she arrived yesterday.

She fairly took the breath away from those who caught a glimpse of her during the brief time she appeared in public yesterday.

She was a picture of classic Eastern loveliness in the traditional Vietnamese Ao Dai—black pantaloons and "house-frock" over-garment slit from the waist down on either side in pastel greys and blues.

DIVORCED

She met her husband when she was a stewardess with Air Vietnam, and he was an Air Force officer.

She had won the country's leading beauty contest as Miss Air Vietnam.

They married after Ky divorced his first wife, whom he met in North Africa while training with the French Air Force.

Mrs Ky has one child of her own and is mother to the four children of her husband's first marriage.

She shares her husband's love of flying and has logged more than 2,000 hours piloting light aircraft.

One of her ambitions is to fly jets. Like her husband, she was



MADAME KY—TODAY'S PICTURE.

ironically, born in North Vietnam.

Her father, a former police chief, was murdered by the Communists.

In the 19 months since her husband took office she has seldom been far from his side.

Wearing identical black flying-suits, they have become a familiar sight on battlefield inspections.

Mrs Ky is a crack shot and has felled panthers, stags and bores on hunting trips with her husband in the jungles of Vietnam.

AERIAL AMBULANCE IN SERVICE



RECORD DAY FOR AIR AMBULANCE

The N.S.W. Air Ambulance yesterday had its busiest day yet, transporting 15 patients.

The chairman of the Ambulance Transport Board, Mr J. Stephens, said it would have taken 18 ambulance waggon crews a day to complete the same work.

Yesterday's busy program began at 5 a.m. with a flight from Sydney to Condobolin where two patients were picked up and flown to Sydney.

Three patients were then flown from Sydney to Merimbula, on the far South Coast.

On the return flight to Sydney, a patient was taken on at Canberra.

The Air Ambulance also flew a patient from Sydney to Armidale, two from Port Macquarie to Sydney, one from Tenterfield to Sydney, one from Coff's Harbour to Sydney, one from Casino to Sydney and one from Moruya to Sydney.

The first air ambulance of the N.S.W. Ambulance Transport Service Board was officially handed over to its new owners at Kingsford Smith Airport yesterday.

Here, Sister Elma Fisher, of Hunters Hill, one of the nursing sisters who will staff the ambulance, checks over the plane's equipment.

The ambulance, a Beechcraft Queen Air B.80 paid for by public subscription, has been modified to carry four stretcher cases and four sitting patients.

THE STEAM-HAMMER?

From previous page.

of workforce expansion," said Mr Austen.

"In other countries—America for one—they've gone a long way further towards tapping this source than we have.

"As yet we're only starting here."

Strangely, according to Mr Austen, the biggest resistance to apprenticeship girls to trades comes not from employers but from parents.

"They don't mind their daughters doing some semi-skilled job like packaging in a factory, but to have them learning a trade... there's something not quite feminine about that," he said.

"But we're bringing them around," he added.

The N.S.W. Department of Technical Education is also adding its weight to the campaign to encourage girls to take up a trade or a technician's job in industry.

Mr B. J. Richardson, senior guidance officer at the giant 32,000-student Sydney Technical College, spends every other day telling parents of a girl reluctant to take up shorthand and typing that their daughters might be better off learning to be a tradeswoman or a technician.

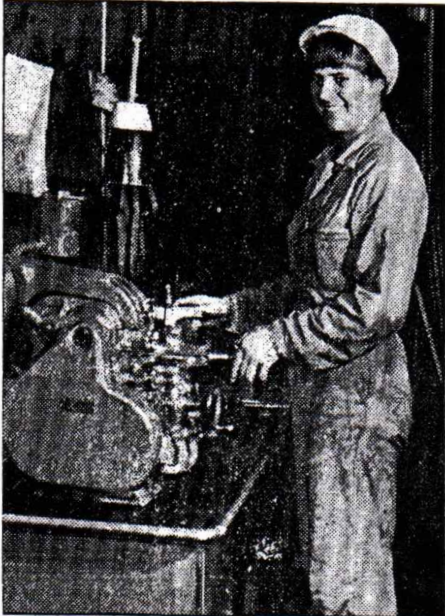
As a result this year the college has girls enrolled in such courses as woolclassing, mechanical and structural engineering, industrial safety, shoe manufacturing, bar and cellar operations, meat inspections, printing, metallurgy.

"We are reaching the stage where the industrial and technical labour market has to turn to girls," said Mr Richardson.

In banking, this stage has already been reached and girls are behind tellers' counters handling large sums of cash for the first time since World War II.



Judith Burcher... she tinkered with her sister's car.



Dawn Wild... she still gets wolf whistles.



Mrs Ann Wilkin... It's a lot of fun.

FROM 'COPTER PILOTS TO DOG CATCHER

to which women and girls go to work changing with the nation's economic and social evolution."

Miss Stephen said increasing numbers of women and girls wanted work, were obtaining work, and would continue to obtain work.

She estimated that in 10 years nearly 30 per cent of Australia's total workforce would be women.

Not all women doing so-called men's work yet get the male rate of pay.

But, as one leading feminist put it this week, "Australian women could be on the threshold of making their greatest breakthrough since they won the right to vote in 1902."

job" for all the dollars in the bank.

"Meeting all those nice people every day—it's terrific," she said.

The banks that employ women tellers—and the A.N.Z. Bank is not alone in this—face problems of chivalry.

For example, they believe they can't be posted anywhere where they might be without the protection of the men in the event of an armed hold-up.

"And we can't put them where they might have to handle heavy lifts of coin," said the Bank of New South Wales.

Like the Commonwealth Public Service, which recently granted married women permanent status in Government jobs, banks, too, have changed their attitude to working wives.

● EFFECT OF PILL

They don't recruit married women, but they retain their girls who marry and want to keep working.

Although neither the Public Service nor the banks want to talk about birth control in relation to working wives, it is generally conceded that the Pill has had a lot to do with the changing employer attitudes to young married women.

As one factory manager put it: "Much of the old fear that younger women will marry, become pregnant and leave has gone with the increased use of the Pill."

His statement is borne out by the findings of the recently completed Sydney Survey of Consumer Finances, directed by a team of economics professors which included Prof. H. R. Edwards, head of the School of Financial and Economic Studies at Macquarie University.

The survey found that married women today make up just short of 14 per cent of the total work force of Sydney.

Married women predominate in the growing army of women taxi drivers

in Sydney. Perhaps this predominance is not as significant as the fact that taxi-driving is a male stronghold, well and truly under challenge from the female quarter.

The Department of Motor Transport now has 98 full-time taxi licences and 46 tentative licences on issue to women.

This compares with a total of 17 in March this year when the Minister for Transport, Mr M. A. Morris, made it possible for women to compete on equal terms with men for taxi licences.

Taxi companies say they're generally pleased with their women drivers although their returns are down on those of male cabbies, probably, as one taxi manager says, because "they drive more slowly and more carefully."

The women drivers say they love it.

One of Sydney's newest cabbies, Mrs Ann Wilkin, 26, of Lewisham, who has been taxi-driving for only three weeks, says her job is

a "lot of fun and a wonderful way to meet people."

One of the city's most experienced women taxi drivers, Mrs Dulcie McGovern, of Drummoyne, who got her licence in March, can testify that women's assault on men's jobs doesn't necessarily kill off male chivalry.

"I was driving along Market Street when I got a flat tyre," she said.

"The young man in the back seat jumped out and changed it in a jiffy."

Sydney, too, has Australia's first woman helicopter pilot, Mrs Rosemary Arnold, 32, of Sylvania.

Like a lot of other housewives Mrs Arnold, wife of a building contractor and mother of four, didn't think just being a housewife offered sufficient challenge to her talents.

Mrs Arnold took up conventional flying first, gained her private pilot's licence, graduated to helicopters and got her private licence there, too.

Now she wants to take up helicopter piloting commercially to recoup some of the money—\$1 a minute—it cost her to get the licence.

"I certainly believe in women breaking into the man's world of jobs," said Mrs Arnold.

"Give the same training, a woman has the same potential as man."

"There is no reason why she should be prevented from stepping into the man's world. After all, it's only a man's world because men have sold everyone the idea that it is."

On current evidence more and more employers are finding fewer reasons why women should not go into jobs formerly considered the domain of men.

Bankstown Council, for

DECEMBER 1966



Representatives of the A.W.P.A. welcome American veteran pilot Mrs. Kay Brick when she arrived in Sydney on Nov. 19. In the picture are: Front Row (l. to r.)—Rosemary Arnold, Kay Brick, Barbara Selby-Brown, Layne Glanville-Williams, and Arnette Murphy. Back Row (l. to r.)—Meg Skelton, Nancy Bird Walton and Marie Breckenridge.



WOMEN'S NOTES by Rosemary Arnold

Chairman for 5 years of the AWTA (Powder Puff Derby) and has 25 years of most interesting flying accomplishments.

Our poolside luncheon Christmas Party was held at Nancy Walton's on Dec. 4, and Kay returned on time to be our Guest of Honour, before leaving for QLD. Overcast skies had no effect on the enjoyment of our 50 guests, and long-distance swimming training was the order of the day. This seems the only way for some of us to cross the Pacific for the Powder Puff Derby next June. Bev. Shaw did not have to swim to her wedding though. A few weeks back Bev and her Mini both got broken in an accident; Mini's a write-off but we're so glad Bev mended sufficiently for she flew PANAM on Dec. 10. Beverley married Michael Shea in Los Angeles on Dec. 17. Our best wishes go with her but we look forward to next July, when we hope to have Bev & Mike settle here permanently.

The Christmas Spirit has caught me quite unawares. But it's really here again. "Time" logs more flying hours than is decent! To those who do read this column, on behalf of less girls I wish you a Merry Christmas and a Happy New Year and many airborne hours in '67. And may your DCA exam results be happy ones.

We've had a marvellous three weeks enjoying our American visitor, Mrs. Kay Brick, who is a great enthusiast. Kay was co-pilot on the ferry flight of Air Ambulance's first a/c, a Beechcraft Queen Air, which arrived to a joyous welcome on Nov. 19. The SY whoops were thrilled to entertain Kay at the Club; it was a double celebration, for Judy Lording had just become a "PP". We're most excited about this. Then Alix Newbigin took Kay to the CB Aero Club opening and met up with our Fed. Pres. Esther Mather. After a few days at CB, Kay and Esther proceeded to SA, TAS and VIC to meet up with other members of AWPA and 99's. Kay has been the

At our Party we welcomed home Rhonda Stewart and Lyn and Athol Butler, all looking simply wonderful. And we congratulated new member Peggy Bruce on her first solo. It was good to see Margaret Kentley on deck again and looking fit. Congrats to Joan Brown for her winning-share of the Airlines of NSW Trophy.



Miss Ella Smith. meeting all those nice people.

WHO PUT LIPSTICK ON

More girls entering

By BOB JOHNSON

The petticoat revolution has hit Australian commerce and industry.

workshops

Women and girls, in increasing numbers, are filling jobs that less than a decade ago were the exclusive province of men.

Not since the 1940s, when women put on overalls to help the war effort, have so many found their way into skilled and semi-skilled "male" jobs.

In the past year or two women have gone into this range of jobs:

• Repairing cars, fitting and turning, dog-catching, spot welding, furniture assembling, sawbench operating.

• Flying planes and helicopters, bank telling, managing big business, pumping petrol, wool-classing, taxi driving, delivering mail.

Then last Saturday South Australian electors voted the first woman M.P. into Federal Parliament in more than 15 years.

The suffragette drive by women seeking equal status with men is not the only factor in the petticoat revolution.

Nor is the so-called frustration of housewives, who claim that making up the grocery lists and taking the children to kindergarten are not enough.

Basically the greatest

compelling factor moulding the changing shape of the Australian workforce is the simple fact that women offer the biggest source of untapped labour in the country.

Years of national growth and industrial development have given Australia a labour market buoyancy equalled by few countries in the world.

New South Wales currently reflects the national picture, with its near-record low unemployment figure of 1.1 per cent of its workforce.

Last month there were more job vacancies than people to fill them.

Those out of work were

mostly unskilled and, to quote one manpower expert, there were almost no men left.

The upshot of all this is that employers are forced to turn to women to fill male vacancies, even if a little reluctantly.

Employers' reluctance, it seems, stems mainly from tradition—industry is, or was, a man's world—and prejudice resulted from it.

The Assistant Director of Employment at the Sydney office of the Department of Labour and National Service, Mr George Austen, and his district officer at Burwood, Mr Les Petrie, can both tell of the frustration this "natural prejudice against women in industry" causes.

But they would both much sooner talk about the successes they have achieved in breaking down this prejudice by placing two teenage girls in apprenticeships very much considered to be the field of males only.

• VACANCY FOR 'BOY'

Their two "suffragettes" are apprentice motor mechanic Judith Burcher, 17, of Strathfield, and apprentice fitter and turner Dawn Wild, 17, of Merrylands.

Both girls admit they felt a "bit nervous" about their trail-blazing entry into the mechanical world of men.

But time and ability to do the work have won them the day.

And as Miss Burcher explains it, working on car engines is just like a man doing women's hairdressing or nursing.

Her reasons for taking up motor mechanics are just as uncomplicated.

She has no family background of car servicing; her brother is a bank officer and her sister is a nurse.

She just wanted to be a motor mechanic ever since she began tinkering with her sister's mini-car a year ago. She couldn't see why being a girl should stop her doing what she wanted.

But being a girl almost stopped her. The car repair firms she went to were polite but firm.

Then she read about Dawn Wild and the way the Homebush employment officer, Mr Petrie, had help-



Mrs Rosemary Arnold . . . it cost her \$1 a minute to qualify as a helicopter pilot.

Lawrenson Alumas works manager Mr Mervyn Breakspear.

Mr Petrie's efforts in achieving two firsts with girl apprentices in the machinery field is in line with his department's expanded policy on women in industry.

The Labour and Industry Department, through its Commonwealth Employment Offices, is openly campaigning to open up more avenues in industry for women and girls.

"They represent a basic source of potential labour—the biggest source in terms

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Carole Clementson . . . first girl to enrol in Building Degree Course at University of N.S.W.

THE SUN-HERALD, DEC. 4, 1966

THE SUN-HERALD, DEC. 11, 1966

BARMAID'S AIR AWARD

ADELAIDE, Saturday. —A woman who migrated from London three years ago has won a Commonwealth flying scholarship.

Miss A. Hennessy, 25, has been working as a barmaid at Alice

Springs to earn enough to pay for instruction as a commercial pilot.

She is among ten South Australian-Northern Territory regional winners of these scholarships.

She was an editorial assistant on a Fleet Street magazine before she came to Australia.

A Ski-ing enthusiast she obtained her private pilot's licence while working for 18 months at

Thredbo alpine resort in the Snowy Mountains.

"When I have obtained my commercial licence in Alice Springs next year," she said today, "I plan to qualify as a flying instructor in Adelaide."

Experts said that Miss Hennessy was as good a pilot as any of the nine men, all from Adelaide, who have also been awarded scholarships.



Mrs Judith Gardiner . . . dog-catcher with Bankstown Council.

• 'SUCH A SUCCESS'

about taking the job in the first place.

She saw an advertisement for apprentice fitters and turners and Mr Petrie did the rest.

"He told me it would be good for me to have a trade — and so it is," said Miss Wild.

Her employers, too, think it's pretty good having a girl apprentice.

"Dawn's been such a success we'll probably take on another girl apprentice when the vacancies come up again in 1968," said

Continued next page.

Victoria
 The Sun, Saturday, Aug. 19, 1967

The whirling housewife...

MINI-SKIRTED housewife Mrs Rosemary Arnold, 33, yesterday became Australia's first woman commercial helicopter pilot.

Mrs Arnold, mother of four, of Sylvania, Sydney, gained her pilot's certificate at Moorabbin yesterday.

Mrs Arnold got her private helicopter licence in 1965 and has been working towards her commercial licence "bit by bit."

"With four children between 7 and 13 you haven't a hope of doing this full-time," she said.

"The children are all at school but I will still have to get a part-time housekeeper to look after them."

Mrs Arnold has had altogether 5½ years' flying experience in both small planes and helicopters.

She has paid for her licence by doing part-time photographic modelling and some writing for an American aviation magazine.



WHIRLING HOUSEWIFE



WHIRLING housewife Mrs. Rosemary Arnold, 33, of Sylvania, Sydney, mother of four, who has become Australia's first woman commercial helicopter pilot. She obtained her private helicopter licence in 1965 and has been working for her commercial licence "bit by bit", helping pay by doing part-time modelling and writing.

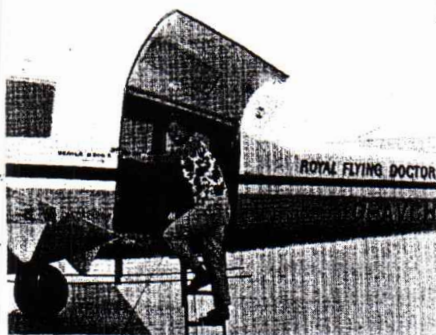
AVIATION NEWS, August, 1967

FRDS gets its second Beagle



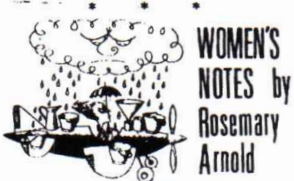
THIS second Beagle B-206-S twin for the Royal Flying Doctor Service arrived from the United Kingdom recently. It is the second to be delivered from the UK since June.

The pilot of the B-206-S for the delivery to Australia was Miss Janet Ferguson of West London Air Charter. Miss Ferguson was a member of the crew of the first FRDS Beagle, delivered in June. She returned to London after the first delivery with just sufficient time for a few days' relaxation before taking off once more for Sydney.



Miss Ferguson, outside a Beagle for a change.

AUGUST 1967



WOMEN'S NOTES by Rosemary Arnold

Once you're an aviator the World becomes a shrinking thing; one benefit - you get to meet most interesting people from way-off Western Longitudes. We've just had three exciting "meets" with the best of "world-shrinkers" - British aviatrix, Janet Ferguson. In the quietest of ways Janet arrived on our shores three times in five weeks, simply doing her job. A magnificent job. Janet had made three ferry flights to bring out three Beagles, all B-206-S models.



Janet Ferguson

On the first flight she had a co-pilot, but the other two she flew solo, and with no auto-pilot this is no mean feat. The Australian girls have grown so fond of Janet that we're "pushing" Beagles with the hope of seeing more of this delightful English lass.

We are proud of the honours won for our country by the AWPA Team Christine Henderson/Ruth Hodges winning the International Trophy in this year's Powder Puff Derby, and Anne Carter/Carmel Brown winning 1st Prize on the Tulsa-Albuquerque leg and 3rd Prize on the Carbondale-Tulsa leg. These are remarkable accomplishments for it was a tough



◆ Mrs Sue Folks with daughter Liesl in hospital today.

Record-breaker kept her pregnancy secret

Perth woman flier Mrs Sue Folks has given birth to a daughter—just four months after her record non-stop solo flight from Sydney to Perth.

Mrs Folks and her husband Max—a commercial pilot—have named their first child Liesl.

"It's a German name," said Mrs Folks.

"Neither of us is German. We just like the name."

Their newcomer, weighing 7lb. 7oz., was born at Devonleigh Hospital last week.

Mrs Folks (25) became the first woman to fly a single-engine aircraft non-stop and alone from Sydney to Perth in January this year.

She then failed to break the record for such a flight by only 10 minutes.

At her second attempt on March 31 she broke the record by 1hr. 52min. Her time was 10hr. 40 min.

On this flight she averaged 204 m.p.h. for the 2150-mile journey.

Only two other people, both men, had flown non-stop from Sydney in a single-engine aircraft.

"No-one except my husband knew I was pregnant when I made the record-breaking flight," said Mrs Folks today.

"I didn't even have a doctor at that stage. "Neither my husband nor I was worried be-

cause I felt very fit and healthy.

"About a week after that flight, I flew to Queensland with some other women pilots to attend the Australian Women Pilots' Association annual congress.

"That was the last flight I made," Mrs Folks said she

hoped to continue with her flying.

"But no definite plans for any flights have been made yet," she said.

"We'll just see how things progress." A Department of Civil Aviation official said the department had no regulations governing pregnant women pilots.



Hi Rosemary,
Wishing you and all
the Woman Pilots the
very best for Christmas
and the New Year.
Kindest regards,
Carole (Wolahn) Ericson.



LTJG and MRS. J. S. ERICSON
315 Gladys Ave., Apt. #177
Long Beach, Cal. 90814

AIR MAIL



MRS. ROSEMARY ARNOLD,
5 CANBERRA ROAD,
SYLVANNA, N.S.W. 2224.
AUSTRALIA.

Flying nurse will pilot own plane

AN EXTENSIVE vaccination program for residents of remote north-western districts of Western Australia will involve the only known case of a nursing sister acting as her own pilot for out-back medical calls in Australia.

It is also believed to be the first time an Australian woman pilot has undertaken a medical contract flight on a commercial basis.

The task has been undertaken by Miss Robin Miller, a young Perth nursing sister who is also a commercial pilot.

Miss Miller, a daughter of Captain H. Miller, founder of MacRobertson Miller Airlines, owns a single-engined Cessna and will use this to visit every

major settlement between Shark Bay and Wyndham.

All told, she will administer Sabin anti-poliomyelitis vaccine to more than 15,000 residents of the remote north-west.

The program has been split into three general areas, each requiring about three weeks work.

Miss Miller has had a great deal of outback medical experience, gained with the North-West Flying Doctor Service. She is a fully-qualified nursing sister and is carrying out the anti-polio vaccinations under contract to the WA Department of Health.

MAY 1967

ROYAL AERO CLUB NSW

CLUB GETS FULL-TIME INSTRUCTRESS



Diane Watson - the first Club Instructress.

The club now has a full-time flying instructress - for the first time in as many years as most of us would like to remember.

She is blond, tall Diane Watson (26) of Granville.

Diane was a stenographer working at Trangie (N.S.W.) when she was taken up for her first flight. She was so thrilled with the experience that she decided right then that flying would be her career.

She joined the Narromine Aero Club, but found that flying was not exactly a cheap hobby - not for a stenographer anyway.

All she could afford by way of flying lessons was some eight hours over the next six months.

So she came back to Sydney, saved her money, and then started to learn again with the "Royal".

She got her license and a Government scholarship to train for her commercial license - only to realise then that there was little scope for a young woman in commercial aviation.

So she applied for, and was granted

ed a scholarship to train for her I.R. She won her rating on March 30 last and began instructing with the club a fortnight later.

Diane Watson loves her job and is determined to make instructing her career - unless marriage comes along and brings her down to earth again!

Flying Sister takes polio vaccine to the people of the far north-west of Australia and the natives have named her



Sister Robin Miller

THE SUGAR BIRD LADY



SISTER MILLER checks the oil level in her Cessna before take-off.

"HERE comes the Sugar Bird Lady,"

say the natives of north-western Australia when Sister Robin Miller, of Nedlands, W.A., descends from her Cessna aircraft to conduct a clinic for Sabin polio oral vaccine.

The Public Health Department of Western Australia has appointed Sister Miller to give polio vaccine to as many people of the north-west as possible. The only way to cover the area adequately is by aircraft.

Sister Miller flies her own plane and administers the vaccine herself. Sabin is given orally, on a spoon to adults or on lumps of sugar to children.

"People ask me if I'm lonely doing this job. I'm never lonely and, in any case, I have a companion," she said. "It's a mouse. It hid itself among the iron rations in the aircraft and chewed the lot."

"The first I knew of it was when it bit my ankle while I was flying. I thought it was a snake and was getting ready to send out a may day signal when I saw the mouse."

"This afternoon I'm going out to the airport to try to catch it."

Sister Miller wishes she had time to take photographs.

"One would have been of natives at Mt. Friscoe," she said. "They were all lined up for their dose of Sabin polio vaccine and there must have been about 200. Well dressed they were, too, and clean. It made quite a sight."

"Then I happened to be in Port Hedland during an initiation ceremony. The welfare officer thought it would be a good opportunity for me to give the vaccine as so many bush natives had come in for the ceremony. There they were, all dressed up for the ceremony and impatient for me to finish my work."

"When I went a couple of hundred miles away to Nullagine and Marble Bar I met some of them again. 'I don't want that,' they said, 'We bin done in Port Hedland.'"

"I always wear slacks or a dress. If I appear in a white uniform and veil the children get frightened and think I'm going to hurt them. It's hopeless, anyway, trying to keep a white uniform clean with all that red dust about."

"The natives know very well what the vaccine is for. They've seen the results of polio and they co-operate. One night I was awakened after midnight by two natives who were going bush but wanted to make sure they had their vaccine before they left."

"I was able to combine another clinic with the opening of the new Shire Hall at

Gascoyne Junction. People came from everywhere, of course, and I caught them as they arrived."

Sister Miller understands the natives well.

She spent her early school-days in Broome, where her parents, Mr. and Mrs. H. G. Miller, have a winter home.

Her mother, author Mary Durack, of "Kings in Grass Castles" fame, is the granddaughter of Patrick Durack, who founded Argyle and Ivanhoe stations in the East Kimberleys. Mary Durack has just completed a history of native people and missionaries in her family's area.

It is possible that Robin's father, Mr. Horrie Miller, will beat his wife to the publisher with his book "Early Birds"—his reminiscences of the development of commercial aviation in Australia.

He, too, is a pioneer. He was a pilot in the 1914-18 war.

In 1927 he and McPherson Robertson (later Sir McPherson) started an air service in South Australia. Later they transferred it to the Perth-Wyndham run, on which one of the first pilots was Charles Kingsford Smith.

So Robin Miller has flying in her blood.

When she was doing her nursing training at Royal Perth Hospital, her weekly wage was in the region of \$8 per week.

"As flying lessons cost \$8 an hour this meant that I could afford only one lesson a fortnight. It took me two years to get my private licence," she said.

In 1962 she graduated in general nursing and in 1963 completed her midwifery certificate. Then she began work in a doctor's surgery connected with the Royal Flying Doctor Service.

In 1965 she applied for an Australian Flying Scholarship to gain her commercial licence for flying.

After an intensive course she gained her commercial licence in 1966.

At the beginning of this year, she bought her own second-hand Cessna 182.

When the Department of Health decided they wanted someone to fly to the sparsely populated, far-flung north-west and give everyone, natives and whites, the oral Sabin vaccine, Robin was the girl for the job.

"You keep long hours, eat any time, and land on some pretty rocky old strips," she said, "but I love the work."

Sometimes she lands on claypans, sometimes on tricky spinifex scrub, and sometimes just on anything that looks likely. On a private strip she can only take the owner's word that it is usable.

"They have to run out from the homestead in the jeep, explore the strip, then signal me that it is OK," she said.

Her next Sabin tour will be during the North-west Racing Round.

"But I'm usually doing clinics all day until 9 p.m.," she said, "so I won't be seeing much of the racing."

— Win Bisset

Britain honours 44 exporters

LONDON, Sunday. — The British New Year Honours List underlines the importance which the British Government attaches to exports.

It contains names of no fewer than 44 distinguished industrialists whose services to exports are recognised by awards. They include nine knights.

Emphasis is laid not only on their services as leading exporters, but also upon the active part they play in the various committees and other organisations devoted to the general promotion of the country's export business.

For example the chairman of the Latin American committee of the British National Export Council, Mr Harold Bowes, receives the K.C.M.G.

The K.B.E. goes to the chairman of the Dunlop

Rubber Company Ltd., Mr Anthony Geddes.

There are knighthoods for, among others, the chairman of the British National Export Council, Colonel Derek Wilgraham Pritchard, the deputy chairman, British National Export Council for Europe, Mr Alexander Abel Smith, and for the chairman of the African Committee, British National Export Council, Mr Arthur Henry Smith.

LIFE PEERS

The honours include O.B.E. for popular cricketer Tom Graveney, now in the West Indies with the M.C.C. tourists, and round-the-world flier Sheila Scott.

The number of awards for services to exports has risen

steadily in successive honours lists.

In the Birthday Honours list of June, 1966, there were 15, in the Birthday List this year there were 23.

The five new life peers include the chairman and Editor-in-Chief of the London "Daily Telegraph" and "Sunday Telegraph," Mr Michael Berry, and the High Commissioner in trouble-torn Aden before its recent independence, Sir Humphrey Trevelyan.

Another British diplomat in a trouble spot to gain a New Year honour is the charge d'affaires in Peking since 1965, Mr Donald Hopson, whose headquarters were attacked and set afire by Red Guards last August.

Mr Hopson receives a knighthood.

MAJOR ROLE

Others to be knighted include Mr Herbert Brechin, who as Lord Provost of Edinburgh played a major role in securing the 1970 Commonwealth Games for his city.

Britain's chief "trouble-shooter" in industrial disputes, Mr Jack Scamp, is another new knight.

The author Mr Angus Wilson, the composer Mr Gordon Jacob, and the sculptor Mr Eduardo Paolozzi are given the C.B.E., and Welsh actress Rachel Jones is awarded the O.B.E. (A.A.P.)



TOM GRAVENEY



SHEILA SCOTT



LADY BURKE

A whale's eardrum from Bunbury and a piece of nickel ore from Hamersley are two of the souvenirs Lady Burke has acquired during her present tour of Australia with her husband, Sir Aubrey Burke.

They are on a tour of the Hawker Siddeley group of which Sir Aubrey is vice-chairman, and have been in South Africa as well as W.A., South Australia and Victoria before coming to Sydney.

Engineering factories hold

no mysteries for Lady Burke. She always knows "what's what."

She used to fly her own plane, made model aeroplanes, ran her own engineering factory building aeroplane parts just outside London throughout the war, and helps run their 300-acre farm in Hertfordshire.

"I just wanted to fly, so I did," she said, explaining how she came to take up that career before the war.

"I wanted a job in aviation, and there weren't any for women, so I thought it was high time someone took on this model-making business."

So she did, making scale models for manufacturers, for wind-tunnels, for advertising agencies, for museums.

Engineering is one of her special interests. So is gardening, and natural history. She has collections of shells, ferns, butterflies and flowers made in the days when she had more time than now to spare on this interest.

Lady Burke and her husband run Guernseys on their farm in Bovingdon, in Hert-

She wanted to fly, and she did

fordshire. The property is called Rent Street Barns, because this is where the farmers once used to come to pay their tithes, or rents.

How old is it? "As old as Doomsday!" said Lady Burke. "There has always been a farm there."

She describes the house as "old and beamed," but can't say how old it is. They dug up a beautifully engraved sundial in their garden which was dated 1536. She says she acts as the farm secretary, and is always called on in a crisis, no matter what the crisis is . . . it might mean driving a tractor, helping with the

harvest, carting bales of fodder.

This is her third trip to Australia, which she loves . . . from the "lovely, wild desolate country" of Hamersley to the exciting new developments she has observed in business and industry since her last visit three years ago.

But if the brand new country of Australia is going through exciting times, so is the old country of England, she points out.

Lady Burke said she had a message for any Englishwomen living in Australia:

"They mustn't believe all they read and hear about England at the moment," she said. "We are not passing out. England is absolutely fine. We have our problems, like every other country, but as every good housewife would do, we are turning out, we are reorganising our way of life to meet new challenges."

Scientists

"Our scientists are absolutely bursting with ideas, our businessmen are full of enterprise, and we have a fine young scientifically trained generation growing up."

"We have just had to put our house in order to meet a very changed world, and I think one day there will emerge from this a very powerful new England."

A typically vigorous message from a woman who seems to have made it a rule in life to emphatically and simply set about doing the things she wanted to do.

Melb. Herald. Jan. 1968

Dollies get set for a derby

By BELINDA DAWSON

Six Victorian housewives are busy preparing for the first women pilots' pylon race to be held in Australia since the Second World War.

The race is called the Dolly Derby. It will be flown over a triangular course of six miles.

The Dolly Derby will be one of the events at an air display at Mangalore airport on Sunday, January 21.

"We're very excited," said Mrs Moira Robinson, the president of the Victorian branch of the Australian Women Pilots' Association.

"I spend a couple of hours a week flying."

"The family are all for it."

AT HOME

Mrs Robinson, who flies her own plane, a Cessna 150, keeps it at home. She lives at "Faxon Park," Leopold, near Geelong.

"It's like having another car," she said.

The Dolly Derby is a handicap race, as the competing planes have speeds between 80 and 175 mph.

The display is being organised by "For Those Who Have Less," a voluntary organisation which helps people in Asia.

Other events will include glider and helicopter demonstrations and aerobatics.



SIX PILOTS get ready for the Dolly Derby. Standing in front of the Tiger Moth are Mrs Moira Robinson of Leopold near Geelong, left and Mrs Edith Atken of Bendigo. At back from left are Mrs Ruth Hodgson of Brighton, Mrs Bev McGindie of Toorak, Mrs Elva Raper of Wantirna and Mrs Annette Hislop of East Brighton.

LIKE ELONGATED DRAGONFLIES THE GLIDERS SOAR

They Morning Herald, Friday, Feb. 16, 1968

ie may pilot big jets

A STAFF ESPONDENT
DON, Thurs-
 Britain's first
 airline pilot
 ll be qualified
 in the big jets,
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 Cazalet, 31, also
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 least bit worried
 ing passengers. I
 Cazalet took up

There we were, thermaling at 2000 feet, with nothing between us and the patchwork quilt of green and brown paddocks below but a thin plywood and cotton frame.
 The only sound that disturbed our silence was the gentle swish of wind which penetrated the ventilation hole in the perspex canopy and the equally soothing tones of my instructor explaining the principles of glider flying.
 Within a two-mile radius other gliders, slim and elongated like dragonflies or a child's stick draw-

Flying as free as the birds

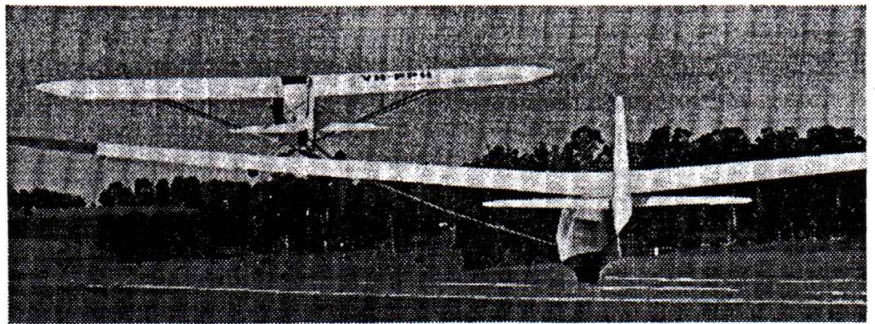
By Staff Reporter JAN NYHAN

ing of an aeroplane, lifted and soared as they caught a hot updraught of air (a thermal), or sank gently when there was not enough rising air to keep them aloft.
 The "long-wing" glider in which I was a passenger belonged to the Southern Cross Gliding Club Limited, which has its headquarters at Camden airfield.
 It was a two-seater craft mainly used for training glider pilots, and I was in the capable hands of an instructor, Mr Ron Adair, of Balmain.
 I had gone aloft to find out what attraction gliding held for the small but dedicated band of women in Sydney who are glider pilots & glider wives.

The club

The club, one of the largest in Australia, has fewer than seven active women pilots compared with more than 80 men who fly consistently.
 Climbing into the cockpit of the glider we were first strapped tightly into a safety harness.
 Then the slack was taken up on the cable which attached us to the Piper Super Cub tug plane which was going to launch us into the air.
 Once we hit a ground speed of 40 m.p.h. we were airborne and, taut at the end of a cable, we were over the fence and climbing behind the tug plane.
 We reached our intended height of 2,000 feet. At a signal from the plane,

the glider pilot released that comforting cable, the plane turned left and we turned right. Then came the awful moment of truth. There we were with nothing to hold us aloft but the pilot's skill in finding a warm air current.
 As the glider sank to 1,600 feet in a few seconds my heart sank with it.
 Three-quarters of a mile away was a flat-bottomed cumulus cloud: "looks promising, usually indicates a stream of hot air," said Mr Adair.
 We slid towards it: "If I'm right you should feel a lift like a kick in the pants," he said.
 I did! No wonder they say a good glider pilot flies through the seat of his pants.
 He began banking and circling within the thermal and the variometer needle indicated that we were rising at the rate of three feet per second.
 "Do you mind if I turn more tightly? We can gain more height if I stay completely within the thermal!"
 We banked sharply, going around and around, doing circle after tight circle, until it seemed our nose was set on a needle point and we were revolving vertically around it...
 Despite the accusations later I must have had my eyes open! Far below us I could see a toy tractor ploughing backwards and forwards while we soared like a bird, at six feet per second.
 We soon exhausted that blast of warm air, so off we dived into the great blue yonder to join some of the other gliders on their thermal. This was my big moment. I was allowed to take over the controls



Once we hit a ground speed of 40 m.p.h. we were airborne.

It's the thrill of a challenge

Not the rudder pedals—which I was told control slip and skidding—they are too difficult for a first-timer and our insurance companies wouldn't have been too happy if I had sent us plummeting to the ground.
 But I did take the stick which is just like the joystick of an aeroplane. I had to keep the glider nose level with the horizon and the effort of peering front to make sure the nose didn't tilt up, down or sideways almost sent me cross-eyed with concentration.
 But to experiment and get the feel of the glider I pushed the stick forward. The nose went down like a high diver from the 10-metre board.
 I pulled the stick back and it came up like a ball on the rebound.
 The glider is a sensitive craft. Even more elementally than in a car or power craft it inspires this tremendous feeling of man being master of his own destiny.
 After another 20 minutes of soaring, sinking, and gliding to a warm air current, we dropped to 800 feet to come in to land. We came lower, lower, cleared the river and the fence and bumped gently on to the grass and slid to a halt. One wing gracefully sank to the ground and it was all over... for me at least.

est... pilots have been known to come down after lasting four hours 55 minutes.
 She has climbed to 10,000 feet, which is a mere 1,000 feet below the specifications for a Gold C. The cold was intense although it was 100 degrees in the shade on the ground. But, it had its compensations—"the view certainly couldn't be better, and up there you feel like God."
 Miss Leigh Murray, of King's Cross, loves and lives for gliding because it gives her the same sense of freedom and the thrill of being in control of her own destiny in the air.
 She was interested in power flying, was saving hard to pay for lessons when a year ago she went for a joy flight in a glider.
 "It was so beautiful I couldn't stay away. It is incomparably better than power flying. It requires more skill."
 She has been soloing for several months and hopes to be good enough to also attempt part of her Silver C at the next club camp.

Unusual

For Mrs Roger Woods, a schoolteacher, of Badger's Creek, gliding is "the quest for the unusual."
 Her husband is an instructor with the club and she is one of their most competent woman pilots. She began gliding seven years ago when she was a student at Armidale Teachers' College.
 "I am not the knitting, sewing and Saturday night dance girl," she said. "I want more out of life than that. Gliding to me is entering another element."
 "It is a tremendous challenge—up there you are away from everything."
 "Perhaps the isolation is symbolic... you are independent and self-dependent. Whether you go up or down depends to a small extent on your craft and available conditions but mainly on your self."
 Mrs Woods has completed two of the three sections necessary to gain a Silver C, which is an international gliding qualification.
 These are an endurance test—staying aloft for five hours—a climb of 3,000 feet above launching height, and a cross country flight of 32 miles to a previously nominated point. This last tests navigational skill as well as soaring and climbing ability.
 The cross-country flight is the only condition she has not completed.
 Of the three she said the endurance test is the hard-

band and was three quarters of the way towards soloing when she gave it up after the birth of her last baby, Carl, 2.
 Her husband, who gave up schoolteaching to become a commercial flying instructor for power planes at Bankstown Aerodrome, is also honorary chief flying instructor for the club and principal training officer for gliding in N.S.W.
 "Don't refer to us as 'just gliding wives,'... it is a full time job," said Mrs Bradney.
 "It involves anything from organising a formal dinner party for 40 club members to rustling up an impromptu meal for a crowd of visitors."
 "It also involves all the packing and preparations for the National competitions each Christmas which begin the gliding year."
 "I stripped and painted a bedroom recently. It was relaxing compared with preparing for competitions and camps," Mrs Bradney concluded.



MRS RON ADAIR (standing) is about to close the canopy on MRS ANTHONY GIUDICE.

THE AUSTRALIAN WOMEN'S WEEKLY - February 14, 1968

LOTS of overseas letters in my mailbag this week, and one of the newest was Nancy Walton's from London. She had just arrived from Germany, where she stayed with the Dick Bowers in Kohn, where he is the Canadian Ambassador. (They were in Australia in 1940). At the Air Force Ball at Karlsruhe (where she was guest-of-honor) she sat next to Professor Messerschmidt and opposite Peter Townsend and his wife. Loved the casual way she tells me that during a weekend as the guest of Baron Kolnig-Warhausen in his castle at Wurtemberg she made a one-day tour of Europe by plane, visiting Austria, Liechtenstein, Germany, and Italy with a stop at St. Moritz in Switzerland. Incidentally, although she is all those thousands of miles away her letter was full of the Fly In Drive In to be held for Air Ambulance in the Widden Valley in March.

The S.M.H. Women's Section, Thurs., Feb. 29, 1968



MR AND MRS LAPIN

Jerome and Regina Lapin are relative newcomers to Sydney. They arrived 16 months ago from Los Angeles because Mr Lapin was interested in investment possibilities, and Mrs Lapin liked the atmosphere for their children, Craig and Brett.
 They now live at Vaucluse in an old home they are renovating and Mr Lapin owns the Caprice Restaurant.
 They both like Sydney "because things are at a much slower pace here and there's more time for leisure," Mrs Lapin said.
 Leisure time for them is mainly spent on the Harbour. They have a 63-foot motor cruiser called Regina on which Princess Soraya spent an afternoon during her visit to Sydney.
 They are both licensed pilots and would like to spend more time flying light aircraft. But that's a grouch Mrs Lapin has about Sydney — airstrips here, such as Bankstown, are too far removed from the city. An hour's drive, she has calculated, and in the States they're reached in a third of the time.

Initiate

The instructor, Mr Ron Adair's wife is a recent initiate to the art of gliding. After several years she found being a glider "wife" and going up on the occasional joy flight were not enough.

MOTHER FIRST PASSENGER

A 19-year-old nurse who recently obtained her pilot's licence took off from AeroPelican yesterday morning with her first passenger — her mother.

She is Miss Pam Hely, who was Mattara Princess in 1966.

Her mother, Mrs. Betty Hely, of Eraring, said she enjoyed every minute of her short flight over Lake Macquarie.

Miss Hely began

learning at AeroPelican about 12 months ago. She has just started nursing at Royal Newcastle Hospital and went on duty yesterday afternoon.

Within half an hour of taking her mother on a joy ride, Miss Hely took up Miss Bishop, 20, a nursing friend at Royal Newcastle Hospital.

Picture: Mrs. Hely and Miss Hely after the flight.



Newcastle Morning Herald

AND MINERS' ADVOCATE

NEWCASTLE, WEDNESDAY, JANUARY 24, 1968.

TER Couple learn to fly



Mr. and Mrs. Alec Swinton in the cockpit of a plane at AeroPelican. Both are learning to fly.

A Gosford couple who hope to own their own plane some day are taking flying lessons at AeroPelican. Each made the first solo flight this week.

They are Mr. Alec Swinton and his wife Mona, a Canadian, who have a citrus orchard.

Mr. and Mrs. Swinton like to share their hobbies and originally decided to take up flying as "another interest and accomplishment."

Now, after two months' instruction, both are so keen they intend going on for the unrestricted pilot's licence, which requires 20 hours of cross country navigation flying.

Solo flights

For two months the Swintons have travelled from Gosford once a week for instruction and are spending their annual holiday at a motel near the aerodrome to build up flying hours.

At the end of last week they had completed the 15 hours in the air required before making a solo flight.

Both came through with flying colours.

One of their keenest supporters is Mr. K. Hilder, of AeroPelican.

"I've been associated with flying in the Newcastle area for 31 years and this is the first time I've known both husband and wife to remain in the area."

"Usually one or the other drops out half way through a course."

Radio, too

Mr. and Mrs. Swinton also share an interest in amateur radio and each has an amateur's licence.

Mrs. Swinton maintains a regular weekly contact with her family in London, Ontario, speaking to them through a friend who operates an amateur radio station in the same street.

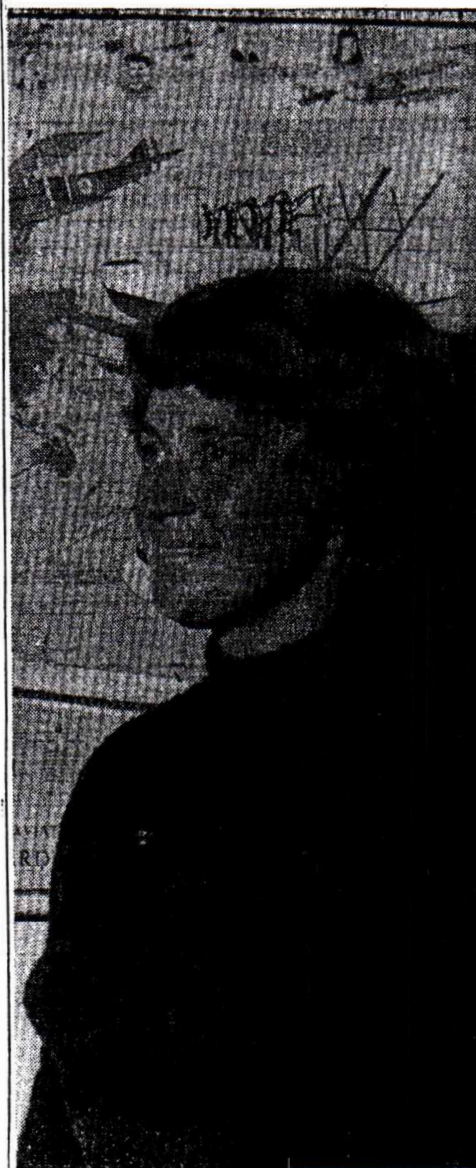
Mrs. Swinton shares her husband's interest in the citrus orchard and helps with the spraying and sorting of fruit.

Both are widely travelled and have made two trips to Canada and the United States since their marriage 18 years ago.

NEWCASTLE, TUESDAY, FEBRUARY 6, 1968.

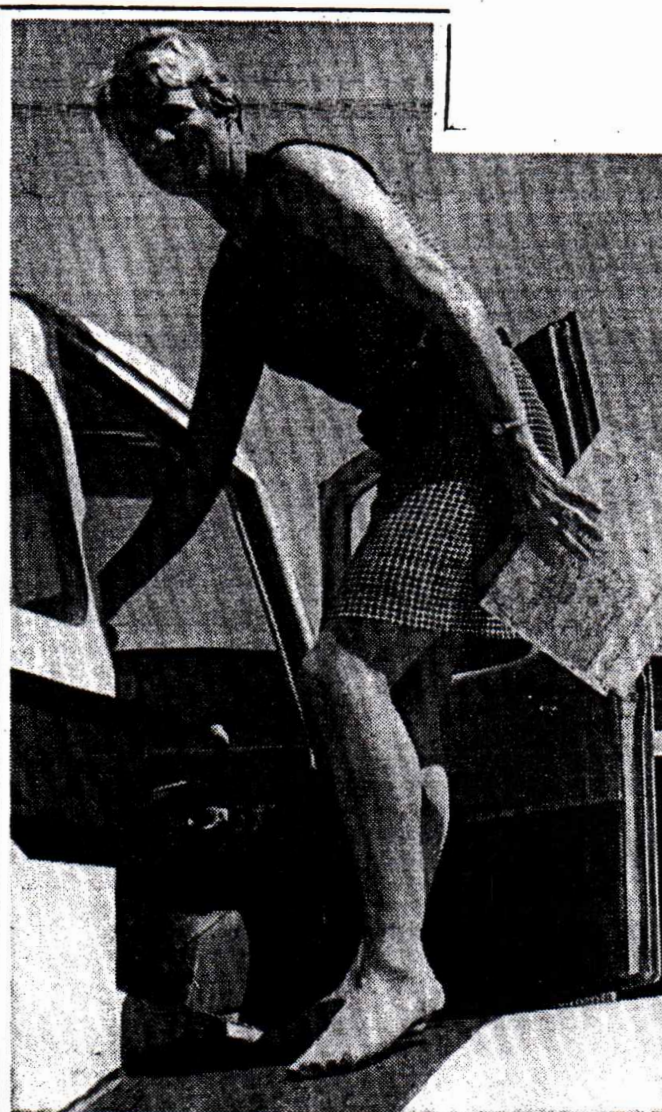
KNOX FREE PRESS JAN 68

• AVIATRIX •



MRS EDITH AITKIN, poses beside the bright-yellow Tiger Moth in which she won the "Powderpuff Derby" at the Mangalore Air Display yesterday. Owned by her husband, a Prairie farmer, the 25-year-old plane beat some of the fastest modern light planes. Mrs Aitkin attributed her win to the high manoeuvrability of the Tiger Moth on the small race course. The race, restricted to women pilots, was over a six-mile course.

—The Sun, Mon., January 22, 1968



Ready to race...

MRS BEV MCGINDLE, of Toorak, checks her Beechcraft Musketeer yesterday to see that it is ready for the pylon race in which she will fly at Mangalore Airport on Sunday week.

The race, between six or seven pilots, has been organised by the Australian Women Pilots' Association as part of an air pageant to raise money for the "For Those Who Have Less" society.

The Sun, Friday, January 12, 1968

The funds will be used to buy livestock for South-East Asian countries.

"It's the first all-female pylon race in Australia since World War II — but if all goes well it won't be the last," said the pilots' Victorian president, Mrs Moira Robinson.

Mrs Robinson, of Leopold, near Geelong, will fly her own Cessna 150 in the event.

Others who have nominated are: Mrs Edith Aitkin, of Prairie, in a Tiger Moth; Mrs Evelyn Koren, of Mt. Gambier, SA (Cessna 172); Mrs Elva Raper, of Wantirna South (Cessna 182); Mrs McGindie; Mrs Annette Hislep, of Brighton (Piper Cherokee); and Mrs Ruth Hodges, of Brighton (Mooney Executive 21).

The race will be around a triangular course of three miles.

"WE ALL LOVED the race and had a beaut time," says Mrs. Elva Raper of Wantirna about the Mangalore "Powder-Puff Derby" held on Sunday.

The first women's air race held in Australia since World War II was set up by the "Organisation for Those Who Have Less", and proceeds will be used to assist needy Asian families.

Mrs. Raper flies once a week at least and was the first Victorian woman pilot to achieve an instrument rating, enabling her to fly at night.

Being allowed to fly at night is just fine for family picnics, Elva Raper says. With their four children, she and her husband can linger into the evening at beauty spots such as Flinders Island before setting out for home.

UP-IN-THE-AIR FASHIONS (THEN AND NOW)

Plane facts of life in 1968

SIXTY years ago many a Granddaddy pranced proudly to the job on the back of an overweight Tobin Bronze.

Today people either motor to work cursing the traffic snarls or they use overcrowded trains and buses and antiquated ferries.

But relief is on the way. Transport is gazing towards a higher plane—a light plane, a single-seater, two, four, six and nine-seater, as Australia follows the American lead and heads for the sky.

Take the opal salesman. Several years ago he spent 12 days in getting to the fields, buying, and returning with his \$30,000 worth of goods.

He had to carry a gun travelling the outback roads and rails. Today he does three trips, flying himself, in the same time, and there is little chance of a hold-up in the sky.

The grazier, often away from home for days on end, hampered by drought and flood conditions, now flies round his property in a few hours and is back to watch TV and put his feet up after the evening meal.



Little hedge-hopping, go-anywhere planes have become an integral part in the changing face of Australia.

We are doing today in the sky what America has been doing for the last 20 years.

Not very long ago the world of the crop-duster, the spotter, the single and double-seater, the commuter plane, were lumped together into an over-all term known as the "Light Aircraft Industry."

That name, say the men involved in this new booming industry, conjured up mental pictures of leather jackets and fleecy-lined boots, Biggles goggles and a gay, knotted, silk neckerchief; someone standing by a ditch with a pranged plane in the background. A sort of Snoopy and The Red Baron image.

Today the industry has emerged with the title General Aviation in Australia and, as far as the

experts can estimate, it will have a turnover this year of \$100 million plus.

Already the GA in Australia is flying close to a million miles a year—more than 70 of every 100 hours flown by the entire industry, including major domestic lines like Qantas.

"GA" covers all types of private and commercial flying, excluding scheduled airline services. Fixed-wing single and twin-engine aircraft, heavier multi-engine types and helicopters are lumped together.

Within eight years, predict the experts, General Aviation in Australia per head of population will equal that of the United States.

In the United States at present one person in every 2000 is flying. In Australia the figure is one in every 7500.

FAMOUS aviatrix Bobby Terry, one of the first women in Australia to get a pilot's licence, poses beside her plane way back in 1928.

existent. Just over a year ago the Aviation Division of the Voca Company closed its doors after six years in which it built and sold 162 two-seater craft.

Lack of Commonwealth Government help in the way of subsidies, coupled with intense overseas competition, forced Voca Aviation Division to shut down.

Yet, say the expert, the Australian terrain and weather conditions make this the most suitable country in the world for small plane transport.



ANN CARTER, a section winner last year in the United States "Powder Puff" Aeroplane Derby, and an instructor at Bankstown Airport, shows the change in "gear"—female and aircraft—for 1968. The plane is the latest Cessna.

PLANE FACTS OF LIFE

From previous page advertisements like "Fly on the Never Never" five dollars and you actually fly the plane with an instructor.

Hundreds of people from teens to middle-aged, and older, are taking flying lessons.

Hundreds more are buying small aircraft.

At Bankstown airfield this week I wandered around the old hangars. But there was nothing old about the machines they housed.

They ranged from a tiny carpeted and immaculately upholstered two-seater with room in the back for the weekend shopping through the "grazier's delight," a superb four-seater to the nine-seater which will commute between outback towns.

GROWTH
The aircraft have retractable undercarriages and some fly as fast as the 1939-40 Hurricane fighter plane.

These new models in the biggest selling Cessna range cost about \$9000 for the "baby" of the group to \$20,000 to \$30,000 for the bigger craft. Extras can cost perhaps \$5000 or \$6000.

One of the people shouldering a lot of responsibility for the small plane boom in Australia is an expatriate New Zealander named Miles King. His company, Rex Aviation got off the ground with a couple of crop-dusters back in the early 50s, managed to get America's giant

Cessna agency, and moved into Australia.

In 1964 his company sold four aircraft valued at about \$48,000.

This year Rex believes the company will top 200 planes and have a turnover of \$8 million.

Cessna and Rex have a 51 percent slice of the Australian general aviation cake and have at least 100 small planes airborne in New Guinea.

There are close to 3000 small planes roaming Australian skies at the moment. There could be 12,000 by 1971.

To sell planes the general aviation industry has to have people to fly them. And training is what the industry is intensifying this year more than ever.

Mr. King hopes that pilot training will become a University course in the not too distant future, as has happened in the United States.

There are about 10,000 student pilots, 8000 private and 2000 commercial licences in Australia. In New South Wales teenagers theoretically can get a probationary flying licence before a car licence.

Learning to fly is still costly and doesn't look like becoming much cheaper. To get up the 50 hours needed to pilot a small plane anywhere in Australia costs about \$800.

The cost was \$5 an hour in 1922. Now it is \$12. But it's possible to learn to fly and to buy a plane on hire purchase.

And that's just what Australians are doing.

—Leslie Wilson

Aust. Womens Weekly 13th September 1967

SKY-DIVERS' ENGAGEMENT

Parachutists have heads in the clouds, but plan down-to-earth wedding.

Most people in love have their heads in the clouds, and Jim Fox and his fiancée, Faye Glassford, aren't any different. Except that their cloud happens to be 10,000 feet above the ground.

BOTH are expert parachutists — Jim is the Australian champion and Faye is the Western Australian women's champion.

But when it comes to marriage plans, Jim and Faye have their feet firmly on the ground.

"Parachuting is a sport — we don't want one of those gimmicky weddings," said Jim.

Faye agreed and said their marriage in November would be a traditional one.

"Some people think it is fun to have a way-out wedding," she said. "Not us. Parachuting is a serious business and so is marriage. It is silly — and dangerous — to have any romantic feelings when jumping."

Jim, who comes from Sydney, took up parachuting four years ago at Camden, N.S.W.

"I was interested in flying and went to Camden to see what parachuting was like. After one jump, I was stuck. It's a much more exhilarating sport than flying."

He began competitive jumping after about nine months.

Later, Jim went to Towns-

ville as an instructor at a club, and that is where he met Faye.

"I didn't know anything about parachuting," said Faye, who left her home in Perth to stay in Sydney for two years. When she met Jim, she was working her way back to Perth via Darwin.

"I used to go to the club at weekends to watch, and became interested myself," she said.

Their romance at this stage was little more than a

By **Jacqueline Lee Lewes**

casual relationship. Both left Townsville and Jim went on to win the Queensland and, later, the Australian championships.

Meantime, Faye had become an avid jumper and saw Jim at various championships she attended as a spectator.

They saw each other again back in Townsville, where Faye was working as a draftsman and Jim (a plumber by trade), who had been chosen as a member of the 1966 Australian para-

chute team, was raising money to send the team to Leipzig, in East Germany, for the world championships.

"When the team left, I went back to Perth, where I worked, wrote letters to Jim, and jumped," said Faye.

"That's when I entered the Western Australian championships and became the women's champion."

Jim spent six months touring Europe, England, and the United States after the world championships.

On his return last November, he went to Perth, where he and Faye announced their engagement.

Both are living in Sydney now, jumping at weekends and making plans for their future.

"People not involved in the sport find it very hard to understand why it becomes so important to you," said Jim.

"The feeling when you jump is hard to describe. It is the freest feeling I think I have ever experienced. Time slows down and the 30 seconds of free-falling seem like hours.

"You leave everything behind. It is very quiet and relaxing—and the view is tremendous."



Jim Cox and Faye Glassford. Faye says, "Parachuting is a bond between us and we will continue it after our marriage."

EXCLUSIVE FOR GOOD

DRAWING to the end of its first year in Sydney is what must surely be the most exclusive charity organisation in Australia.

For ZONTA, as it is called, has a specially selected membership of top-level professional and business women, and included in its ranks are lawyers, doctors, lecturers, directors of large firms and even a chief chemist.

"ZONTA," said Miss Marjorie de Tracy (pictured right), the organisation's Sydney president, and hostess superintendent for Qantas, "is a women's service organisation which undertakes projects to help people in need."

"It was formed in Buffalo in America in 1919, and there are now clubs in 29 countries throughout the world, including Korea, Mexico, Sweden, Turkey, the U.K., and the Republic of China."

"Our club was started here in February by a Canadian, Miss Dorothy Thompson, who set up other clubs in Melbourne and Auckland" said Miss de Tracy.

SYDNEY ZONTA now has a membership of 33 women, and their project this year has been to work and raise funds for the Infants Home at Ashfield. Their target for the year was \$700.

"Next year we hope to be able to assist other people as our membership increases," said Miss Shirley Anderson (pictured left), who is a member of the committee and also an air traffic controller at Kingsford-Smith Airport.

"Membership to ZONTA is restricted to one woman from each branch of each profession or type of business—so that we have an interesting club."

"It means that although we can have three lawyers, they must each practice in different fields of law — banking, advisory, and so on."

"We don't accept applications for membership, but choose those we want — and nobody has ever refused to be a member."



NO SLIPS OF THE TONGUE

WOULD it make you nervous to know that every word you say at work is being recorded on a tape which will be kept for three months and used in an investigation if you make a mistake on the job?

She was humble

Most women would hate the idea, but attractive Shirley Anderson, of Brighton-le-Sands, hardly gives a thought to the tape that whirrs as she uses radar to help aircraft from all over the world to land at Kingsford Smith Airport.

"You get used to responsibility in this job," says Miss Anderson, who is the only woman among about 100 air traffic controllers at Mascot.

There's only one other woman air traffic controller in Australia, Olga Tarling, of Brisbane, and not more than a dozen in the world.

Miss Anderson works in the Area Approach Control Centre at Mascot as a radar controller for arrivals. The most important part of her job is to ensure the safety of air-

craft by co-ordinating their approach and landing.

"The job boils down to problems in arithmetic because we have to deal with many aircraft, ranging from single engine types to overseas jets, doing widely varying speeds and all wanting to land as soon as possible," says Miss Anderson.

"Each Approach radar controller can deal simultaneously with five aircraft."

"It's often quite complex because the airport is very busy and becoming busier."

Long-range radar to a radius of 150 miles was installed at Mascot less than a year ago, and Miss Anderson was in the first group trained as long-range radar controllers.



She and Miss Tarling joined the Department of Civil Aviation in 1960 as trainee air traffic controllers—the first women to be appointed for such work in Australia.

They were given intensive training in aviation subjects for a year before qualifying as air traffic controllers.

"At first, I was afraid the men I work with wouldn't want a woman

Shirley Anderson, air traffic controller

in their midst," Anderson. "I tried to be insignificant and be insignificant—right humble—blessed after a while men had accepted me."

"The pilots are fully easy to get with. Some of them are quite gallant."

"I'll never forget from the East calling me 'Sir'."

Miss Anderson loves flying and has wanted to be an aircraft ever since she got a private licence, which she holds, and joined Women's Pilots' Club.

Later, during a seas trip, she joined the Royal Canadian Air Force Reserve and trained in control subjects and radar operation.

She believes this part played an important part in her selection as an air traffic controller on her return to Australia.

FLYING HIGH

CAROLE Mitchell (pictured), who likes driving fast cars, and hopes to obtain a pilot's licence, is the latest entrant in the Miss Personality Quest.

The Quest, conducted by the United Charities Fund, is open to all girls from 16-24.

Courses at the Pat Woodley Model Agency and a chance for a modelling career are among the many prizes.

TWO SECTIONS

They also include a holiday on the Gold Coast at the Sunset Strip Guest House, Colangatta, with return flight by T.A.A. and spending money.

There are two sections, the Miss Personality Quest for girls 18-24 and the Miss Personality Junior for girls 16 and 17.

Entrance fee is \$4.20 and \$2.10, but candidates



are not asked to raise money.

The Quest will conclude at a Coronation Ball.

For further particulars, phone 61-2709, 61-2682, or call at the fund's office, 8th floor, 280 Pitt Street, Sydney.

1 Godspeed Sheila. Come back - really soon for a longer stop-over.

The girls of AWP have many diversions. We attended the Inst. of Navigation's Ladies Night where one of our members made her debut as a public speaker and did a "Mrs. Miller". Truth is often stranger than fiction.

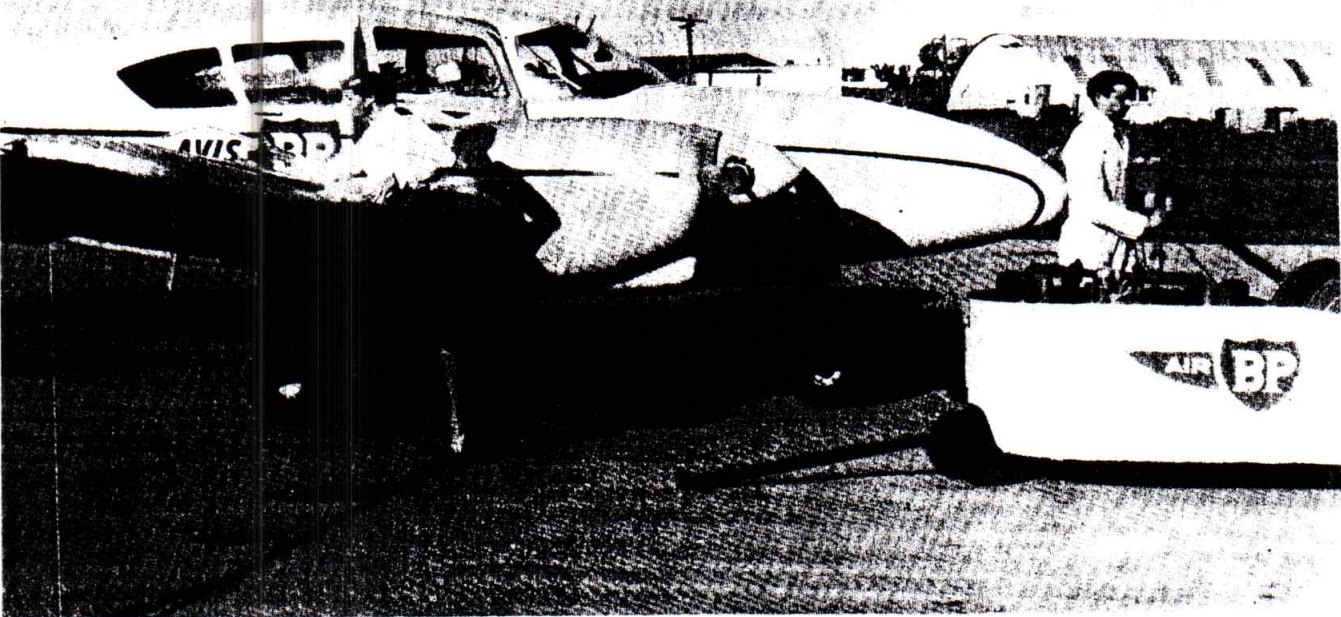
Nineteen of us had a great time at Richmond Air Base when we all had a "fly" of the Lockheed C130A Hercules Simulator. One delightful Flt-Lt. kept throwing switches, red lights blinked back at us and stall buzzers blew. He must have thought it took a lot to unnerve a "woop"; truth was the first 10 minutes at the controls of such a beast and ignorance is bliss. We stayed so long we were guests at two scrumptious afternoon teas. Wish it was an annual event?

Bon Voyage to Gwen Caldwell who is off to the U.S. with husband, Bill, for 9 weeks. Also to Nancy Walton, who with Christine Henderson RACSA, and four others, are off on a trip in a C206 to Darwin. From here, Nancy goes on to Israel and Chris flies the rest of the party back to Sydney.



Last light slipped by and still we waited; cars pressed hard to our Spy-machines. We faintly heard that female voice, unmistakably British "... Golf Oscar Yankee." She was here, tired and charming. How marvellous it was to meet Sheila Scott, England's ace woman-pilot, on her solo around-the-world flight in her single-engined Piper Comanche. Her aim? To become the first British pilot to fly solo around the world, and the third woman in the world to do so. Sheila holds 15 world air-speed records and is Whirly-Girl No. 79, England's first and only woman helicopter pilot.

Sydney did itself proud for our guest. Firstly, with a champagne welcome-party given by our hosts Mr. Peter Lloyd and Mr. Ken Holt, on behalf of R.F.A.C.A. and Ansett-General Aviation. And secondly, when those magnificent men went into action, determined to solve the aircraft's many technical problems, which had made Sheila's flight a nightmare for 12 days. A vote of thanks to Mr. Ken Holt and staff for their patience, skill and ability to go without sleep, for it is to their credit that since departing Sydney Sheila's progress has been trouble-free.



Miss Rosalind Merrifield checks the fuel level of the Piper Aztec aircraft in which she flew solo across the Pacific ocean

Opposite Page: Rosalind Merrifield was given a warm welcome on her arrival in Sydney after her trans-Pacific journey. Reporters get their story from Miss Merrifield at Sydney's Kingsford Smith Airport



Mission. May 9th 1966

Sisters in the skies



In the cockpit of a light training plane sit Sister Maria Cleofe and Sister Innocenza, the first nuns to train for their pilots' licences in Italy—possibly in the world. Three months ago they were teaching at a school in Alba; soon they will be flying missionaries into inaccessible parts of the East or South America. Aviation authorities decided not to make them wear pilots' flying suits.

WHAT'S NEW!

IF YOU'RE a member of a nation-wide flying club it's nothing to have guests travelling hundreds of miles to pay you a visit.

Members of the Australian Women Pilots' Association regularly entertain each other in their homes and 150 members and their friends are coming from all over Australia for such an occasion in Canberra on May 7.

But the setting will be a little different this time, for the hosts are the Governor-General, Lord Casey, and Lady Casey.

Most of the Sydney members attending are travelling down by car, not plane. "Others who live further away, will be flying because of the longer distances," said the president of the NSW branch of the association, Mrs. R. W. Murphy, of Oatley.

However, Mrs. Murphy will be one of the flyers—she's travelling in a Cessna 172 with fellow member, Mrs. K. G. Arnold, the NSW treasurer.

This is the first reception for members of the Australian Women Pilots' Association to be held at Government House.

But Australia's new First Lady is the patron and an active member of the association and often relaxes at weekends by flying her own plane.

The Sun, Thursday, May 12, 1966

CANBERRA "FLY IN"

IT was a busy and prolonged "long weekend" in Canberra, from which she returned on Tuesday, for Mrs Charles (Nancy Bird) Walton, of St. Ives.

Nancy went down for the "fly in" arranged by enthusiastic aviatrix Lady Casey for 150 of her old air chums.

More than 28 aircraft, piloted by women, flew in on Friday night, some carrying as many as six passengers.

They were all guests of the Governor-General and Lady Casey at a buffet dinner at Government House, where Nancy Walton was a house guest.

On Sunday there was a mammoth barbecue for the visitors at Widgeongully, Jugiong, the property of Mr and Mrs Peter Willsallen.

After the other pilots had taken off to their various States, Nancy stayed on for a little good work.

She organised a Canberra committee to work for her pet project the ambulance of the air.

The first ambulance has, incidentally, been ordered and will be ferried across the Pacific, its arrival expected about August.

Patrons of the new Canberra committee are Lady Johnstone, Mrs Bill McMahon and Mrs David Fairbairn.

It's headed by Air-Marshal Healey, Lady McIntyre and Lady McNicoll

Pilot visits Lady Casey

ELIZABETH Gibson, of Dudley, was one of 150 women pilots who spent the week-end as guests of Lady Casey at Yarralumla, Canberra.

She flew down on Friday and back on Sunday night.

Lady Casey, a keen pilot, was a member of the Women's Pilots' Association when it was first formed and, when she took up residence in Canberra invited pilots from all the States to visit her.

The Sydney Morning Herald, Sat., June 11, 1966

AUSTRALIANS IN QUEEN'S BIRTHDAY HONOURS

O.B.E. (Officer)

Mrs Nancy Bird Walton. For services to the community, particularly on behalf of the Far West Children's Health Scheme.

ORDER OF THE BRITISH EMPIRE

THE AUSTRALIAN WOMEN'S WEEKLY - June 15, 1966

SOCIAL ROUNDABOUT

MRS. CHARLES WALTON and Christine Henderson are co-pilots for the Ambassador for the Netherlands, Mr. Elink Schuurman, Mrs. Schuurman, and their daughter Sylvana, on a flying tour of the Northern Territory.

Travelling in a Cessna 206, the party will be away three weeks. On the way to the Territory they will visit Mrs. George Falkiner's property, "Haddon Rig," and at "Brunette Downs" they will be entertained by the manager, Mr. Charles Weiss, and Mrs. Weiss.

It will be a reunion for Mrs. Walton and Mrs. Weiss, who flew together in Bourke for the Far West Scheme more than thirty years ago, when Mrs. Weiss was Sister Margot Silver.

They will also visit mining projects in Weipa, on the eastern side of the Gulf of Carpentaria, Thursday Island, and will touch down in Darwin en route to Portuguese Timor, where they will be the guests of the Portuguese Government.

On return to Darwin, Mrs. Walton will leave the other travellers, who will fly on to Alice Springs and Central Australia before returning to Sydney.

She is scheduled to board an aircraft bound for Djakarta on June 22, and there she will stay at the American Embassy as the houseguest of Mr. and Mrs. Jack Lydman before going on to Israel, where she will stay at Haifa with her niece, Mrs. Graeme Sheather, whose husband has taken up an architectural scholarship there.

After stopovers in London and America, she tells me she will be home again by September—"just in time to see the launching of the Air Ambulance!"

ANOTHER letter, from traveller Mrs. Nancy Walton, tells of a wonderful stay with her niece, Mrs. Graeme Sheather, and her husband at Haifa, in Israel, where Graeme is working on the site of a township dating back to 1500 B.C. She saw beautiful mosaic patterns, water jugs and bowls, and all sorts of antiques usually seen only in a museum. Graeme has been selected as a delegate to the United Nations Congress on Urbanism in Geneva and will be the only Australian present. Mrs. Walton also visited Nazareth, the Sea of Galilee, and many other historic places.

The Sun, Wednesday, May 11, 1966

Pidgin lesson for G.-G.

PORT MORESBY, Wednesday. — Lady Casey, wife of the Governor-General, last night learned that her title in pidgin is "Mary bilong Lord Casey."

Lord and Lady Casey arrived in Port Moresby yesterday to begin a two-week tour of Papua-New Guinea.

She and Lord Casey also learned that the Prince of Wales is referred to by Motu speak-

ers of Papua as "Prince Charlie."

The lesson was given during translations of a speech Lord Casey gave at Port Moresby last night.

Lord Casey's speech took more than 50 minutes because of the need to translate it into Pidgin and Motu.

Australia wants Papua-New Guinea to advance to self-determination as quickly as is reasonably possible, Lord Casey said in his speech.

"You are fortunate to have a friendly country in Australia ready and willing to help you in all possible ways," he said.

LEPERS

The Governor-General will meet 150 lepers and tuberculosis patients at a small island hospital today.

Lord Casey will go by launch to Gemo Island, in Port Moresby Harbour, to meet the patients.

The hospital has about 75 lepers and 75 tuberculosis patients.

The doctor in charge of the hospital, Dr Dorothy Entricham, said yesterday that Lord Casey had expressed a wish to meet the patients.

He will spend about 35 minutes on the island



LADY CASEY

and will see the patients in their six wards.

Lord Casey will see a small primary school on the island for the children of staff and patients.

He will also inspect a small technical training school run by a male patient who teaches woodwork.

Earlier in the day, the Governor-General will visit the police training centre at Bomana, near Port Moresby.

The Bomana War Cemetery, where many dead from the Kokoda Trail are buried, will also be visited by him.

He will later lunch in Port Moresby with a small group of Papuan and New Guinean students.

NORTH SHORE TIMES, Wednesday, June 29, 1966



MRS. NANCY WALTON (BIRD)

KURINGAI TO PAY TRIBUTE TO RESIDENTS

Kuringai residents who were honoured in the Queen's Birthday honours list will receive a letter from council under seal expressing council's pleasure at the recognition of their services.

Another letter of congratulations under seal will be sent to the Right Rev. Monsignor P. Crowley, Parish Priest of Pymble.

Mayor Justin Rickard introduced both matters in Mayoral minutes.

Those honoured by the Queen were— Knights Bachelor: Mr. Robert C. Wilson, Gordon, and Dr. A. J. Murray, Turramurra. CBE (Commander): Mr. G. I. Davey, Warrawee.

OBE (Officers): Mrs. Nancy Bird Walton, St. Ives and Mrs. Gladys S. Buntline, Wahroonga.

50 years

Council congratulated Monsignor Crowley on the 50th anniversary of his ordination to the priesthood on June 26.

Born in 1891 County Cork, Ireland, he was ordained in Dublin on June 26, 1915 and came to Australia later the same year.

He was Dean of St. Mary's Roman Catholic Cathedral, Sydney from 1921 to 1930.

He was appointed priest in charge of Pymble in 1930 and has remained there ever since. He is now Vicar General of the Archdiocese of Sydney and Prothonotary Apostolic.

Flight to N.Z.

British flier Sheila Scott plans to leave Sydney today for New Zealand.

At her city hotel yesterday she said she would take off from Kingsford Smith Airport between 6.15 a.m. and 6.45 a.m.

She is on a world-circling flight in a single engined Piper aircraft.

She will fly to Auckland via Norfolk Island, where she will rest and refuel her plane.

Delay for woman on solo flight

British pilot Miss Sheila Scott, who is on a solo flight around the world, postponed her departure from Sydney yesterday when bad weather developed over the Tasman Sea.

She was to have left Kingsford Smith Airport for Auckland at 7 a.m., but the Department of Civil Aviation advised her to delay her departure until this morning.

Miss Scott agreed, although she is four days behind schedule.

Her tiny Piper Comanche aircraft is due to take off at 5.30 a.m.

Solo flight woman in N.Z.

AUCKLAND, Monday.—British solo pilot Sheila Scott, who is flying around the world, arrived here from Sydney today.

Miss Scott left Sydney late last night after bad weather over the Tasman Sea forced her to postpone her scheduled early-morning departure.

After a day in Auckland she will fly to Norfolk Island. She is expected to reach Honolulu by June 12, San Francisco two days later and New York on June 18.

Miss Scott took seven hours 20 minutes on the flight from Sydney. She said the journey was the best she had experienced since she left London on May 18. (A.A.P.)

Woman pilot lands in Fiji

SUVA, Tuesday.—British pilot Sheila Scott, who is flying around the world, arrived at Nadi this evening and will leave early tomorrow for American Samoa and Canton Island.

She said in Fiji that she was tired but had had no mechanical trouble with her Piper Comanche aircraft since leaving Sydney. (A.A.P.)

WORLD FLIGHT

SAN FRANCISCO.—British actress-flier Sheila Scott landed yesterday at San Francisco international airport, 154 hours after she left Honolulu in her quest to become the first British woman to fly around the world alone.

LAST LAP

LISBON.—British airwoman Sheila Scott left here for London yesterday on the last lap of her round-the-world solo flight in a single-engined plane. She aims at becoming the first Briton to fly round the world alone.

Flight ends in collapse

"Sun" Special
LONDON, Tuesday.—Round-the-world flier Sheila Scott collapsed twice after landing at London Airport last night to complete her 28,656-mile journey.

She smiled as she climbed from her single-engined Piper Comanche but then broke down in tears of exhaustion. She again collapsed on her way to a Press conference.

After the conference a doctor gave her sedatives.

Miss Scott, a 38-year-old former actress, arrived back in London 33 days and three minutes after leaving.

Her flight, the world's longest solo effort, has left her \$A15,000 in debt.

She borrowed money to buy the plane and has until October to pay it back, the "Daily Sketch" reported.

MODEL SETS AIR RECORD

LONDON, Tuesday.—A tiny mud-spattered plane taxied across the runway of London Airport yesterday at the end of a world record solo flight.

Its pilot, former actress and model Sheila Scott, 38, had covered 28,000 miles during a 33-day trip at an average speed of 36 m.p.h.—a world record for a woman.

The flight has cost her \$A62,500. She raised \$A30,000 herself, partly by selling her jewellery.

Visibly exhausted, she broke down three times in her airport hotel before meeting the Press.

Miss Scott said she

averaged three or four hours sleep a night and kept herself awake by playing tape recorded music, drinking black coffee and studying Spanish.

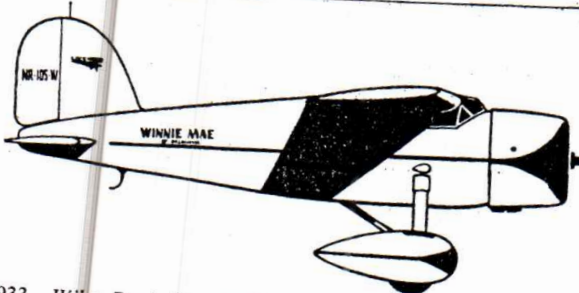
Her worst experience was being caught in a monsoon between Calcutta and Singapore.

But she is still \$A15,000 out of pocket and may have to sell her Piper Comanche, called "Myth 2," to pay off the debts. She said: "In spite



SHEILA SCOTT

of all the hell I have been through in planning and taking this trip, I would still do it again because of the fantastic friendship I found in all parts of the world." (A.A.P.-Reuter)



1933. Wiley Post's Lockheed Vega: 27 ft long, 41 ft wing-span, one 450 h.p. engine gave it a maximum speed of 185 m.p.h.

Going it alone

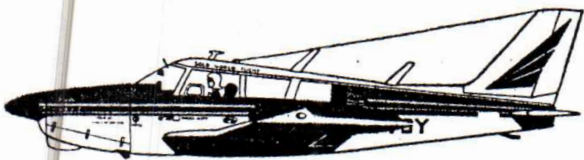
WHAT is it that attracts women to solo flying? If Sheila Scott, now trying to fly round the world, makes it more women than men will have completed the trip solo.

Wiley Post was the first person. He did a 15,600-mile circuit, New York-Moscow-Alaska-New York, as long ago as 1933. It was nearly 30 years later, in 1961, that Max Conrad became the second. He did a longer trip, Miami-Honolulu - Singapore - Lagos-

Brazil-Miami, in a twin-engined Piper Aztec.

Since then it's been women all the way. Joan Merriam Smith and Mrs Jerrie Mock both flew round in 1964. Joan Smith in a twin-engine Piper Apache, Mrs Mock in a single-engined Cessna 180.

Sheila Scott in a single-engined Piper Comanche is trying to beat Mrs Mock's 30-day record, set up a 30,000-mile record for the longest-ever solo flight and become the first British pilot to solo the world.



1966. Sheila Scott's Piper Comanche: 25 ft long, 36 ft wing-span, its single 260 h.p. engine gives it a maximum of 170 m.p.h.

SURPRISE RECEPTION FOR BRITISH AVIATRIX SHEILA SCOTT

British flyer Miss Sheila Scott's Piper Comanche 260B touched down at Mascot aerodrome at 5.51 p.m. on Thursday, June 2, from Brisbane on her solo round-the-world flight. She looked all-in and she said all she wanted was lots of coffee and plenty of sleep.

Instead, after a one-hour press reception, she stayed on till 10 p.m. at a reception organised for her by the club and Ansett General Aviation at Flight Facilities.

The reception, attended by about 100 club officials and members and flying personalities, came as a surprise to Miss Scott who sipped champagne and chatted and shook hands all round.

Mr. Peter Lloyd, President of The Royal Federation of Aero Clubs of Australia and President of The Royal Aero Club of N.S.W., club Vice-President Mr. Jim Minahan, Secretary-Manager Mr. Charles Edmondson and Committee members Messrs. Bill Roberts, Bill Abbott, Brian Butler and Jim Taylor were among those present.

Mr. Ken Holt, General Manager of Ansett General Aviation, which recently took over the

Australian Piper organisation, was also present.

Looking attractive in her floral blouse, blue jeans, and gold slippers, Miss Scott had a word with almost everybody present - including some 30 enthusiastic women pilots.

Mr. Edmondson attended the reception to officially sign Miss Scott's documents as part of her flight record.

The plane, which had been having navigational equipment troubles, was later flown to Bankstown for a further overhaul and Miss Scott flew out of Sydney the following Monday morning for Auckland.

She later radio-ed that the Piper was "flying like a dream and radio range excellent".

Footnote: Miss Scott - although she didn't know it - had a close personal friend at the reception. She didn't meet him until nearly the end. He was Mr. Charles Masefield who had himself flown out from Britain a few days before on a Beagle 206 delivery flight for Helicopter Utilities Pty. Ltd. Charles is a member of the R.A.C. of N.S.W. and a fellow club member of Miss Scott's in Britain.



British Flyer Miss Sheila Scott is greeted by Club Officials on arrival. (Picture by courtesy of Mirror Newspapers Ltd)

Round the world... June 1966 NSW



Sheila Scott

Flight had to wait

SINGAPORE, Monday.—British actress Sheila Scott took time off yesterday from her round-the-world flight to have a hair-do.

Miss Scott, 37, arrived in Singapore from Rangoon on Saturday on the tenth leg of her 30,000-mile flight.

She is due to take off today for the Indonesian island of Bali.

Miss Scott said that her Singapore stop was her first chance to have her hair done since leaving London 12 days ago. She spent the morning supervising the refuelling of her Piper Comanche aircraft by mechanics of the Royal Singapore Flying Club. A.A.P.-Reuter

ROUND-THE-WORLD FLYER IN DARWIN

"Sun" Special

DARWIN, Wednesday. — British flyer Miss Sheila Scott landed in Darwin last night from Bali.

She is flying her Piper Comanche around the world.

"I've never been so tired in my life," she said.

Miss Scott said that nowhere along route from England had she had more than four hours' sleep.

"GALLONS OF COFFEE"

"I've had all kinds of trouble with my equipment," she said.

"But people have been marvellous—even the international airlines have been calling me up and wishing me good luck.

She said that to help keep

her awake during long hours in the air she played lively music on a tape recorder, had been dictating a book and doing crossword puzzles.

She has also been learning Spanish from a recorded course "and drinking gallons of black coffee."

She has completed about one-third of the flight and has already been in the air more than 60 hours.

Her troubles have included radio failure near Rangoon when she had to descend through a monsoon.

Miss Scott leaves today for Mt Isa, Brisbane and Sydney.

World flier in Darwin

DARWIN, Tuesday.—British pilot Miss Sheila Scott landed here tonight after flying for eight and a half hours across water from Bali in a single-engine aircraft on a round-the-world flight from England.



MISS SCOTT

WOMAN PILOT FLIES IN

British pilot Miss Sheila Scott reached Sydney last night on her world-encircling solo flight.

She will stay in Sydney for two days. Miss Scott was cheered

at Kingsford Smith Airport by a group of Australian women pilots whose Gypsy Moths had escorted the pioneer aviatrix Amy Johnson on the last leg of her historic 1930 Britain-Australia flight.

Miss Scott was tired after flying from Mt. Isa by way of Brisbane.

She said her single-engine Piper Comanche 260B had had "a lot of technical problems" that began between Calcutta and Bangkok.

"They are being straightened out here," she said.

She has travelled 12,000 miles and has about 19,500 miles to go on a trip that would make her the first British pilot to fly alone around the globe.

Already a few days behind her schedule, Miss Scott plans to leave on Sunday for Auckland, then to cross the Pacific Ocean and the United States.

FRIDAY, DAILY TELEGRAPH JUNE 3, 1966

IN A PLANE SMALLER THAN A MOMENT

AT Mascot's light aircraft strip yesterday the small boy listened intently as his transistor radio addressed the approaching pilot: "Golf, Oscar, Yankee turn to 160 degrees and report when you see the landing strip."

"That's her now," announced the small boy with some satisfaction as his transistor caught the control tower frequency and picked up the reply from the well modulated feminine English voice.

He was right. Britain's ace woman flier, Sheila Scott, was ready to descend on us on her 16th stop-over in her round-the-world flight.

What sounded like a small sigh of relief went up from the crowd which had gathered to meet the blonde former actress who followed—as far as world politics allowed—Amy Johnson's memorable lone flight to Australia.

There were dozens of pilots and well-wishers at the airport, but most interesting among the greeters were four women who 36 years ago welcomed Amy to Australia.

They are Miss Meg Skelton, of Bellevue Hill

Mrs. Bobbie Terry, of Edgecliff, Miss Evelyn Pollett, and Miss Julia Holland.

The first three flew from Sydney in their Moths to greet Amy in hers over Gosford.

We waited together and it wasn't long before Miss Scott's Piper Comanche—looking smaller than a moment—noised its way across the tarmac and came to a halt in front of the greeting party.

Miss Scott had arrived from Brisbane.

"She does look tired"

First person to greet her was a Customs man. She had already been through Customs at Darwin and Brisbane and murmurs among the crowd sounded like: "Do they think she's picked up some contraband on the way down?" All the officer wanted was her health certificate.

Miss Scott eased herself out of the paraphernalia-laden plane as a small cheer went up from the watchers.

Dressed in blue stretch pants, silver shoes and a light blouse she shivered on the steps of the aircraft as TV and Press

cameras clicked. She was photographed inside and outside, draped over the nose, with men, with women and with a mixture of both. And there was the inevitable "Last shot, please, Miss Scott."

Her monde hair fixed in place with a blue band was unruffled and she was the same way. She stumbled a little as she moved towards the lounge, and women whispered: "She does look tired."

Miss Scott had good reason to be a little jaded, but she soon shook it off as she faced the battery of microphones and reporters' questions that go with fame.

Miss Scott was once an actress: "I loved it, out I wasn't very good," she laughed. "And when I wasn't acting I was a model, because that's what a lot of actresses do when they are out of work."

She started flying only six years ago and has logged a massive 2000 hours since then. While doing this she also picked up 15 world flying records—no

mean feat in such a short time.

She thinks she has established three records so far on the 30,000-mile journey—"but I can't remember what they are. She has been dogged by mechanical trouble and bad weather, but she is determined to go on."

Why does a woman attempt a solo flight, like this? "Well," she answers "Why do people cross the Atlantic single-handed in a boat—or climb mountains?"

Taking a more serious tack she admits she has been fascinated by Amy Johnson's flight, and there is also a challenge in an attempt of this sort. "If people stop doing this sort of thing we might as well give up altogether," is her philosophy. She also hinted that there were some "personal reasons" for the lone ride, but she was not elaborating.

The attractive divorcee said she didn't have any romantic interests at her ports of call, but if she met a male she fell "violently in love with" during the voyage he could either follow her to her destination or she would return and join him.

Her plane is fitted out with taped recordings for listening during the long hours the craft is on automatic pilot. She even has some Spanish lessons to study, but hasn't yet found the time. And she is finishing the last two chapters of a book about her flying experiences.

She says she is not super-



SHEILA SCOTT standing on the wing of her plane after getting out of the cockpit on arrival at Mascot yesterday.

stitious — 13 is her lucky number — but she carries an insignia "Myth" on the side of the plane and always has.

"It means female moth, if you like, but there is a bit more to it than that." What she would not say.

The single-engine plane is fitted with special long-range fuel tanks for the trip, and the five other seats are taken up with her day-by-day living equipment.

Accent on femininity

Although she had part of a night's sleep at Mt. Isa on the way to Brisbane she had little before that as she swooped over the Middle East, the jungles of Malaysia and Indonesia.

She had asked to be allowed to go to bed last night at 8.30, but a cup of coffee and a couple of cigarettes saw her talking on.

She believes women can fly just as well as men — and has her records, including plane racing — to prove it. But she doesn't like to see women competing with men.

"I think women fliers should try to remain as feminine as possible. They should look after their appearance in the air as well as on the ground," she maintains.

She put almost everything she owns into making the flight a success and although the cash rewards may be good when she lands on the final strip she won't be rich. She believes

the worst part of the trip — one-third of it — is over, and has no qualms about facing up to the lonely expanse of the Pacific on the leg to America.

If the long-legged Miss Scott makes it round the world she will be the only woman apart from American Amelia Earhart to have performed the feat.

She has planned the journey for two years and although she had difficulty in financing it at the start, she got off the ground 15 days ago. Her next leg, probably on Sunday, will be to New Zealand.

Asked her age Miss Scott got a little truculent. "I've been asked that question so many times I now answer that I'm 19 or 29."

She is in fact 39 and was only three when her heroine, Amy Johnson, bounced off the tarmac to visit Australia. Miss Scott needed no urging to head for her bed in a city hotel and I went out into the night.

And there was the little boy still listening to his transistor as the tower continued to broadcast its messages.

— Leslie Wilson

BLONDE READY FOR RISKY FLIGHT

From OUR OWN CORRESPONDENT

LONDON, Saturday. — A cool willowy blonde makes her bid next week to follow Amy Johnson and Amelia Earhart into aviation history.

Miss Sheila Scott, ex-model turned champion pilot, plans to make the longest solo flight ever attempted in a single engine aircraft.

She will follow Amy Johnson's route to Australia on the first leg of her 30,000-mile flight around the world.

It will take her over the desert wastes of the Middle East, the jungles of Malaysia and Indonesia, and the Atlantic, Indian, and Pacific oceans.

Miss Scott, 38, will take off next Friday — the 35th anniversary of the day that Amy Johnson's tiny plane bumped down the runway at Croydon Airport on her

historic flight to Australia.

Miss Scott said: "Everything I have in the world has gone into this . . . jewellery, money, the lot. I intend to follow as far as possible Amy's route to Darwin, then across Australia to Sydney."

15 records

"But there will be more technical difficulties because there are certain countries I can't fly over and some in which I can't land."

She will fly a 220 m.p.h. Piper Comanche—the same aircraft she used last year to break 15 world class records.

Amy Johnson's tiny Tiger Moth practically limped

through the air at well under half the speed of Miss Scott's Comanche.

It carried no blind-flying instruments, only an air-speed indicator, turn and bank indicator, an altimeter, and a single compass.

But even after 35 years of aviation progress, their fears remain the same—a sudden dust storm over the desert, an isolated thunderstorm near the equator, and the constant threat of ditching over water where there is little hope of rescue.

Miss Scott is a calm, competent pilot with more than 2,000 flying hours. Yet she is superstitious enough

to give up precious space in the cockpit for her battered sailor doll.

"It went down with a carrier during the last war," she said. "The owner was the only man rescued and he gave it to me as a good luck charm."

She even carries a small tortoise shell when she's racing "because a tortoise always gets there in the long run."

The most dangerous part of her round-the-world flight will be the long run from Honolulu to Los Angeles.

There is little hope of rescue should she have to ditch in the Pacific. Amelia Earhart lost her life in the same attempt.



Sheila Scott . . . "all her money."

SHE'S OFF on WORLD FLIGHT

A.A.P.—Reuter

LONDON, Thursday.—Actress-pilot Miss Sheila Scott, 39, took off from London yesterday in her single-engine Piper Comanche plane in a bid to fly solo round the world.

She aims to be the first British pilot to circle the globe alone and over the longest route — 30,000 miles — never attempted in a plane of its size.

Only two other women — Americans Jerry Mock and Joan Merriam Smith — have made round-the-world flights.

A third American, Amelia Earhart, died in the Pacific during her attempt.

Miss Scott arrived in Rome last night, the first leg of her journey. Her next stop is Athens.

THE SUN-HERALD, MAY 1, 1966

THESE FOLK FLY...

• DAG JOHNSON, a young opal dealer, Mrs Alva Raper, owner of a boarding kennels, and John Swain a business man, are three typical new owner-operators of light aircraft.

Mr Johnson bought a twin-turbo Piper Comanche B to commute with South Australian opal fields.

Mrs Raper (her husband flies, too) will use her Cessna 150 in her business.

Mr Swain, who lives at Orange, recently broke the Sydney-Perth non-stop light aircraft record (his time 15 hours 5 minutes) flying a Cessna 210 which, he said, was "like a Sunday car drive."

Eileen Steenson, now Captain Steenson, of Territory Airlines (New Guinea), put away her needles as sewing mistress at the Methodist Ladies' College, Kew (Vict.), to become flying instructor at a Melbourne flying school.

She is flying a Cessna based at Goroka, and is the Territory's first full-time woman pilot.

When I saw her in the T.A.L. pilots' room at Goroka, recently, she said: "Pardon me for knitting, but I don't want to waste any time before I fly a load of cement to Chimbu."

The Sydney Morning Herald, Monday, May 23, 1966

WOMAN ON EPIC WORLD FLIGHT

An ex-actress is now winging her way to Sydney from London on a round-the-world solo flight in a miniature single-engine airliner.



Miss Sheila Scott

SHE hopes to be the first British pilot—man or woman—to fly solo around the globe.

If she succeeds, she will be the third woman in the world to achieve the feat.

Only two women, both Americans, have to date flown around the world. Jerrie Mock did it in a Cessna 180 in 1964 and was followed by Joan Merriam soon after in a turbo-charged Piper Apache.

Miss Sheila Scott, 39, is flying a Piper Comanche 260B, a single-engine six-seater, with the interior stripped of everything except the pilot's seat to make room for extra fuel tanks, navigation aids, oxygen survival kit and hundreds of maps.

To Darwin she is following the route of the late Amy Johnson (later James Mollison's wife) who, in 1930, flew from Britain to Australia.

Jet Tests

The flight is expected to last between four and five weeks and take her over 22 countries. She expects to average only six hours sleep a day during the flight.

To keep herself occupied during long hours in the air she plans to listen to tape-recorded music, and dictate the final chapters of her autobiography into a tape recorder.

Although Miss Scott is Britain's leading woman racing pilot, she learned to fly only seven years ago. In 1959 she read an article on ballooning "for relaxation"

and helped to found the British Balloon and Airship Club.

She intends her flight to be not just an attempt at a record but a goodwill mission. "Wherever possible she will be touching down in the Commonwealth and hopes to meet other women pilots."

Why is she doing it? In her own words, "Idealism, the hope of encouraging other people to fly. Besides, it's one of the few really great flights left to do."

Actress-pilot emergency

PENANG (Malaya), Sat.—Miss Sheila Scott, English ex-actress making a solo flight around the world, made an emergency stop at the Royal Australian Air Force Base at Butterworth today.

She resumed her journey after about two hours. Miss Scott's single-engine plane ran into bad weather over the Indian Ocean after leaving Rangoon.

The Sun, Tuesday, May 24, 1966

Her words have wings

A FORMER actress, who is a solo pilot and balloonist is on her way to Australia by air to achieve a feat—and to finish her autobiography.

Thirty-nine-year-old Sheila Scott (pictured) flying solo, aims to be the first British pilot, and the third woman in the world to circle the globe.

Her plane, a Piper Comanche, is a single-engine six-seater has the interior stripped down to take fuel, navigation aids, survival kit and maps.

To keep herself occupied during long hours in the air, she plans to learn Spanish, listen to tape-recorded music — and dictate the final chapters of her autobiography into a tape recorder.

Sheila learned to fly seven years ago after reading an article on flying in a women's magazine, and is now Britain's leading woman racing pilot.

Sheila's journey is expected to last about five weeks and will take her to more than 22 countries.

Her route lies over Europe, the deserts of the Middle East, Malaysian and Indonesian jungles, and oceans, where there is little chance of rescue in the event of a ditching.

Sheila was the only foreigner to take the Federal Aviation Agency's high altitude tests for jet training in the United States. For relaxation she has taken up ballooning and helped to found the British Balloon and Airships Club.

She'll be making stops at Darwin, Mt. Isa, and will spend three days in Sydney.



The Sydney Morning Herald, Tuesday, May 24, 1966

SIXTH LAP

KARACHI.—British pilot Miss Sheila Scott left here for Delhi yesterday on the sixth lap of her solo round-the-world flight after repairs to her plane's electrical system.

Pakistani technicians repaired a fault that threatened to ground her when she landed at Karachi on Sunday night after a 1,100-mile flight from Bahrain.

Woman solo flier at Delhi

DELHI, Tuesday.—British pilot, Miss Sheila Scott, landed here today after the sixth lap of her solo world-girdling flight in a single-engine plane.

She had stopped overnight at Jaipur, north-west India, on the flight from Karachi.

The Sydney Morning Herald, Wed., May 25, 1966

The Sun, Friday, May 27, 1966

DELAY FOR GIRL PILOT

LONDON, Friday.—British actress-pilot Miss Sheila Scott, flying around the world in a single-engine aircraft, yesterday changed her route plans because of bad weather in Rangoon.

She has been plagued by radio trouble since she left London and was delayed in Rangoon for more repairs.

Because of a forecast that the route to Bangkok was threatened by bad weather, she altered her flight plans and took off for Kuala Lumpur.—A.A.P.

THE SUN-HERALD, MAY 29, 1966

UNLUCKY FLIER

SINGAPORE, Saturday (A.A.P.—Reuter). — Lone woman flier Sheila Scott arrived in Singapore today and said her round-the-world flight was being dogged by mechanical trouble.

The 39-year-old British actress who left London on her 31,800-mile trip 10 days ago, said: "I have had trouble on every leg of the

trip. The plane has broken down and had to be repaired at every station I have landed."

R.A.F. mechanics clustered round her storm-battered Piper Comanche after it touched down from Butterworth R.A.A.F. base near Penang.

Miss Scott made an emergency stop there when her single-engine plane lost some equipment after leaving Rangoon earlier today.



Farmer fliers win \$6000 air race

TWO 20-year-old New South Wales farmer-flyers who had to get their parents to sign a declaration allowing them to compete, won the main prize of the \$6000 Mobil-Moomba air race at the week end.

The pilot, Lyle Anderson, of Gilgranda, has held his licence for only a year.

Ninety-eight aircraft from Queensland, New South Wales, Victoria and South Australia competed in the 100-mile two-day race.

On Saturday they flew from Moorabbin airport to Lilydale, Swan Hill (landing), Wangaratta, Lilydale and back to Moorabbin. Yesterday the route was through Melton, Nhill (landing), Warnambool, Tyabb and back to Moorabbin.

The race had two handicap sections—one for pilots with private licences and one for commercial licence holders. Aircraft were less than 11 years old and weighed under 12,500 lb.

Lyle Anderson and Rees Gilmour, flying a Cessna 172B, won the private licence section narrowly from Brighton pilot, Mr. J. L. Waite, flying a Cessna 172.

In the handicap section for commercial licence holders, first prize went to Essendon pilot, Dick Maclean, who flew a Cessna 100.

Five women competed. The prize for the most successful aviatrix was won by Miss Beverley Siede, of Cheltenham.

A sidelight was the duel between two veterans of car racing, Bib Stillwell and Bill Patterson.

Stillwell, in his twin-engine executive transport Beechworth Baron, took line honors on both days.

Patterson, flying a single engine Comanche, was second over the line.

Results:

Private pilot section.—First (\$2000 plus \$1000 Mobil trophy): Cessna 172B (entered and flown by Mr. Lyle Anderson, of Gilgranda, NSW; navigated by Mr. R. Gilmour, of Gilgranda, NSW). Second (\$1000): Cessna 172 (flown by Mr. J. L. Waite, Brighton, Vic.; navigated by Mr. Brian Head, of (\$500): Beechcraft 23 (flown by Mr. Frank Austin, Jr., of Corowa, NSW; navigated by Mr. R. W. Davey, Vic.). Fourth (\$200): Cessna 172D (flown by Mr. Clive Can-

ning, of Blackburn, Vic.; navigator Mr. Tom Milton, Vic.).

Lady pilot prize.—Beechcraft 23 (Miss Beverley Siede, of Cheltenham, Vic.; navigator Mrs. Annette Murphy, of NSW).

Commercial pilot section.—First (\$1000 plus Moomba trophy).—Victa 100 (flown by Mr. Dick Maclean, of Essendon, Vic.; navigated by Mr. John Fincher, of Vic.). Second (\$500): Victa 100 (flown by Mr. Trevor Brougham, of Whyalla, SA; navigated by Mr. Dean Ryan, of Whyalla).

Third (\$200 plus two life jackets): Cessna 172F (flown by Mr. Dick Coombs, of NSW; navigated by Mr. R. A. Brown, of NSW).

Special prize for best Cessna aircraft.—Cessna 172F (flown by Mr. Dick Coombs, of NSW; navigated by Mr. R. A. Brown, of NSW).

Special prize for the best Piper aircraft.—Piper Tri-pacer (flown by Mr. Kevin Bassett, of Goomalibee, Vic.; navigated by Mr. W. Sherwill, of Vic.).

Finished tail up

ONE thousand miles of flying over the Victorian country-side apparently proved too much for this Mooney Mk. 21 aircraft. Its nose wheel collapsed as the aircraft came to rest at Moorabbin airport yesterday after competing in the two-day Mobil-Moomba air race.

The Mooney, an American aircraft, was the only "casualty".

Mr. James Begg, of Brighton, who piloted the plane, said the wheel collapsed as he was climbing from the cockpit.

Rosalind chose wings without waltzes



Rosalind Merrifield (left) with Peter Ahrens and American pilot Betty Faux at the end of a Pacific ferrying flight.

FROM the warmth and gaiety of a ballroom studio to a long, lonely vigil piloting a small plane across the Pacific. That's the step attractive Rosalind Merrifield took three years ago when she stopped giving dancing lessons and took to the air to become a woman pilot.

Woman-like, Captain Merrifield says dismally "I haven't been dancing in such a long time."

Rosalind became interested in flying when visiting a friend who was studying for his pilot's licence. Five months later she had her private licence, and by the end of 1962 she had sat for two theory exams for her commercial ticket.

Last year she was employed by Avis Rent-A-Plane, and in March she became the first Australian woman to fly the Pacific solo. Her job was to ferry a new twin-engine Piper Aztec from the States to Sydney. Since then she has done the

TOP WOMAN PILOT

same trip twice.

Recently Rosalind was named Woman Pilot of the Year. The award, known as the Nancy Bird Trophy, was announced at the annual meeting of the Australian Women Pilots' Federation.

More than 300 Australian women pilots met in



Rosalind at her office desk.

Melbourne for the event. Rosalind was probably the only member unable to attend — she is in the British Solomon Islands flying physics on a United Nations geophysical survey.

Captain Peter Ahrens, who accompanied her across the Pacific in a second plane during her solo flight, said that when he telephoned her after the news of the award she was "surprised and excited."

ROSALIND holds a responsible job for her 27 years — apart from piloting she is now assistant to the Avis Australian manager, and is getting used to swapping the cockpit for an office desk.

In fact, she enjoys her work so much that she flies in her spare time — "When I get some," she said.

She has bought a block of land overlooking Maroubra beach and is busy with plans and designs for the two-storey house she intends building there.

With complete feminine logic her mind is able to run along lines of carpeting and wall-paper at the same time as she talks of instrument ratings and the loneliness of a cockpit.

In spite of all her activities Rosalind has her sights set even higher. "I'd love to fly a jet," she said wistfully, "but there's no opportunity, although there are two women jet flyers — one in America and one in France."

You could see she was hoping there'd soon be a third.



R. LYLE ANDERSON, of Gilgranda, New South Wales, at Moorabbin airport last week with the trophy he received for piloting the winning plane in the private licence holder's section.



AVIATOR Beverley Siede, from Cheltenham, checks the under-carriage of the Beechcraft aircraft which she will pilot in the two-day Moomba air race.

Moorabbin airport looked like a wartime dispersal drome last night — on the eve of the Moomba air race.

Most available space on the airfield was occupied by the 99 aircraft taking part. Their crews were cleaning and polishing them while officials scrutinised the machines.

Warm, but overcast, weather, with fresh winds, has been forecast for today. It could make the race a stiff test in navigation for aircrews, who will be flying at between 1500 and 6000 feet.

The first aircraft are scheduled to be flagged off at 7.30 a.m. by the English comedian, Jimmy Edwards, who will be flying his own aircraft.

Ten entries have dropped out during the past few weeks, but all five woman entrants remain in.

Today, the aircraft will fly to Swan Hill over Lilydale, and will return flying over Wangaratta and Lilydale. The first are expected back at 3 p.m.

Aircraft taking part are valued at more than \$2 million, and the \$6000 prize money, plus the \$1000 Mobil Pegasus trophy, makes it one of the richest air races yet held in Australia.

FREE EAK

FLYING

WOMEN pilots are on the increase in Australia. And Miss Beverley Siede, the attractive blonde treasurer of the Women Pilots' Association, which now has more than 200 fully-qualified members, reveals an interesting fact.

"Flying planes used to be regarded as a wealthy woman's hobby, but now it's the young working girls who are taking it up," she said.

"Wages today are so good they can afford to pay the \$13 it costs for an hour's flying every few weeks. And there are now attractive employment opportunities opening up in Australia for women as either charter pilots or instructors."

Beverley, who earns her own living as a freelance commercial artist, was one of nine women who competed against 100 men pilots in this month's big \$7000 two-day Moomba air race in Victoria.

With her in our picture is her co-pilot in the race, Mrs. Annette Murphy.



LOVE: BEVERLEY SIEDE WITH ANNETTE MURPHY
New Idea

The Sun, Monday, March 14, 1966—Page 11

Touchdown letdown



FARMER, 20, AIR RACE WINNER

THE winner of the private pilot section of the Moomba air race, which ended yesterday, has had only 86 hours in the air.

He is Mr Lyle Anderson,

20, farmer, of Gilgandra, NSW. He won \$2000 and a \$1000 trophy. He flew a Cessna 172B in the two-day, 1000-mile race around Victoria from Moorabbin airport.

Mr Anderson is a member of Gilgandra Aero Club. His navigator and co-

pilot was Mr Rees Gil-mour, of Happy Valley, Gil-gandra.

The second prize — \$1000 — was won by Mr J. E. Walte, of Victoria, a late entry.

The third prize — \$500 — was won by Mr Frank Austin, Jr. of Corowa, NSW.

The fourth prize — \$200 — was won by Mr Clive Canning, of Blackburn, who flew a Cessna 172D. The women pilots' prize was won by Miss Beverley Siede, Victoria, and partner Mrs Annette Murphy, NSW.

THE NOSEWHEEL of this light plane collapsed after pilot Jim Begg, 25, of Brighton, had touched down at Moorabbin Airport yesterday and was climbing from the cockpit. He had taxied his plane to the marshalling area at the finish of the Moomba air race.

— AVIATION NEWS, February 15, 1966

They'll fly to win this

THIS is the silver Pegasus, and silver salver



prize, worth \$1000 donated by Mobil for the winner of the private pilots' handicap event in the Mobil-Moomba Air Race, which will be held in Victoria next March 12 and 13.

In addition the winner will receive \$2000 from Mobil.

Winner of the Commercial Pilot Handicap Section will receive \$1000 from Mobil, together with the Moomba Trophy donated by the Moomba Committee.

Raymond Ewers, one of Australia's best known sculptors, was responsible for the Mobil-Moomba trophy.

Sculptured from sterling silver, it has been acclaimed as one of the best works of this world-famous artist. It is valued at \$500. The sterling silver salver also is valued at \$500.

The Organising Committee of the Mobil-Moomba Air Race is "highly delighted" with the total of 109 entries.

The Committee comprises representatives of the Royal Aeronautical Society, Royal Victorian Aero Club, Department of Civil Aviation and Mobil Oil Australia Ltd.

● 109 entries, page 11.

Entries top century in RAS centenary race

MOORABBIN: Entries received for the Royal Aeronautical Society Centenary Air Race in March should result in a field of 109 light aircraft facing the starter.

The race will start from Moorabbin airport on March 12, and will be conducted over a two-day period for prize money totalling more than \$6000.

Race officials are pleased with the strong support the race has received from clubs and private owners. Entries from Queensland, NSW, Victoria, SA, and Tasmania were included in the final list when entries closed on January 21.

The manager of the Royal Victorian Aero Club, Mr L. McPherson, told AVIATION NEWS that nearly all models of popular light aircraft were represented among the entries.

"In addition to the usual Piper, Victa, Cessna, Beech groups, there are several newcomers," he said.

AMPHIBIAN

AVIATION NEWS understands that one of these entries is a Lake single-engine amphibian. This four-seat American pusher design recently arrived in Victoria following a delivery flight from the US by its owner, Mr Bill Riley, of Colac.

Another likely "dark horse" for the handicappers will be a Piper Comanche 400, entered by Pipeair, and probably to be flown by Roy Goon and Bill Patterson. This powerful light-plane has been dubbed by overseas writers "a four-place fighter", and its appearance in the race field should cause considerable interest.

It is understood also that the field may include up

to five Mooney aircraft, of various models.

In the US Mooney has earned a fine reputation with placings in most of the major production light aircraft races during the past three years.

RULES CRITICISED

In spite of the strong support, evident from the 100-plus entries, the Race Committee have been strongly criticised by several groups of enthusiasts concerning certain rules of entry.

Several pilots, who have lodged entries, told AVIATION NEWS they were not happy about the "out and return" aspects of the race routes.

The race will be flown in two daily sections, each starting and ending at Moorabbin.

The first day the aircraft will fly from Moorabbin to Lilydale, then to Swan Hill and Wangaratta, before returning to Moorabbin via Lilydale.

On the second day the route will be: Moorabbin-Melton-Nhill - Warrnambool - Tyabb - Moorabbin. Several pilots said they would have preferred a route which circled Victoria and where the competing aircraft overnighted at a country town.

These pilots suggested that the second day, race aircraft could depart Mildura for Nhill, Horsham, Warrnambool, Ballarat, Melton, and thence to Moorabbin.

The most contentious rule of entry, that banning aircraft built before

1955, also has come in for criticism.

Owners of a number of Austers, and the like, feel they have been slighted by the exclusion of their aircraft. Members of the Vintage Aircraft Club also are disappointed that their aircraft are unable to enter.

It should be remembered that a pre-1955 Auster won the 1964 Ansett race, while the number of vintage aircraft which took part added tremendously to the public interest, and to the overall color of the event.

ING TO COMMERCIAL FLYING . . .



MRS CORINNE DRUCE

She's taken a step forward on flying

"CAN'T BEAR TO THINK OF FAILING"

Flying by day from Hobart, she is now flying by night from Melbourne, and her hobbies becoming more and more varied.

Now Mrs Druce hopes to combine flying and photography, going to country rodeos or where there is action to do free-lance picture series.

She came to Sydney the long way round, going to Hobart to join Mr Ernest Hales' Tahuna after the Hobart Yacht Race so she could do a series on a yacht at sea, and flew back as a passenger in a Cessna going to Melbourne.

Flying also brought Mrs Druce a very unusual holiday last year.

She and another pilot and an instructor flew to the Gulf of Carpentaria where they stopped for shark fishing and crocodile hunting and then went on to Thursday Island.

"We returned down the Barrier Reef, stopping at Lindeman Island, and as well as being a very interesting two weeks, it was comparatively cheap as well."

"We had to get special permission from the Department of Civil Aviation

because most pilots get their cross-country endorsement by flying round in circles."

Now straight flying has become a commercial proposition. Mrs Druce has turned to aerobatics as a sport.

She will continue with this aspect while she studies and at the same time get her hours up. She is already near the minimum requirement of 140 flying hours, but the more the better.

In every sport she has taken up, Mrs Druce has been joined by her three sons. Richard, who is still at home, and Neil and Rodney, who attend Geelong Grammar School.

Water ski

They sail and water ski. The two older boys will be learning ski-ing this year through their school; all three ride and, as well as hunting, they take riding lessons every Saturday.

Their mother's flying has meant such trips as a weekend to a school friend's home in Moulmein, nearly 300 miles from Melbourne.

"It sounds crazy, but I would like my flying to be a kind of geography lesson for them, and I plan to see a lot of Australia by air."

"When I get my commercial licence I think I shall get a job as an instructor, perhaps working in the outback teaching graziers and their families to fly, and then maybe join a country airline."

"I believe the future of Australia is in flying."

Footnote.—Fashion has not been completely forgotten by Mrs Druce—she has adopted summer and winter uniforms in briny-nylon; stretch jeans and gay blouse for summer and tight slacks and pullover in brilliant colours and a matching forage cap, so eye-catching the aero club wanted it made their official uniform.



WOMEN'S NOTES

BY ANNE CARTER



BERYL EDMONDS

Unfortunately Rosemary is unable to write the notes for this month as she has been seriously ill in hospital. Glad to hear she is convalescing at Terrigal.

Lyn Butler had her appendix removed by Dr. Brown, who kindly lent her his VHF set.

Shirley Harris, Alix Newbigen and the Bakers are kept occupied by listening to the "woops" radio procedures on their spy sets.

A party of women pilots welcomed home Rosalind Merrified after her third solo Trans Pacific crossing and Betty Fkoux, a Ninety Niner from U.S.A. who ferried another Piper Aztec. Among the welcoming group at Mascot was Mrs. Day, who was the first woman to fly from London to Dublin in a Gipsy Moth.

Congratulations to Beryl Edmonds for gaining her Restricted Licence and to Dianne Watson for passing four Commercial subjects. Weather has prevented Edna Grose from completing her Unrestricted Licence. Hope congratulations are in order by the next newsletter.

Saw Helene Mackey during her 3 day stay in Sydney. She has recently completed a further training course with TAA for hostessing on Boeings. Also congrats, for having 2 Commercial subjects to her credit.

Versatile Margaret Kently substituted for Andrea recently on 2GB. She gave an hour long interview about Australian Woman in Aviation.

HAPPY NEW YEAR TO ALL!

ROYAL AERO CLUB NSW.

MARCH 1966



WOMEN'S NOTES

BY ROSEMARY ARNOLD

We're just back from the "woops" AGM in Melbourne and are recovering from the best "fly-in" yet. The week-end's activities were attended by 74 members, 26 of these from N.S.W. The Federal Committee was re-elected unopposed, so Esther Mather, Ross Goudie and Bev Siede continue as President, Secretary and Newsletter Editor, and Treasurer respectively, all Victorians - and Peg Kelman of Qld. remains our Vice-President.

The Nancy Bird Award was won by Rosalind Merrified, the A.W.P.A. Reliability Trial was won by Evelyn Koren of Victoria, and "yours truly" brought home 2nd prize, my co-pilot being Layne Glanville-Williams. Evelyn and I both flew C 172s and this was most heartening to our good friend, Arthur Shutt of MRB.

The Victorian girls' hospitality and organisation were tremendous, and the co-operation and enthusiasm of both D.C.A. and Royal Victorian officials proved to us they were "magnificent men".

The Dinner and Reception on the Saturday evening was attended by Their Excellencies Lord and Lady Casey, the Director General of Civil Aviation Mr.

D.G. Anderson, and many others including our President Mr. Peter Lloyd. It was a grand affair enjoyed by all, and a proud moment when Lord Casey presented the Trophies.

During the month Annette Murphy, Nancy Walton, Meg Skelton, Margaret Kentley, Layne Glanville-Williams and I attended a Reception for Lady Casey at the invitation of the Australian American Association, and Lady Casey discussed with us arrangements for May 6 "fly-in" to Canberra at the invitation of Their Excellencies. We are most excited!

Did you know that attractive little brunette doing her flight training at the Club packs a pistol? Carole Malaher is off to Adelaide in April to represent N.S.W. at the Aust. Pistol Shoot! Best of luck, Carole.

Welcome home to Beverley Shaw, who returned from overseas this month. We're glad to have you back, Bev.

I have a new Nav. aid that's wonderful in turbulent conditions or sudden diversions in flight on X/countries, and it's right at my finger tips. I call it "Rule of Thumb" - my finger nails I keep to measure ten n. miles in length and five n.m. across tip of thumb nail (WAC charts), from tip of thumb to first joint is 20 n.m. Span between first and second fingers measures 45 degrees, which covers most track errors! I have a conversion scale for VEC charts.

Dash it all - I've just broken off 2.1/2 n.m. on this typewriter!

The Sun, Wed., Sept. 21



BEFORE taking off, Mrs M. V. Mather pauses at the tail of a plane to plot her course.



NEATNESS after landing is most important. Here Mrs Moira Robinson straightens the propeller of "Powder Puff" after landing at Moorabbin Airport.

EVERYONE'S SPROUTING WINGS

Moorabbin is our busiest airport



Lipstick for the pilot: Corinne Druce has had her licence for just a week ...

They come in their thousands to Moorabbin Airport every week-end — some to fly, some to work, most to sit and watch.

The 760-acre airport on Centre Dandenong Rd. has for years been a favourite Melbourne spot for a picnic or a drive and has now become Australia's biggest flying training centre and the busiest airport in Australia.

It was a happy day at Moorabbin three months ago when national airport traffic figures showed for the first time that it has passed its old rival, Bankstown, to take the title.

There were 245,760 take-offs and landings at Moorabbin last year compared with Bankstown's 213,316, Sydney's 65,907 and Melbourne's 48,004.

Pilots undergoing training accounted for most of the movements at Moorabbin. It is the base for the Royal Victorian Aero Club, the non-profit civilian training organisation.

Mr Bill Campbell-Hicks, a tough U.S.-educated Canadian, has been chief flying instructor at the club for 15 months.

He heads 14 full-time instructors, checks the progress of 371 trainees and keeps an eye on everything to do with club flying.

"We have 23 aircraft with us now," he said, "from the old Tiger Moth to the new Skylanes and Debonairs."

"You have to watch everything with a fleet like this — they're worth about £120,000 you know. Next year we will be buying our first twin-engine aircraft for the new advanced flying college. That will set us back about £30,000."

The trainees now with the club will pass out as private or commercial pilots or pilots with instructor ratings.

It costs about £350 and many hours of flying and work on the ground to become a private pilot.

A pilot in six weeks
The RVAC full-time course can produce pilots in little more than six weeks.

A pilot must then fly a further 20 hours, which include navigation and cross-country experience, to gain an unrestricted licence. Until then, he can fly only within the confines of the airport's training area.

This is bounded by St. Kilda, Mornington, Koo-wee-rup, Pakenham and Lilydale.

The club's trainees include about a dozen women from 18 years upwards and men from 60 years down, in almost every occupation.

Mr Ted Mathews, a city engineer, gained his unrestricted licence only three months ago. At 58, Ted is one of the club's

by Graeme Kennedy

growing number of older members.

"I love flying and I take a Cessna up whenever I can for a bit of pleasure flying," he says.

"I paid \$5 for a joyride in a plane nearly 40 years ago, and made up my mind then to learn to fly."

"I started lessons in 1931, but they got interrupted, and I only found time to go ahead with them a couple of years ago," he said.

At the other end of the age scale is 13-year-old John Vagg, who has been visiting the airport since he was 10, and has been getting rides in club planes ever since.

He can't hold a pilot's licence until he is 17, but is undergoing the ground or theory course in preparation for flying training.

John sells newspapers during the week to save enough money to pay for the course.

Aerobic woman
City public relations officer Miss Corinne Druce has had her licence only a week, but already has made plans for her flying future.

Miss Druce is the only woman entered in next week's club aerobatic competitions.

"I want to specialise in aerobatics and I want to fly around the world one day," she says.

Miss Druce skis on snow and water, is a keen yachtswoman, a good horsewoman and owns her own speedboat.

Television singer Toni Lamond and solicitor Mr D. J. Moroney are club fliers. Radio announcer Bill Acfield received his licence recently. HSV7 newsreader Brian Naylor is a pilot of four years' standing.

Brian received his licence at the Civil Flying School, which has about 200 trainees at the moment.

Motor racing driver Bib Sullivan gained his licence at the school and became so interested in flying he bought a twin-engine Beech Baron, which he regularly flies to interstate motor racing meetings.

Receptionist at the Civil Flying School is 18-year-old Miss Peta Davie, who has held a private licence for several months and is now training for a commercial rating.

She often flies with her father, 55-year-old Mr Darcy Davie, who first held a licence in 1939.

One of the best-known names at Moorabbin is that of Mr Arthur Schutt, who runs the Schutt Flying Academy.

"You'll find everyone flying these days, from butchers to barristers and doctors to dairymen," he said.

"We've got them all here, either learning to

fly, using their own aircraft or chartering from us."

"Some of our best customers are owners, trainers and jockeys flying out to country race meetings," he said.

One of Mr Schutt's 200 pupils is bandleader Lee Gallagher and another is Melbourne's Cultural Centre architect, Mr Roy Grounds.

"It was the safety and convenience of flying that appealed to me," Mr Grounds said. "I've got 400 acres of forest on the south coast of New South Wales and it used to take me 9½ hours to drive each way. I'd arrive worn out after driving with all the traffic, so I decided to learn to fly."

"I'll start my cross-country next week, and should have my unrestricted licence by the end of the year."

Mr Grounds does most of his training in a Cessna 172 and has bought himself a 182.

Brother and sister Hamish and Jill McKinnon will soon both have their licences. Hamish has a farm at Hamilton, in the Western District.

St. Kilda ruckman Jim Wallis, 23, last season flew to Moorabbin from Quambatook every Saturday morning. Wallis, a licensed pilot, flew down with a friend and arrived in time to play in the Saturday afternoon matches. He is a teacher at Quambatook.

The number of people taking out student pilot licences has increased by a third since 1963, and last year there were 6907 students in Australia.

Of the 2207 aircraft registered in Australia, fewer than 200 are used by the airlines.

With almost 1000 student pilots learning to fly at Moorabbin, the huge task of supervising them falls on the Department of Civil Aviation.

New runways to be built
Head of DCA's permanent staff of 30 at Moorabbin is airport manager, Mr Bob Oldfield.

Mr Oldfield is responsible for the efficient running of all the airport activities and makes sure each of the annual 245,000 movements is safe.

"We were very pleased when we eventually passed Bankstown, but it had to come," Mr Oldfield said.

"Light aircraft flying is booming, and we at Moorabbin now have got to the stage where we cannot handle the traffic without extra facilities."

"Work has already started on our first parallel runway and the two others should be duplicated within three years," he said.

Moorabbin has three runways — the 3500 ft north-south, the 3600 south-east north-west, and the 3050 ft south-west north-east.

The duplicate north-south runway is expected to be completed by mid-year.

Mr Oldfield has nine

air traffic controllers working with him. They ensure the safe operation of the hundreds of aircraft which fly in and out of Moorabbin every week-end.

Height limits vary from 2000 ft. over the airport to 7000 ft. in the Cranbourne aerobatics area.

One air traffic controller, Mr Ed Jackson, believes the job is more difficult at Moorabbin than at Essendon, or Mascot.

"In a busy hour on Sunday afternoon, we get as many as 90 take-offs and 90 landings," he said.

"The planes start going up at first light and don't stop until dusk, and it takes three of us up here in the tower to handle them."

"In the winter, the planes can't use the grass runways, so they have to stick to the single all-weather strip in use."

"I've seen as many as a dozen aircraft queued up waiting to take off, and as many in the air waiting to land," he said.

A lively Sunday
It is on Sundays that Moorabbin really comes to life. Almost every aircraft available is in the air or landing or taking off.

The acres of lawns surrounding the airport buildings are dotted with sightseers and picnickers. Hundreds more line the safety fences near the runways.

For hours on end, they watch the brightly colored Cessnas, Beeches, Pipers and Victas taxi-ing, taking off, circling and landing.

Those with a few pounds to spend can go for a joyride.

The owners of the joyride aircraft take passengers for flights around the airport at week-ends to defray their own running costs.

Depending on utilisation and type, operating costs can vary from £2/10 to £7 to £8 an hour.

Moorabbin airport has come a long way since it was decided in 1946 to establish a secondary civil airport in the Melbourne area.

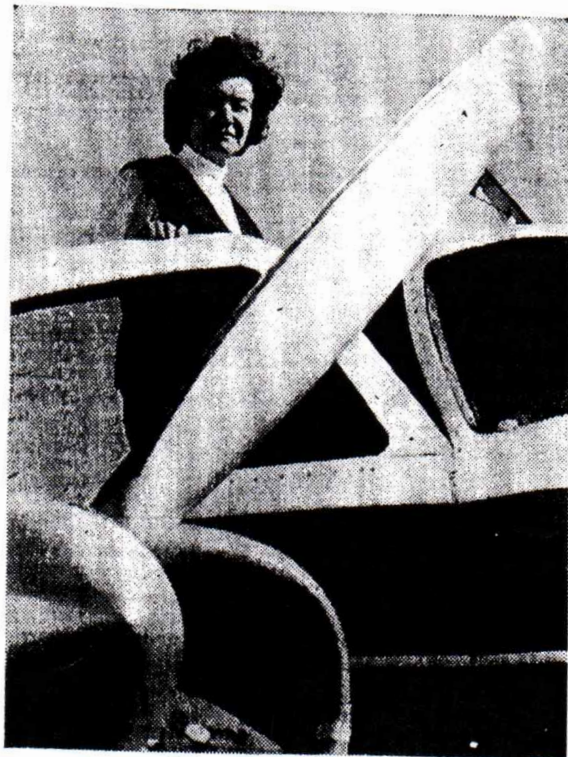
Commercial flying at Essendon was increasing rapidly, so the new airport site was chosen where it stands today, and flying operations began on December 15, 1949.

RVAC will next year establish Australia's first advanced flying training college where students will live in a new £30,000 accommodation centre.

The charter operators at Moorabbin are likely to take over Essendon when Tullamarine becomes fully operational in the early 1970s, leaving the bayside airport wholly to flying training.



MRS SHIRLEY HARTNETT, who hopes to fly solo before Christmas shows the controls of a plane to her baby son, Robert John.



STEPPING into a twin-engine Cessna 310 is Mrs Ruth Hodget, of Brighton, who has been flying for nearly 12 months. She and her husband, who is studying a navigation course, hope to spend their holidays flying in a plane similar to this one.

WOME

MOTHERS ON THE

ONCE women pilots were few in aviation circles.

But now they have been accepted as aviators, and some have proved outstanding in this field.

With an increasing number of women becoming pilots, the old arguments about the ability of women in the air have subsided.

The Australian Women Pilots' Association, which has an active Victorian branch, was founded in 1950 by Nancy Walton.

It has a membership of 350 women, of whom 37 are commercial pilots, 16 are full-time instructors and two hold engineering licences.

Lady Casey is patron and a member of the association. Members of the association claim they are just as capable fliers as men.

The Federal president of the association, Mrs M. V. Mather, of Can-

terbury, is example of woman pilot. She began flying in 1936 — when she was 19 — and considered it a daring for a woman to fly a plane.

Career
"I would have made my career in flying, but we were not permitted to do so," Mrs Mather said.

Mrs Mather said she had been flying for 20 years but resumed flying only a few months ago.

Since then she has been on a number of flying trips with associations, one of which is the Victorian Association of Women Pilots.

The State of Victoria's association, Mrs Mather, of Geelong, has organised a flying school near Geelong.

MRS HILL CALDWELL and Mrs Tom Willallsen will fly to Melbourne today in Mrs Willallsen's Cessna to attend the annual meeting of the Australian Women Pilot's Association.

They and other members who will fly to Melbourne, including Mrs Victor Richardson, Ann Carter, Rosemary Arnold, Mrs Lane Williams and Peg Kelman, will be competing in a reliability trial, the results of which will be announced at a dinner on Saturday night.

The patron of the association, Lady Casey, who is also a well-known aviator, will present the trophy and also one for the woman pilot who has contributed most to aviation in the past year.

MONDAY, MARCH 7, 1966

VICE-REGAL

Their Excellencies the Governor-General and the Lady Casey attended the fifteenth annual dinner of the Australian Women's Pilots' Association in Melbourne on Saturday evening.

His Excellency the Governor and Lady Cutler, attended by members of the personal staff, were present at the Australian Jockey Club's meeting at Warwick Farm on Saturday afternoon.

The Governor and Lady Cutler, attended by members of the personal staff, were present at the annual service of members of the Order of St. Michael and St. George at St. James' Church, King Street, yesterday morning.

From nothing to 21 aircraft — in just a year

Most people associate Avis with rent-a-car operations. Few realise that, in fact, the company has the largest air charter operation in Australia, with a fleet of 21 aircraft.

This rapid growth has been achieved in little over a year. The air charter service started in January, 1965. Today Avis Air Services has charter branches in Sydney, Melbourne, Adelaide and Perth and will shortly open branches in Brisbane and Townsville.

Most of the fleet are six-seater Piper Astec, twin-engine planes with a cruising speed of 200 mph, full equipped for all-weather flying and with identical radio equipment to that used by regular airlines. Avis, in building a national air charter network, has provided a service where normal airlines leave off, but in co-operation with these airlines.

Avis aircraft today are operating from as far apart as the Solomon Islands to Perth, undertaking assignments ranging from aerial survey to business executive charter.

Three of the Avis pilots are women, each highly qualified. Miss Rosalind Merrifield, of Sydney, a senior pilot in the organisation, has just been awarded the Australian Woman Pilot of the Year award by the Australian Women Pilot's Association.

The Age, Friday, March 4, 1966

A PAGE FOR WOMEN

Miss Freda Thompson and "Pa," the plane she will pilot at the week-end in the Moomba air race.

Up in the air about flying

"SOME TIMES, if you're caught in bad weather, you swear you'll never go up again," said Miss Freda Thompson at Moorabbin Airport this week.

She grinned. "But you always do."

Miss Thompson, blue-eyed, with light red-gold hair, and with several records to her credit, has been "going up" since 1950 when she got her licence as a pilot. She has held it continuously since.

In 1953 she became the British Empire's first woman instructor, and a year later had an adventurous flight from England to Australia, the first Australian woman to do the trip solo.

At the week-end, Miss Thompson will be among the 103 contestants in the two-day Moomba air race over Victoria.

"My navigator will be Huber Mather, another old-time pilot," she said. "They'll be flying over Victoria in 'Pa'."

Miss Thompson's nickname for the Royal Victorian Aero Club Cessna 172P she'll be piloting.

Comfortable

It is a sparkling green and white machine with comfortable seating accommodation for four — in a small car, even to the vanity mirror on the front passenger's sun visor.

"It's a bit different from the old days of 'bugles and God help you'," Miss Thompson said.

In those days her solo flight to Australia in her Moth Major made plenty of news when she was lost briefly in France, then she broke her propeller on telegraph lines and capsized in a Greek olive grove, and finally was reported missing between Darwin and Newcastle Waters.

"The day I made my unexpected landing in Greece was also the day the Loch Ness monster was seen by some villagers."

"The town newspaper picked up the stories and my picture had the caption 'Lake Monster Appears,'" she said.

She crossed the Timor Sea in the fastest time recorded. The machine must have been my 'funk' at the prospect of that 900 miles of sea."

she said in Darwin at the time.

Miss Thompson had no radio then.

"In fact, I loathe it even now. The charm of flying, to me, is the sense of freedom and challenge," she said.

Small planes are her love.

"Once I took the controls in a helicopter, but I had the poor old girl going round like a spinning top."

"Another time I was allowed to take over a four-engine commercial aircraft for an hour. I made the passengers air-sick because I couldn't stop it bucking up and down."



The Age, Saturday, March 5, 1966

Airborne nurse

A TRAIL of car headlights recently guided a Flying Doctor plane on to a paddock at night, so that a woman with severely crushed legs could be rushed to a hospital almost 100 miles away.

Yesterday the nurse on the plane, 24-year-old Robin Miller, of Perth, recalled the incident when she arrived in Melbourne for the annual meeting of the Australian Women Pilots' Association.

Robin is the daughter of Mr. Horrie Miller, one of Australia's aviation pioneers. Her mother is Mary Durack, the well-known Australian writer.

As a qualified nurse, Robin was working with the Flying Doctor Service in Perth on the night the emergency call came from the small town of Narrogin.

"We were dubious of landing as we knew there was no floodlit landing strip in the area. But as we flew over we saw a blaze of lights coming from one of the pad-

docks, where car headlights marked out a runway for us. We landed there without any trouble," she said.

Robin, who holds a private pilot's licence, has been awarded an Australian flying scholarship which will enable her to complete studies to gain a commercial licence in June.

"With the Government

subsidy I will be able to study instrument flying, night flying, and cross-country navigation," she said.

A flying nurse service runs independently of the flying doctor service and is envisaged by Robin.

"There is no flying nurse service at present, but it is desperately needed. There are so many isolated communities springing up in mining areas in Western Australia without a resident doctor or nurse."

"When a minor injury or burn happens there is no one to give him immediate attention. Often the injured have to be sent long distances to the nearest medical centre. A flying nurse service could deal with minor cases on the spot and decide whether expert medical attention was needed," she added.

With Mrs. Rosemary de Pierres as her co-pilot navigator, Robin came fifth in an air trial in Western Australia in October. "We were the only women in the race which covered about 700 miles competing against 49 other light aircraft," she explained.



Miss Robin Miller.

Control officer at airport

LIVELY red head Miss Olga Tarling, diverted ten large aircraft from Eagle Farm Airport, near Brisbane, recently while the runway was cleared to allow a light aircraft carrying a seriously ill man to land.

Yesterday she flew into Moorabbin airport for the annual meeting of the Australian Women Pilots' Association to be held in Melbourne at the week-end.

As the first Australian woman to be appointed as a control officer with the Department of Civil Aviation, Miss Tarling said safety standards at Australian aerodromes were among the highest in the world.

Equipment, calculations and aircraft movements are checked and double checked. We know the exact position of any plane at any time of the day or night," she said.

Miss Tarling began work as a teletype operator with air radio control in Townsville, but she soon became fascinated by aeroplanes.

"Soon I was taking private instruction in a Tiger Moth and gained my pilot's licence in 1952," she said.

She recalled that her only accident was during those

early instruction days. "After only 15 hours flying I became a little over-confident. As I came down on to the Townsville runway I did a ground loop and swerved on to a grass strip. Fortunately the only damage was to a lower wing of the craft," she said.

When Miss Tarling transferred to Brisbane aerodrome a year later she gained her commercial pilot's licence. "Then I was able to get a job as co-pilot with a private airline on chartered flights carrying freight and passengers."

But the fascination of air control drew Miss Tarling back to the ground. "I caused a precedent at the Department of Civil Aviation when I applied for the post

of an air traffic control officer. They decided to take me on, and in 1961 I began training at Melbourne airport."

Her training included tower control, communications and route planning. "Though radar is used a great deal, there is still a need for a certain amount of mathematical calculations," she added.

Miss Tarling is now based back at Eagle Farm, where she controls aeroplanes varying in size from Tiger Moths to Mirages.

When not controlling planes she is usually in the cockpit of a plane, being controlled. "I still love flying and get up into the air at every opportunity," she said.



Miss Olga Tarling, of Brisbane, who flew into Moorabbin airport yesterday to attend the annual meeting of the Australian Woman Pilot's Association.

Challenge Faces Girl Pilots

TWO 18-year-old Adelaide girls who have their feet firmly planted on the ground, will soon have their heads high in the clouds, as they compete in a 1,475 mile air race during the Easter week-end.

The girls, Susan Williams, a science student, of West Croydon, and Christine Henderson, a secretary, of Seaton, will be competing in the Ansett-ANA air race against more than 350 pilots from all over Australia.

They will fly together, taking it in turns to navigate and pilot the plane over the course.

Christine gained her private licence in June 1962, at the age of 16, and was regarded at that time as being the youngest Australian girl to receive a licence.

A student at Cabra convent, she used to spend all her spare time training for the minimum 40 hour test which she had to undergo for the licence. She flew half of the 40 hours solo.

Nearly all Christine's family are interested in flying.

Her father was a pilot in the RAAF, her sister is a parachutist and her elder brother pilots his own Tiger Moth.

A sign on the front door of their house reads: "The Flying Hendersons."

Christine won the novice section of the women's reliability trial, conducted by the Australian Women Pilots Association before the \$5,000 race last year.

Both Christine and Susan will compete in this year's race.

Christine is able to fly Cessnas, Chipmunks, Piper Colts and Tiger Moths. Susan flies Cessnas, Chipmunks and the Victa Air Tourer.

Eventually the girls hope to get their commercial flying licences.

Film Contest

Young film makers are reminded that their entries in the SA Film and Television Council's section of the international film contest, should be in the hands of the judges on or before March 1.



Young pilots, Christine Henderson (seated in plane) and Susan Williams study the map of the course for their big race.

They're up in the air

TWO attractive Adelaide teen-agers with their heads in the clouds are heading for high adventure in a few weeks' time.

They are 18-year-olds Sue Williams and Christine Henderson, who have entered for the Brisbane to Adelaide air race at the end of March.

Melbourne will see them on March 29 when they make a scheduled overnight stop at Moorabbin.

At eighteen, when most teen-agers are still pestered for the use of the family car, both Christine and Sue are at home in the air with more than two years' flying behind them.

They are certainly the youngest women entrants in the race and as a team they believe they are the youngest entrants, of either men or women.

Both girls come from Adelaide.

Tall, brunette Sue Williams is a full-time university student with her sights set on a science degree from the Adelaide University and a commercial pilot's licence.

In her science course Sue is vitally interested in physics, and particularly the application of this subject to aerodynamics.

Her partner in the big air race, Christine Henderson, is even more serious about aviation. She works as a full-time secretary with an air charter firm at Adelaide airport, but she wants to make aviation her full-time career.

Her target is not only a commercial pilot's licence. Christine has a burning ambition to be Australia's first licensed women helicopter pilot.

South Australian country farm and straight away she felt the urge to get into the air.

Her father promised her that if she won a scholarship to Adelaide University he would pay for her flying tuition. She went straight ahead and won the scholarship and, in a year, her private pilot's licence with the Royal Aero Club of South Australia.

The girls will be flying a four-seater Cessna, single-engine monoplane in the big race. They will fly carefully along the route from Adelaide to Brisbane in the week before the race starts on Saturday, March 28.

It's a goal

Says Christine: "There are women airline pilots in Russia and some other parts of the world. Why can't women aspire to this in Australia? I know it may never happen, but it is a goal worth striving for."

"That's one of the main reasons why Sue and I want to enter this race and win it."

How do two 18-year-old girls become experienced and enthusiastic flyers?

With Christine, the answer is simple — she comes from a flying family. Her elder brother is a very experienced private pilot who owns his own light aircraft. Her older sister, Kathryn, has made several

Sue "got the bug" when she was only 15. On a holiday she watched crop-dusters flying on a



SUE WILLIAMS (left) and Christine Henderson check their aircraft before taking off for a practice cross-country flight.

SUN 10 March 1964

Youngest co-pilots



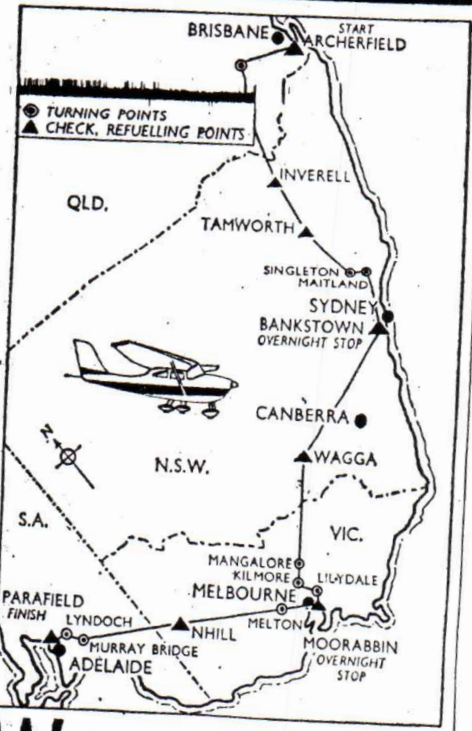
THESE TWO 18-year-old Adelaide girls will take it in turns to pilot a Cessna in the £5,000, 1,475-mile Easter air race between Brisbane and Adelaide.

They are Christine Henderson, a secretary (left) and Susan Williams, a science student. They are the youngest competitors. While one is piloting the other will navigate.

The Herald — Page 3
Fri, Mar. 20, 1964

A SUNDAY TELEGRAPH SPECIAL FEATURE

ROUTE OF AIR RACE



Women to try their luck

At least 17 women will make a game bid to beat the elements as well as the men in the Brisbane to Adelaide Air Race.

Experts and race organisers feel sure that some of them will be among the prize-winners.

All the women fliers belong to the 14-year-old Australian Women Pilots' Association.

Membership has grown from an initial 40 to an impressive 270 since 1950.

Well-known woman pilot Nancy (Bird) Walton founded the Association and united all women in Australia who fly or glide.

Mrs. Walton, of St. Ives, will herself be an entrant in the air race, piloting a Victa 100 to what she hopes will be a fine win.

Miss Winifred Wells, of Perth, and Mrs. Helen Blackburn, of Adelaide, both commercial pilots, will fly together in a Cessna 172.

Sue Williams and Christine Henderson, both aged only 18, also come from Adelaide. They are commercial-licence students. They will take turns in flying and navigating their single-engine Cessna.

They were second last year in a "Plot Of The Year" Contest.

The largest number of women entrants comes from Victoria.

Freda Thompson and Esther Mather can claim seniority among the women, as they both flew in the first air race of this type in 1936.

Sue Folkes, Beverley Seide and Annette Murphy will fly a Beech Musketeer from the Civil Flying School, Moorabbin.

Julie Hourigan, another Victorian entrant, will fly the first Victa Airtourer ever sold to an aero club, that of Latrobe Valley.

From Swan Hill, in another Victa, comes Thea Bryan and her co-pilot, Nancy Telleron, of Colina.

The only certain Queensland entry is Dorothy Herbert, from Charleville, in her own Cessna 182.

New South Wales will be represented by Mrs. Nancy Walton and Marie Richardson, flying a Camden Aero Club Cessna 172 with Barbara Selby-Brown.

Young girls and veterans will battle through the skies

It's our biggest air race

By JACK PERCIVAL

MORE than 170 light aircraft have been entered in the three-day Brisbane-Adelaide air race beginning on March 28, the biggest event of its kind held in the world.

The £1,125,000 worth of aircraft range from Australian-made Vicia Airtourers and sleek new Beechcraft, Cessna and Piper twin-engine types to a de Havilland Dove, largest plane entered.

Some of the planes are "vintage" models. These include ubiquitous Tiger Moths and a Mustang Fighter converted for civil use.

The competing pilots include a young North Shore girl in her early twenties and a veteran N.S.W. grazier more than 60 years old.

The flying experience of the entrants is varied—some have had less than 200 flying hours; one is a former airline pilot.

The race—for aircraft with at least a range of 250 nautical miles and a fuel reserve of 45 minutes—is sponsored by Mr R. M. Ansett, who has given prizes and trophies worth £5,000.

Woman's prize

Mr Ansett flew a two-seater Porterfield aircraft in a similar race in 1936. The prize money he won—£500—enabled him to develop Ansett Airways until it was able to take over Australian National Airways.

He told me yesterday: "No big air race for light aircraft has been held in Australia since 1936. I got the idea when I read statistics which showed the rapid development of the light aircraft industry here.

"Since 1958 the number of light aircraft in Australia has increased by about 60 per cent to just under 1,600 machines. In the same period the number of pilots' licences, apart from airline, transport and helicopter licences, has grown by 45 per cent to 10,426.

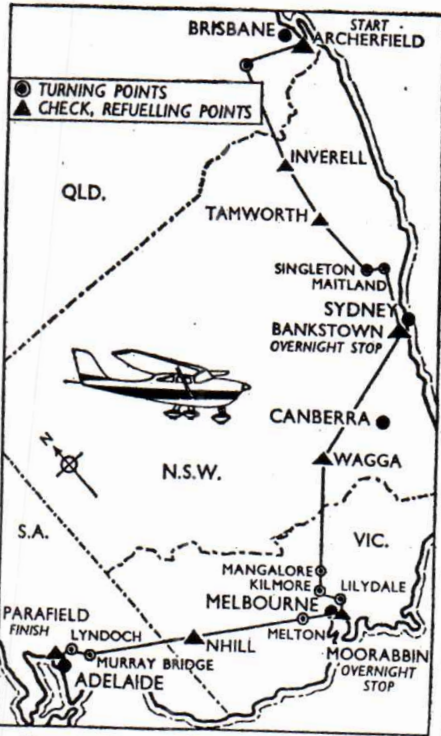
"There is still room for expansion. This air race will show many sections of the public the advances which have been made in Australia."

The race organising committee comprises representatives of the Federation of Aero Clubs, Department of Civil Aviation and Ansett-A.N.A.

Mr Ken Hammond, secretary of the Royal Aero Club of N.S.W. and a committee member, said that more than 60 planes have been entered from N.S.W.

Throughout their planning, the organisers have placed special emphasis on safety. The route enables the aircraft to fly over the best possible terrain.

Precautions have been taken to discourage "throttle benders." In the 1936 race



Map showing route of the three-day race.



Mr R. M. Ansett, when he won the Brisbane-Adelaide race in 1936.

the late James Broadbent flew his aircraft at full throttle all the way.

Seven aircraft, each with a woman in command, will compete for a special woman's award of £200.

Major prize money will be awarded to the winner of the closed handicap event which is limited to private licence holders and commercial pilots who have not flown for reward during the past year.

Commercial pilots, excluding airline pilots, will compete in an open handicap.

The youngest woman pilot will be Miss Christine Henderson, 18, a secretary with South Aus-

tralian Air Taxis. She and a girl friend will fly in a Cessna.

Youngest N.S.W. woman competitor will be Miss Lynette Clancy, of Arunga Avenue, Roseville, who also will be flying a Cessna. She is one of a famous family of pilots. Years ago the Clancy brothers' home-made Baby Clancy plane was a star turn at flying exhibitions.

Most senior competitor in years is Mr T. W. Murray, a grazier of Burren Junction (N.S.W.), who will fly a Piper. He learned to fly about five years ago.

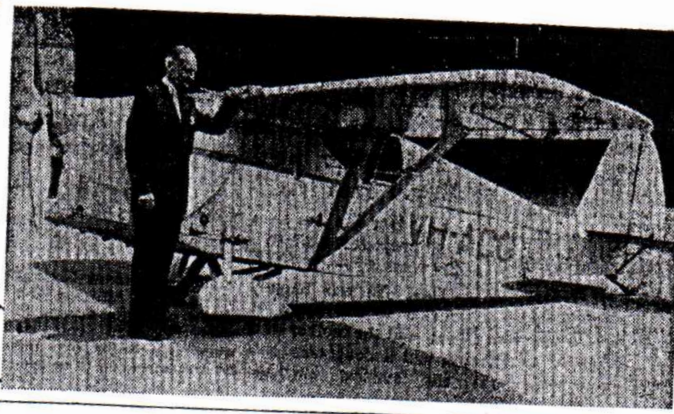
The aircraft in the race are normally used for a dozen flight utility jobs.

Their owners include service station owners, chain store managers, managing directors of factories, flying jackaroos, insurance salesmen, a wine and spirits merchant, an air-conditioning expert, crop dusters, a master builder and women who fill in census forms "domestic duties."

Out of the 170 planes entered, 97 are powered by Continental engines which will help with centralising servicing facilities.

One of the most interesting side issues will be to see how the locally made Vicia Airtourer performs against the latest imported machines.

More than a dozen Airtourers have been entered by private owners and the manufacturing firm.



Captain Peter Gibbs, chairman of the light aircraft race committee.

SUNDAY TELEGRAPH, MARCH 22, 1964

A SUNDAY TELEGRAPH SPECIAL FEATURE



Mr. R. M. Ansett signs the first of the certificates, printed on goatskin, which will be presented to each Pilot-in-Command in the Brisbane-Adelaide Air Race.

In all capital cities along the route of the race the aircraft will use secondary airfields. This is to avoid conflicting with the air "lanes" of commercial airliners. Strict regulations pre-

scribe the altitude and air "lane" near cities. This is the exact route: MARCH 28: ARCHERFIELD - INVERELL - TAMWORTH, then on to BANKSTOWN. MARCH 29: BANKS-

TOWN - WAGGA-MANGALORE, then on to MOORABBIN. MARCH 30: MOORABBIN - NHILL and on to the finishing line at PARAFIELD, outside ADELAIDE.

Federal body supports race

By G. A. (Peter) LLOYD, O.B.E., president of the Royal Aero Club of New South Wales and the Royal Federation of Aero Clubs of Australia.

The Aero Club movement of Australia will enter about 40 aircraft from a total of 169 entries in the Brisbane-Adelaide Air Race.

Seven of these planes will be flown by members of the Royal Aero Club of New South Wales.

The movement is strongly supporting the race because its aim is to teach more Australians to fly aircraft and to fly them well under all conditions.

In fact, most of this country's pilots learn to fly in the member clubs of the Royal Federation of Aero Clubs of Australia.

Although the majority of aero club members fly for pleasure or as a sport before deciding whether they will seek a career in aviation, most of this country's commercial and airline pilots today receive their training through the aero club movement.

Thousands of men and women members of aero clubs fly the hundreds of planes—from Tiger Moths to the most modern aircraft—owned by the member clubs of the federation.

The bigger clubs (like the Royal Aero Club of N.S.W. at Bankstown) own fully instrumented aircraft for the training of pilots up to airline standards.

The aero club fleets continue to grow as membership increases throughout the Commonwealth. (The RAC of N.S.W., for example, has a fleet of 17 planes at its disposal.)

Last year the club's members flew a record of more than 12,000 flying hours and are currently

flying about 1100 hours a month.

Throughout Australia, aero club members are flying more than 100,000 training hours a year under strict Department of Civil Aviation supervision and the highest standards of airworthiness in the world.

The Royal Aero Club of N.S.W. has more than 1500 members, at least two-thirds of whom are trained pilots. This represents an increase of 10 per cent on last year's figure.

Club membership has more than doubled in the past 10 years.

Minimum age

More than 300 students are being trained or are doing advanced flying training at Bankstown. About 12 per cent of these are women and many are still in their teens. (The minimum age for learning to fly is 16.)

Last year 150 club members gained their flying licences.

Aircraft are available to members for elementary training, cross-country flying, aerobatics, formation and night flying, twin-engine conversion, instrument flying and radio navigation.

In recent years club aircraft have changed dramatically from the older open-cockpit wartime cabin aircraft with a good range and high flying speeds. This change has brought about the greatly increased use of club aircraft for members' personal transport, both for business and pleasure trips.

The new £80,000 runway which the Commonwealth Department of Works is building at Bankstown will enable the club to operate its aircraft under the severest weather conditions.

The RAC of N.S.W., like the other aero clubs formed in the capital cities, was established in 1919 by a small group of officers of the old Royal Australian Flying Corps.

When war came again in 1939, the larger clubs became elementary flying schools and it is only in the postwar years that we have seen the phenomenal growth of the aero club movement in Australia.

This is partly because of our population increase and rising living standards, but mainly because more and more young people are becoming air-minded in this age of flying.

They are realising, as the Lord Mayor of Sydney (Ald. Jensen) did on his recent flight over Sydney in a RAC of N.S.W. plane, that flying in a small aircraft is "probably the most thrilling of all recreations."

Participation in country tours, including trips away to other centres, throughout the State and Commonwealth, is a most important aspect of club life. These are run on a co-operative basis and all licensed pilots get their turn to fly.

I can safely say that in the immediate years ahead the aero club movement in this country faces an era of unprecedented development and growth—far more spectacular than it has known in its 45 years' history.

The Sun, Monday, March 9, 1964

TWO FLEDGLINGS

Girls, 18, in air race



Sue Williams, left, and Christine Henderson.

TWO 18-year-old girls are the youngest to enter the Brisbane-Adelaide air race which this year will begin on Saturday, March 28.

They are Sue Williams and Christine Henderson, of Adelaide, whose entry was sponsored by a soft-drink firm.

They will take turns in flying and navigating their single-engine Cessna.

Sue is studying for a science degree at Adelaide University, and is vitally interested in the application of physics to aerodynamics.

She got the flying "bug" as a schoolgirl when she watched aircraft crop-dusting on a farm in South Australia.

Her father promised to pay for her flying tuition if she won a scholarship to the university. She did.

Helicopter next

Christine is a secretary with an Adelaide air charter firm, but intends to make flying her full-time career.

She is considering becoming Australia's first licensed woman helicopter pilot.

Her brother is a pilot. Her sister has made several parachute jumps.

Sue and Christine are keen to get commercial pilot's licences.

"There are woman airline pilots in Russia and other parts of the world," Christine said.

"Why can't women aspire to this in Australia? It is a goal worth striving for."

During the race the planes will stay overnight in Sydney on March 28, and in Moorabbin near Melbourne, the next day.



2 women

Aust. solo hops

NEW YORK,

Saturday

(A.A.P.) — Two

women are flying

solo across the

Pacific in light

twin-engine planes

to Australia.

They left Hillsboro,

Oregon, yesterday.

Rosalind Merrifield, of

Sydney (pictured) and

Betty Faux, of Santa

Monica, California, will

be accompanied in a

similar plane by Peter

Ahrens, of Australia.

They are delivering the

planes to a Sydney rent-

a-plane service.

Miss Merrifield, a

veteran aviatrix, said

"Nobody's out to set any

records.

"It's just a case of get-

ting these planes to

Australia."



Rosalind Merrifield (left) with Peter Ahrens and American pilot Betty Faux at the end of a Pacific ferrying flight.

By JACK PERCIVAL

A N.S.W. woman pilot will lead a team of four with three aircraft on an aerial survey of the Solomon Islands for the United Nations.

She is Beryl Young, 28, of Malabar, formerly chief flying instructor at the Cooma Aero Club.

Others in the Australian team will be Mr C. Forrest, in charge of operations, Mr Harold Hall, who will be standby pilot, and Mr Lind-

say Hill, engineer. They will be joined by specialists from America and Sweden.

The flying job, considered to be the most important yet given to an Australian woman pilot, is under contract to Avia, which recently appointed

three women pilots to executive posts to fly aircraft around Australia and anywhere in the world.

The Solomons operation will cover six islands, and its purpose is to determine the depth of the earth's crust.

The three aircraft, two Piper Aztecs and a Cessna 180, will be fitted with special equipment worth £200,000. The job entails precision line flying at 500 feet in difficult weather conditions.

Miss Young flew de Havilland Doves and Herons for Southern Airlines and was an instructor with the Royal Victorian Aero Club and the Exeter Aero Club in Britain.

Another top woman pilot, Miss Rosalind Merrifield, who recently made two solo trans-Pacific flights from America to Sydney, has been appointed a regular pilot with Avis. Her duties involve flying V.I.P. passen-

gers anywhere at any time. A third woman pilot, Miss Christine Davies, who flies for Connellan Airlines in Central Australia, has been offered a position to fly Avis aircraft.

The three women pilots will be paid salaries in accordance with the log of the Australian Airline Pilots' Association. They get about £3,000 a year, plus special flying allowances.

Captain Peter Ahrens, Avis flight superintendent, said yesterday, "The women pilots are most efficient. On their own initiative they have overcome all prejudices against them in command of aircraft."

"I say good luck to them." The recent annual report of the Department of Civil Aviation drew attention to the growing number of women pilots on the Australian Air Register.

There are no women jet pilots in Australia, but a Department of Civil Aviation spokesman said, "If women are qualified there is nothing to stop the airlines from employing them to fly jet passenger aircraft."

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WOMAN'S TOP AIR JOB



BERYL YOUNG... leader of aerial survey.

THE SUN-HERALD, DEC. 12, 1965

Daily Telegraph

WEATHER: CITY: Cool and cloudy, a few showers in the morning, light south-east to north-east winds, slight seas. Temperature range: City 57 to 68. Liverpool 52 to 71. Details Page 36.

FLYING MOTHER



SYDNEY mother of four, Mrs. Rosemary Arnold, seen at Mascot yesterday after qualifying as the first Australian woman helicopter pilot.

Our first woman helicopter pilot

Mrs. Rosemary Arnold, 31-year-old wife of a Sydney building contractor and mother of four children, yesterday became the first Australian woman to qualify as a helicopter pilot.

She landed in her helicopter—a Hughes two-seater—at Mascot Airport from Bankstown yesterday. Mrs. Arnold also holds a private pilot's licence for fixed-wing light aircraft, with endorsements for four different types. She has been flying nearly four years. "I want to get my commercial licences now for both fixed-wing and helicopters," said Mrs. Arnold. "I want to be a commercial pilot—what I would like to do, I think, is demonstrate and sell helicopters and do some ferry flying."

Mrs. Arnold started flying in February, 1962. "I kept it a secret at first—I did not tell anyone at home until I had gone solo," Mrs. Arnold trained in fixed wing aircraft with the Illawarra Flying Service and then the Royal Aero Club of N.S.W. at Bankstown Aerodrome. When she decided to try flying helicopters early this year, pilots warned her that "copters were hard work." She got her helicopter licence within six weeks and with a total of 30 flying hours at £25 an hour. She went solo after ten hours and yesterday passed her final test for the licence. Her children—Grant, 12, Lyndall, 10, Vicki, 9, and Angela, 5—helped. "They are very handy in the house, cleaning, washing up and even cooking," she said.

Helicopter woman
Mrs Rosemary Arnold, of Sylvania, 31-year-old mother of four children has become the first woman in Australia to fly solo in a helicopter. On September 1 she did four hours' dual instruction in a two-seater helicopter. "I went solo only early this week," she said last night. "I intend to do four hours a day until the end of this month, when I hope to sit for my helicopter pilot's licence."



THE Royal Aero Club of N.S.W. has chosen Diane Watson as best pilot of the year.

She has won its Nordsvan Trophy flying against more than 70 men trained by the club in 1965 to the restricted flying level. Twenty-four-year-old Diane, of Prince Street, Granville (above), got her wings last May. She has logged 95 flying hours, 45 of them solo. She has won a Commonwealth Scholarship and will use it to get her commercial and instructor's licences. Diane said her mother was the first woman glider pilot in N.S.W., in the early thirties. "Dad took up gliding, too," she said. "But I hadn't given flying a thought until I was 19. "I was at Narromine and a friend took me up for a flight. When we landed I decided to learn to fly. "I started, then had to stop for three years, because I didn't have enough money. So I saved for three years, then went straight through with the course."

The Sydney Morning Herald, Sat., Nov. 6, 1965

Overseas news in brief

Polar flight
WASHINGTON.—Two Argentine Air Force De Havilland Beaver aircraft landed at the South Pole on Wednesday—the first fixed-wing aircraft ever to do so. The ski-equipped planes landed after an 800-mile flight from an Argentine base on the Weddell Sea.

DAILY MIRROR, TUESDAY, DECEMBER 21, 1965

No sir, we can't let the men get away with everything!... Margaret (Meg) Skelton, who worked with Kinelab Laboratories until the other day, was one of six women pilots who escorted Amy Johnson on her arrival in Sydney on May 24, 1930. On the night of June 10, 1930, Amy was given a slap-up banquet at the Wentworth by C. C. Wakefield and Co., De Havilland Aircraft and Shell. Meg's licence to take her contraption into the air entitled her to fly "FLYING MACHINES." Like frinstance "Those Glamorous Girls in Their Flying Machines?"

Challenge Faces Girl Pilots

TWO 18-year-old Adelaide girls who have their feet planted on the ground, will soon have their heads high in the air as they compete in a 1,475-mile air race during the Easter week-end.

The girls, Susan Williams, a science student, of Croydon, and Christine Henderson, a secretary, of Seaton, will be competing in the Ansett-ANA 1,475-mile air race against more than 335 pilots from all over Australia.

They will fly together in a Cessna 172, a single-engine monoplane, and will be navigating it in turns to visit the turning points and check the course.

Christine gained her private licence in June 1962, at the age of 16, and was regarded at that time as being the youngest Australian girl to receive a licence.

A student at Cabra convent, she used to spend all her spare time training for the minimum 40 hour test which she had to undergo for the licence. She flew half of the 40 hours solo.

Nearly all Christine's family are interested in flying. Her father was a pilot in the RAAF, her sister is a parachutist and her elder brother pilots his own Tiger Moth.

A sign on the front door of their house reads: "The Flying Hendersons."

Christine won the novice section of the women's reliability trial, conducted by the Australian Women Pilots Association before the \$5,000 race last year.

Both Christine and Susan will compete in this year's race.

Film Contest

Young film makers are reminded that their entries in the SA Film and Television Council's section of the international film contest, should be in the hands of the judges on or before March 1.



Young pilots, Christine Henderson (seated in plane) and Susan Williams study the map of the course for their big race.

They're up in the air

TWO attractive Adelaide teen-agers with their heads in the clouds are heading for high adventure in a few weeks' time.

They are 18-year-olds Sue Williams and Christine Henderson, who have entered for the Brisbane to Adelaide air race at the end of March.

Melbourne will see them on March 29 when they make a scheduled overnight stop at Moorabbin.

At eighteen, when most teen-agers are still pestering dad for the use of the family car, both Christine and Sue are at home in the air with more than two years' flying behind them.



SUE WILLIAMS (left) and Christine Henderson check their aircraft before taking off for a practice cross-country flight.

They are certainly the youngest women entrants in the race and as a team they believe they are the youngest entrants, of either men or women.

Both girls come from Adelaide.

Tall, brunette Sue Williams is a full-time university student with her sights set on a science degree from the Adelaide University and a commercial pilot's licence.

In her science course, Sue is vitally interested in physics, and particularly the application of this subject to aerodynamics.

Her partner in the big air race, Christine Henderson, is even more serious about aviation. She works as a full-time secretary with an air charter firm at Adelaide airport, but she wants to make aviation her full-time career.

Her target is not only a commercial pilot's licence. Christine has a burning ambition to be Australia's first licensed women helicopter pilot.

South Australian country farm and straight away she felt the urge to get into the air.

Her father promised her that if she won a scholarship to Adelaide University he would pay for her flying tuition. She went straight ahead and won the scholarship and, in a year, her private pilot's licence with the Royal Aero Club of South Australia.

The girls will be flying a four-seater Cessna, single-engine monoplane in the big race. They will fly carefully along the route from Adelaide to Brisbane in the week before the race starts on Saturday, March 28.

It's a goal

Says Christine: "There are women airline pilots in Russia and some other parts of the world. Why can't women aspire to this in Australia? I know it may never happen but it is a goal worth striving for."

"That's one of the main reasons why Sue and I want to enter this race and win it."

How do two 18-year-old girls become experienced and enthusiastic fliers?

With Christine, the answer is simple — she comes from a flying family. Her elder brother is a very experienced private pilot who owns his own light aircraft. Her older sister, Kathryn, has made several parachute jumps.

Sue "got the bug" when she was only 15. On a holiday she watched crop-dusters flying on a

They will fly a Cessna from the Royal Aero Club of SA.

The race will start at Archerfield aerodrome on Easter Eve, and will finish on Easter Monday at Parafin in SA.

It includes two overnight stops at Bankstown, NSW, and at Moorabbin, Victoria.

As the race is designed to test navigational skill, their navigation instructions will be sealed during the race in such a way that if they are required, they can be readily unsealed.

They will fly over the Flying Hendersons' route on the way to Brisbane, so they can gain some knowledge of the set-up.

"We're hopeful of winning," Susan said in an interview at her home.

At present both girls are making plans for the race and getting their navigation up to scratch.

Christine is able to fly Cessnas, Chipmunks, Piper Colts and Tiger Moths. Susan flies Cessnas, Chipmunks and the Victa Air Tours.

Eventually the girls hope to get their commercial flying licences.

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A SUNDAY TELEGRAPH SPECIAL FEATURE

ROUTE OF AIR RACE



Women to try their luck

AT least 17 women will make a game bid to beat the elements as well as the men in the Brisbane to Adelaide Air Race.

Experts and race organisers feel sure that some of them will be among the prize-winners.

All the women fliers belong to the 14-year-old Australian Women Pilots Association.

Membership has grown from an initial 40 to an impressive 270 since 1950.

Well-known woman pilot Nancy (Bird) Walton founded the Association and united all women in Australia who fly or glide.

Mrs. Walton, of St. Ives, will herself be an entrant in the air race, piloting a Victa 100 to what she hopes will be a fine win.

Miss Winifred Wells, of Perth, and Mrs. Helen Blackburn, of Adelaide, both commercial pilots, will fly together in a Cessna 172.

Sue Williams and Christine Henderson, both aged only 18, also come from Adelaide. They are commercial-licence students.

They will take turns in flying and navigating their single-engine Cessna.

Sue was second last year in a "Pilot Of The Year" Contest.

The largest number of women entrants comes from Victoria.

Freda Thompson and Esther Mather can claim seniority among the women, as they both flew in the first air race of this type in 1936.

Sue Folkes, Beverley Selde and Annette Murphy will fly a Beech Musketeer from the Civil Flying School, Moorabbin.

Julie Hourigan, another Victorian entrant, will fly the first Victa Airtourer ever sold to an aero club, that of Latrobe Valley.

From Swan Hill, in another Victa, comes Thea Bryan and her co-pilot Nancy Telleron, of Colona.

The only certain Queensland entry is Dorothy Herbert, from Charleville, in her own Cessna 182.

New South Wales will be represented by Mrs. Nancy Walton and Marie Richardson, flying a Camden Aero Club Cessna 172 with Barbara Selby-Brown.

Youngest co-pilots



THESE TWO 18-y-o Adelaide girls will take it in turns to pilot a Cessna in the £5000, 1,475-mile Easter air race between Brisbane and Adelaide.

They are Christine Henderson, a secretary (left) and Susan Williams, a science student. They are the youngest competitors. While one is piloting the other will navigate.

The Herald — Page 3
Fri., Mar. 20, 1964

Taste for milk shakes leads to flying

A taste for milk shakes has started a N.S.W. grazier on a solo plane flight from the United States and led to his wife learning to fly.

The wife, Mrs. Kay Hackney, is seen below in the cockpit of a plane at AeroPelican yesterday.

Her husband, Robert, is flying a new Piper 260 aircraft from America.

Mrs. Hackney said yesterday that she and her husband were driving by the milk bar at AeroPelican when her husband decided he would like a milk shake.

"He started to ask about the planes and all of a sudden decided he wanted to learn to fly," Mrs. Hackney said.

Within a month, Mr. Hackney, a Central Western grazier, had received his ticket to fly.

He bought two planes and used Bathurst as a base to learn more about flying. He later sold the planes and went to the United States to buy a new one.

Mrs. Hackney thought she should learn to fly in case her husband needed her. She finds time to take lessons at AeroPelican although she has three children, aged 3 and 2 years and 9 months.



Who's who... Woman flying instructor



MISS BROWN

A FORMER high school French teacher, Miss Carmel Brown, has been appointed Royal Newcastle Aero Club's first woman flying instructor.

There are believed to be fewer than 10 female flying instructors in Australia.

Miss Brown, 23, has been a teacher at Maitland Girls' High School for the past three years.

She started her new job on Monday, and is one of two instructors at the club. The other is the Chief Flying Instructor (Mr. S. Hone).

Miss Brown learnt to fly with Manning River Aero Club at Taree, where she gained her private pilot's licence. She won a Government flying scholarship, and came to R.N.A.C., where she gained her commercial pilot's licence and her instructor's rating.

The club hopes to launch a special learn-to-fly campaign this year. The campaign for women this year. The campaign will be handled by Miss Brown, under the guidance of Mr. Hone.

In the August-September school holidays last year, Miss Brown piloted one of two planes that flew from Rutherford Aerodrome on an adventurous 6000-mile journey around Australia.

THE SUN-HERALD, FEB. 13, 1966

SEWING TEACHER NOW PILOT

A SEWING teacher has put aside her needles, thimble and tape-measure to become the captain of an aircraft in New Guinea.

She is Miss Eileen Steenson (pictured), who was sewing mistress at the Methodist Ladies' College at Kew, Victoria.

Territory Air Lines,



based at Goroka, in the New Guinea highlands, has engaged her to fly over what is regarded as one of the most hazardous areas for pilots in the world.

But between flying over mountain peaks up to 12,000 feet high she spends her spare time knitting and making dresses.

She is the only full-time woman pilot in New Guinea, and she learned to fly and got the necessary certificates on days off from the college.

Male pilots in New Guinea have accepted her as part of their aviation world. One said yesterday, "She has confidence and flies as well as most of us."

At Goroka Miss Steenson said, "When I got the offer from T.A.L. I just couldn't turn it down. Since I started flying here I have thoroughly enjoyed myself."

LOOK—NO WINGS!

"EVERYONE asks me, 'When did it all start?' and I honestly don't know," said Mrs. Rosemary Arnold, Australia's first woman helicopter pilot. "But I remember that at the age of eight I used to make aeroplanes from balsa wood and hang them from the ceiling."

This seemed a promising start in the story of an exciting flying career, except that it seemed to stop right there for another eight years. Rosemary was 16 before she had her first flight.

"This was in a flying-boat from Grafton to Sydney, and I remember P. C. (now Sir Gordon) Taylor was the captain. I just went up and asked if I could sit in the cabin. I sat in his seat all the way."

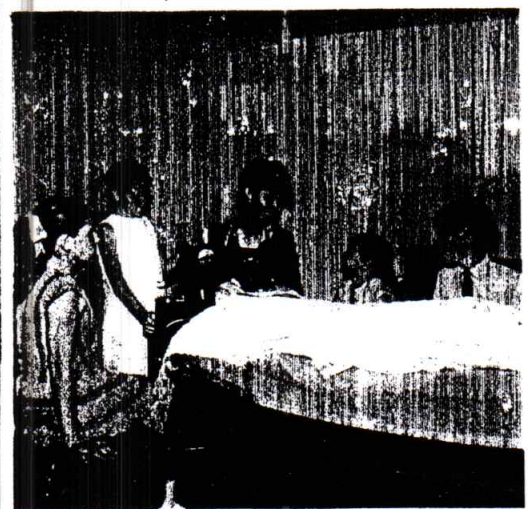
Once again her aviation story comes to a halt. Rosemary took up secretarial work when she left school and handling travel bookings from an office desk was the extent of her hand in flying.

At 18, Rosemary married, and the next eight years or so were devoted to raising a family.

"I had three children under three years, then I had another baby, making four under seven. During those years I took up the usual domestic interests. I studied millinery at the 'tech' until I ran short of babysitters, learned the guitar, did some church work, helped the school, but none of this amounted to much. I felt I needed an interest.

"Four years ago, with a couple of hundred pounds saved up, I thought, 'I'll go and make inquiries about flying.'"

Today, at 31, this diminutive blonde has 260 hours total flying time behind her, including about 100 hours solo and 40 hours in helicopters.



She kept her first flying lessons a secret from the family, because she wanted to prove that she could fly before she broke the news. She kept the secret until she flew solo.

During the years she has been flying, helicopters have had a great fascination for her.

"I think this rotary-wing type of aviation is only now coming into its own," she said. And the more people talked against her trying helicopters, the more she felt she wanted to try them.

"I made inquiries and decided to take the advice of a test pilot friend who said I should go and do four hours in a helicopter. At the end of this, he said, I would know if this was the sort of flying I was right for."

"I'm not a gambling person, but at £25 an hour for helicopter lessons I decided to risk £100. I rang an instructor and made inquiries.

"He asked me when I wanted to fly. I said right now. And he said OK. I gulped, and said, 'Give me time for a phone call home to organise the children.' So he said he'd wait half an hour. I dashed home, changed, and was back before that. One hour in the air was enough to convince me that I was meant for it."

"Helicopter flying is not as popular as fixed-wing flying, because it is more difficult, you have to handle a control with each hand. I used to wonder if I would ever be able to hover or do a spot turn. But I'm not a quitter and the difficulty was a challenge to me."

Her 40 hours of helicopter training were 40 hours of fantastic work, and getting her helicopter pilot's licence was as much a thrill for her children as for herself.

"Children are thrilled if mother is 'somebody,' an individual, not just part of the scenery," she said. "Not that I am knocking the housewife. Many women are brilliantly successful at housekeeping, but it wasn't a full life for me."

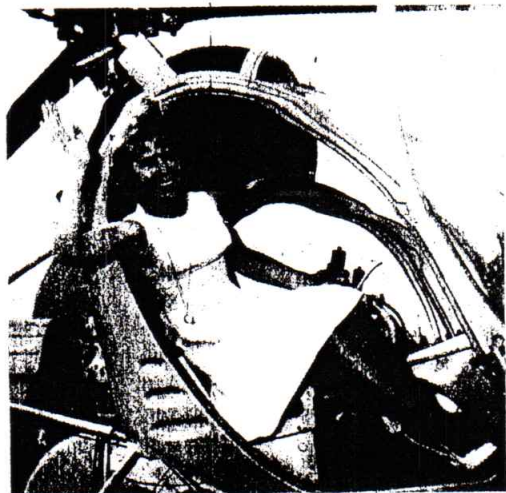
"I don't look on children as a tie. If you want to get out and about you can. My children, Grant, 12, Lyndall, ten, Vicki, nine, and Angela, five (pictured), can do everything around the house. They've made their own beds since they were two years old. The three eldest make their own lunches and do it willingly. I used to get up only to find they had done it before me." All the children do their own share of sweeping and dusting in the big family home at Sylvania, a suburb of Sydney.

"I have always taken the attitude that if they help me we can all get out together. And this is how it has always worked. When they were younger I had a fair amount of sickness—I think women get very rundown with small children—and it was at that time they learned to help."

"As a family we like to do things on the spur of the moment—you know, on a hot night, go down to the water and perhaps have hot dogs on the beach."

"One night I got the idea of going up to Camden to watch the parachute jumping. We piled in the car and off we went. It was really something. I will never forget the eerie, whirring sound in the complete stillness of the night as those bodies passed through the air. I don't want to take

Australia's first woman helicopter pilot tells reporter Pat Westcott how she achieved her greatest ambition.



it up myself, though. They come down with too much of a thud for my liking."

But aerobatics—ah! That's another matter.

"This is my true love," said Rosemary. "You are either a 'straight and level person,' keen on cross-country flying, or an aerobatic flier. I had been flying for three years before I did any stunts, and I thought, this is ridiculous, I haven't had the fun out of my flying that I should have."

She now works hard at aerobatics and described it as "really something."

"You become a far better pilot. The biggest thrill is streamer cutting. You throw a toilet roll out and as it unrolls you cut it in a certain time with the propeller or the wing. One week I used up 24 rolls. My best effort was two cuts in 22 seconds. Yellow paper is the best to see!"

You might think Rosemary hasn't a minute to spare from her housework and her flying. But she makes all her own clothes and everything her three daughters wear. When I met her she was wearing a turquoise dress, with a deep inverted pleat in the centre front, which she had designed herself.

"Tight skirts are out for wearing in the helicopter, which is also a lovely turquoise shade, but this style of dress is fine. I also had to evolve a hairstyle suitable for flying. For aerobatics I wear a helmet so I had my hair cut short, but I have a wiglet to dress up with."

Rosemary's next step is to get her commercial licences for both fixed-wing and helicopter.

"And then," she said, "I want to make it to the States and enter the famous Powder Puff Derby for women pilots."

ISN'T it 'ORRIBLE' how fate deals out crushing blows, just when you think everything's exactly the way you dreamed it would be!



Hazel Phillips' GIRL TALK

DAILY MIRROR, WEDNESDAY, NOVEMBER 30, 1966

I had this marvellous idea when I took up learning to fly of getting into a superb little jet and whizzing off to Timbuctoo, all Modesty Blaise chiffon, or stooging around the clouds without a care in the world.

Like all those rosy dreams it's all crumblin' down round the ear'oles.

On Monday I had another couple of fabulous hours flying. I'm doing take-offs and landings and must have given my instructor a bit of a turn. He'd say, "Round out" as we came in to land and I'd puff out my cheeks! I found out on my last go that that expression means to pull back on the stick and fly level with the ground instead of straight at it! Still, I haven't felt that rosy glow of achievement since I beat Anne Hathaway (a crack racing cyclist) in a sprint one Sunday morning 20 years ago. Then came the nasty discovery. Bob Gilmore was the first to break it to me. "You'll have to take a course in Av. Ed." he announced cheerfully. "Like 'Ave' 'Ead' will travel," I quipped back, quick as a flash. "Aviator Education," he said, with a touch of sadistic glee I felt.

"You'll need a computer, compass, slide rule, divider and protractor." He didn't add a clear head! Someone else pressed a very austere looking little booklet into my hand, marked Flight Radio Operator's Manual, which opened at random, looks as though it's written in Greek. I escaped to Art School at 13 mainly to dodge maths! Looks like my fate finally caught up with me. I won't give up, even if my Tally-hos and Aircraft at Ten O'Clock Skipper, HAVE lost a bit of their first fine freedom!

WELL, I'm off overseas! And I've got me mark to prove it! What a business it all is—shots, photos, passports.

Hazel Phillips' GIRL TALK



(another student) and I ended up there last week for a quick beer... FIVE HOURS LATER we were still dining and dancing with about 30 other die-hards from other schools. A bloke came over to our table at one stage (can't remember his name but he called himself the Red Baron) and told me to Beware over Wallacia. "They come out of the sun yer know!" he said. "YOU can't frighten me mate," I said. "You are speakin' to one of the breed that specialised in Dog Fights over Dover." Forthwith, not having a gauntlet handy, I struck him on the left cheek with my serviette as an official challenge. He clicked his heels, we clinked our glasses and the challenge was taken up! What a night!! If I'm not careful I might even start saying Tallyho again.

No prizes for guessing... so I'll tell you, it's me at 19! This is one of the old photos I unearthed while searching for my birth certificate.

though I was a lousy flyer! I feel quite professional now, with three hours solo, steep turns, forced landings and glide approaches under my belt. Bob (a fellow student) and I have decided to form an Eagle Pack since an UGLY INCIDENT at the Royal Aero Club. Bob and Steve (my instructor), Marie Wooley

THERE was only one snag to the film Telescope did on my first solo. The bits about it being my first were cut out, so it just looked as

SUNDAY MAIL, October 8, 1966

AT PT. MORESBY

THE Army Chapel at Taurama Barracks, Port Moresby, was decorated with frangipani and gladhol for the wedding today of Annette Margaret Bye and Capt. Robert Napier Weidenhofer formerly of South Australia.

Annette, the daughter of Mr. and Mrs. Henry J. Bye, of Bardwell Park, Sydney, wore a short empire line dress of palest aqua with a matching lace coat and her bridesmaid, Jennifer Le Poer Trench was in a deeper shade of aqua.

and Mrs. Karl Weidenhofer, of College Park. A reception was held in the officers' mess of the 1st Pacific Island Regiment. Mrs. Weidenhofer and her son Jon flew to New Guinea for the wedding.

Dr. S. M. Shep... was best man for Robert, the son of Mr.



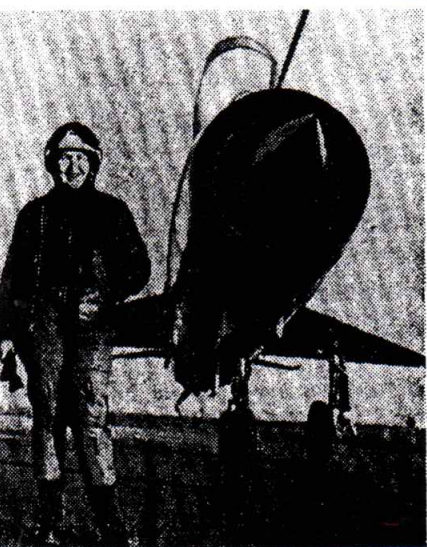
That's AUSTRALIA ALL OVER continued

Tarling of the BLIP world

★ PILOTS flying the jetlanes in and out of Brisbane these days can get an extra kick out of being air-traffic-controlled — for chances are they're in the hands of a lovely, golden-haired girl named Olga. Her surname is Tarling, which has won Olga the title of Darling of the Blip World. She sits at Brisbane Airport's new radar screen, with Boeings, Douglas DC-8s, Electras and even RAAF bombers and fighters showing up on the screen as little "blips" of light. Olga is Australia's first woman to become an air-traffic controller with the Civil Aviation Department. A staff of seven helps her man the vital radar screen on which depend the lives of thousands of airline passengers every week. More than this, Olga's a real-life aviatrix. Back in '57, as a leggy lass not long out of school, Olga became one of the first Australian women to win her commercial pilot's wings. She flew for a long time with the old Southern Airlines before it wound up. Since entering aviation, she's successfully invaded job fields that were strictly men-only. She's passed the toughest examinations the DCA can pose, for traffic-control work carrying life-and-death responsibility. There's one catch. — "I have to take my turn working day and night watches," Olga, brown-eyed and with a sunny personality, told POST. "I just don't have any social life." Which POST reckons is a darn shame!

★ OLGA TARLING, darling of the radar-control that guides aircraft in and out of Brisbane.

Australasian POST, Aug. 25, 1966



THE STRANGE craft on the left—three rubbish bins joined by a wooden platform—was built in England to demonstrate the versatility of an outboard engine. But the Russian woman pilot above prefers more conventional means of transport. Eugenie Martova is standing next to the E76 jet in which she set a world's air record for women by flying 1,250 miles in 2 hours 44 minutes.

33 DAILY MIRROR, THURSDAY, NOVEMBER 3, 1966

SYDNEY MORNING HERALD 2/9/66
LONDON LIKES

A cook who aims high

MRS MARGUERITE PATTERN, well-known TV cook and cookery writer, taking up a new hobby in her spare time.

She has decided to take flying lessons, but not from her husband, a former R.A.F. pilot. He says: "I flew with enough goons during the war."

The Sydney Morning Herald, Tues., Nov. 22, 1966

Flying high

LONDON.—An 86-year-old American-born countess has bought a helicopter to beat Britain's growing traffic problems. Marguerite, Countess of Suffolk, a multi-millionaire, also loves speed, and has five high-powered cars in her garage.

THE SUN-HERALD, OCT. 23, 1966

Roundabout... roundabout... roundabout

Reception at country home

After the marriage of Miss Georgina Willsallen and Mr Stephen Ward at Christ Church, Jugiong, yesterday guests drove four miles out of Jugiong to a reception at the home of the bride's parents.

The bride is the elder daughter of Mr and Mrs T. Peter Willsallen, of Widgeongully, Coolac; the bridegroom is the only son of the late Mr R. P. Ward, and of Mrs Ward, of Gilgal, Frampton. A luncheon reception for 200 guests was held on the tennis court at Widgeongully. The bride wore a simple applied organdie dress with trumpet sleeves and her full length veil was held in position by an organdie band. Her attendants were her sister, Miss Angela Willsallen, and the bridegroom's sister, Miss Helen Ward, Miss Annie Fletcher (Kentucky Station, Kentucky) Miss Juliet Osborne (Redbank, Harden).

The bestman and groomsmen were Mr Joe Manning (Woodburn, Cootamundra), Mr Duncan Osborne (Douglas, Bungendore), Mr Richard Walker (Ledgworth, Yass) and Mr Max Brunnhagen, of Bellevue Hill.

THE SUN-HERALD, NOV. 6, 1966



I FLY WITH AN AIR BEAUTY

By KEN MCGREGOR
NEW ZEALAND'S flying beauty, Ronda Pearce, this week took me for a flight over Sydney in a four-seater Cessna. Miss Pearce is Air New Zealand's entrant in the International Air Hostesses Quest to be held at Surfers Paradise next week. More than 40 major world airlines have entered their prettiest hostesses in the contest. Miss Pearce said, "I have been learning flying for about 18 months. When I became a hostess about two years ago I used to hear the pilots talking about flying. I got curious, and decided to try it myself. "I don't intend to fly for a living, but I'd like to keep a licence and fly for a hobby." Miss Pearce, an attractive brunette, is 26 and comes from Opoitiki, on the north-east coast of New Zealand. • Picture shows Miss Pearce after the flight.