

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 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.

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 engine 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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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

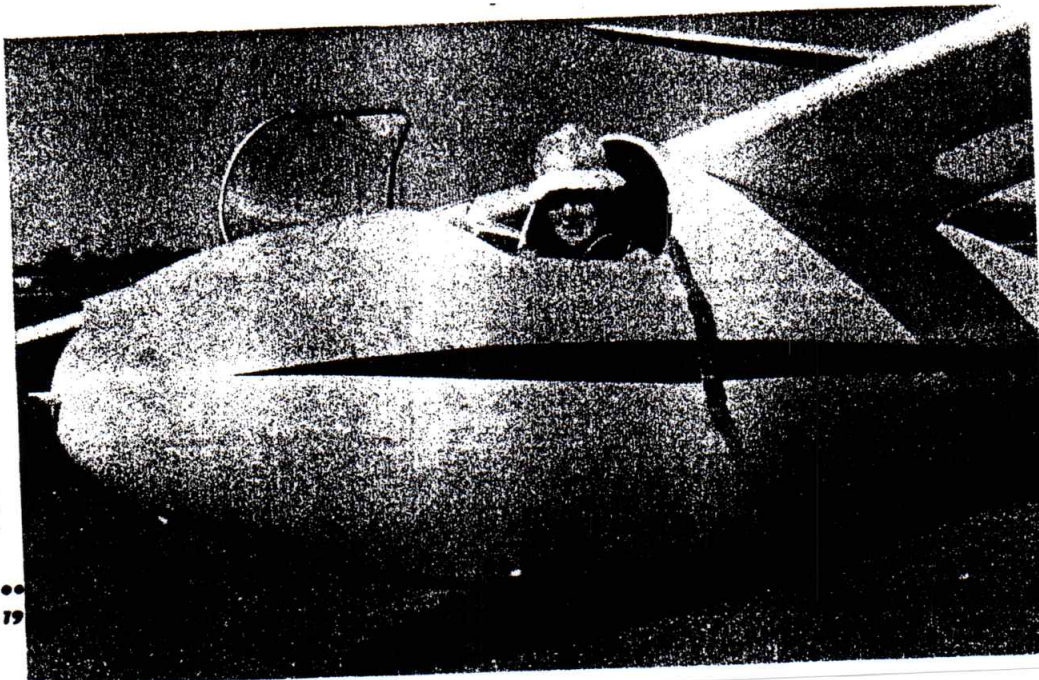
High-flying Helen

★ 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

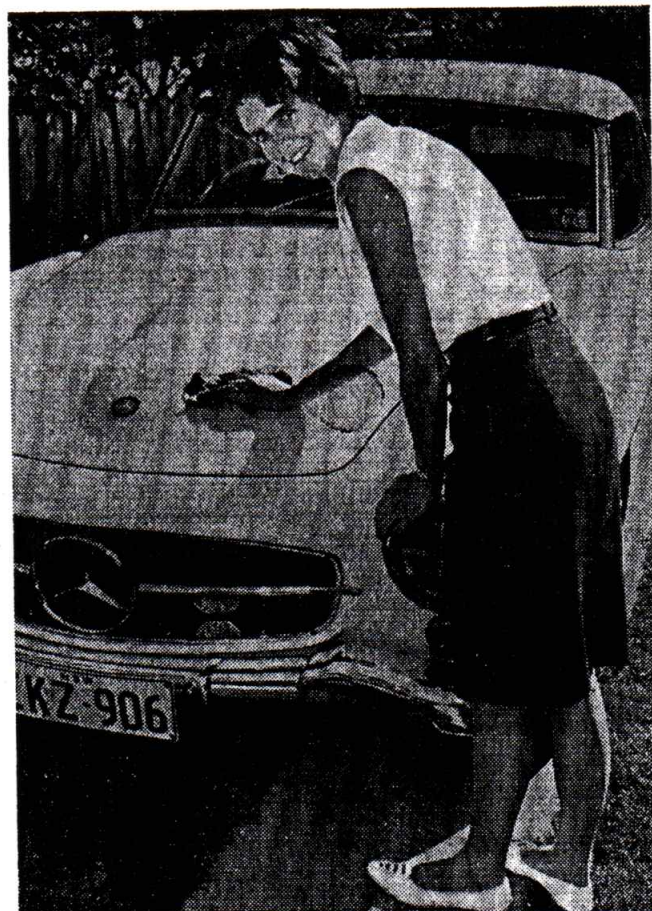
Her trip home to Australia included an overland tour from London to Bombay, but as soon as she got back to Australia she was flying again.

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 flip 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.

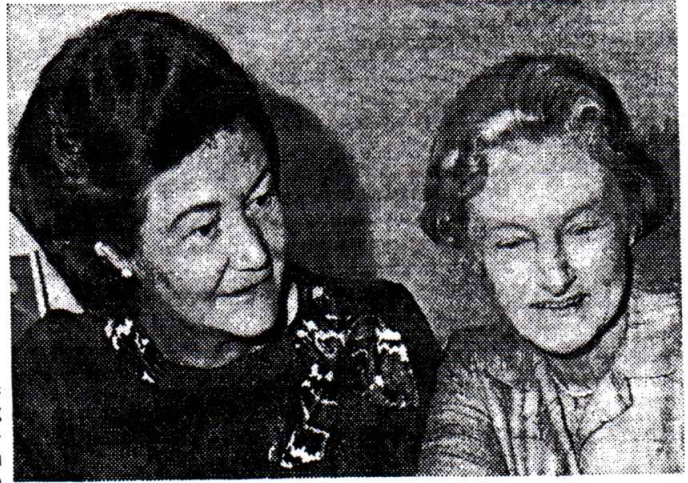
"Unfortunately they were travelling and we just didn't connect anywhere."

"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...

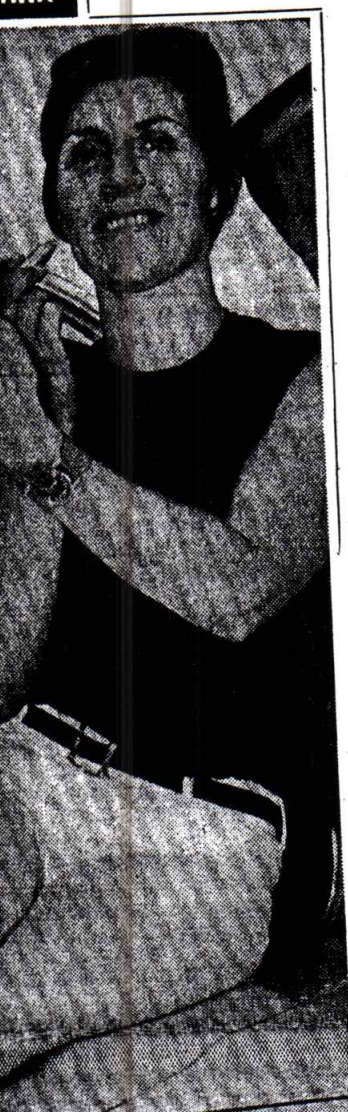
Heads swivelled at Sydney airport yesterday when two 'flying mums,' wearing silver lame flying suits, arrived in their Piper Cherokee 180-D aircraft.

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. Rosemary has four children and Judy is a mother of three. The air trial is to celebrate the 40th anniversary of the Newcastle Aero Club. More than 100 light planes are expected to compete in the trial.



Judy Lording, 34, who will pilot the year's Warana Air Race. Last year, Mrs. Arnold, navigator, won 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. She had a few dollars on her side modelling and art work and finally she became a pilot. Her next accomplishment will be first place in the two-day 1000-mile Warana Air Race from Mackay to Brisbane through Monto and Emerald, and back through Mackay, Brisbane and Bunbury on October 5 and 6.

New plane

They will fly a new single-engine Cherokee 180. The outfits for the flight have been designed by one of Sydney's leading designers, said Mrs. Lording. They'll have silver boots and silver military-type jackets. On the night after the race, when we collect the \$10,000 first prize," she added hopefully, "we will swap the jackets for mini-dresses of the same material." But (seriously) she had no predictions about the outcome of the race. "You always feel such a fool if you should come in last, after 'big-nothing' yourself," she pointed out.

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. Mrs. Lording, who will soon return to Sydney after 18 months in Brisbane, said she and Mrs. Arnold worked well as a team. "Spending long hours in racing conditions, it's important that both people are compatible," she said.

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 (Tanworth)

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.

An after-lunch dare that led to flying career

"I am going to learn to fly." "I'll bet you the price of a lesson you won't." Sheila Scott, ex-actress and model, newly divorced, was bored.

From LYNNE BELL in London

This after-Sunday-lunch announcement was as much to shock her friends out of their drowsy state as to give herself a new interest.

A week later, jolting sickeningly around in a tiny plane over a practice airfield outside London, she vowed never to accept another dare.

That was nine years ago. Today, Sheila Scott is in the Amy Johnson field. She is the only woman to have flown alone around the world. She has more than 50 silver trophies from record flights. And she has forgotten those lonely days after the breakup of her marriage.

New love

She has a new love. "To me flying is like a love affair. You have your ups and downs, but there are moments of sheer exhilaration which make it all worthwhile."

Miss Scott, in her tiny Piper Comanche, Myth Too, became an international celebrity in 1966 when she circled the globe, following Amy Johnson's original flight route as far as Australia.

In her autobiography, "I Must Fly" (to be published in Australia this month), she talks frankly about a life which is hard, nerve-racking, financially crippling and always dangerous.

She recalls that early in her career she was often over-sensitive.

"A woman in a man's world is always wide open to criticism. A woman pilot apparently must be perfect or learn to accept some frightfully adverse comments regardless of how bad a few of her male colleagues may be, too."

Irritated

"I am continually irritated by the almost daily exclamation, 'But you are a woman!' Well, I hope so—but what is wrong with that?"

"Women were always in aviation, and the barriers only came up after the war."

She has little time for people who think that women pilots are masculine. "Although we may be pursuing what might be thought a man's pastime, it does not necessarily mean we want to surrender our femininity."

"It is surprising how many people think a

woman has to be tough to be a pilot. This is simply not true, as there is no great physical hardship in normal flying, merely mental endurance on occasions.

Faced with the almost impossible task of raising funds for her world attempt, she came to realise that many concerns would not back her, simply because she was a woman.

"One of the most heart-breaking things was that many firms asked to see me, and I spent many hours visiting them—only to discover later that they merely wanted to look at this feminine oddity who wanted to fly alone round the world."

The thrill of achieving what she set out to do—fly around the world—was offset by the criticism and poverty to which she returned. She was accused of irresponsibility over the flight, rudeness over the way she reacted to attempts to help her finances.

"It seemed ironic that because the flight had been a success my own life should be such a total mess," she recalls.

"All the major record-breakers in history went through their heatbreaks struggling to get recognition and help before and often during their attempts, but few can have returned triumphantly to such total financial misery."

Answer

Her own answer to charges of arrogance, temper and rudeness is simple. She was exhausted, miserable and anxious. Her days clouded by the worry of finding money to pay off the debts that had accumulated from the flight.

She still supports herself and Myth Too with a hectic round of lectures, broadcasting and personal appearances that help towards the \$20,000 it takes to support her obsession to win more and more solo flying records.

She loses weight drastically before and during flights, lives on her nerves for much of the time, and long ago faced the fact that she could easily kill herself. Provided it happened during a record flight she feels she would not be unduly frightened.

What she dreads most is being tethered to the ground for long periods. Whether to be rid of a black mood, or just for diversion, she goes straight to the cockpit. "Without

it I am utterly miserable and caged in. Flying always relaxes me, yet gives me a sense of adventure. For me, there is far greater loneliness on earth than in the worst moments of fear in the air."

Miss Scott is a tall, leggy blonde, much younger looking than her 41 years. Feminine in the extreme, she insists on having her hair done before and immediately after a record flight. And before the 1966 marathon, when she saw Myth Too for the first time, she burst into tears because its colours were not feminine enough!

She is, she says, no different from any other woman. Except perhaps that what she does sets her apart from others.

Emotions

"For weeks after a major record one is abnormal," she says. "One's emotions are upside-down, and one is miserable because there is no aim left, and there are even nightmares for several days. One's mind is somehow still up there in the sky, and it is as if there is a shutter between one and the people around."

Miss Scott will probably never voluntarily stop flying. Why?

"Why not?" she retorts. "It has been the most fabulous nine years of my life. Challenge has a lot to do with it, plus the need to discover things for herself."

"It is not just the crowds and cheers, and I am certainly not trying to outdo any man," she says.

Next year

Since the world flight, she has set a new London-South Africa record, and broken several North and South Atlantic records.

Next year she will complete in the trans-Atlantic air race, then try a tricky solo flight to Tokyo.

She receives many letters from Russia, and thinks that perhaps it's time for a record run from London to Moscow.

Clearly, as Sheila Scott says, she MUST fly.

Started flying in 1959 in England and owned a Jackaroo aircraft (a bi-plane) known as 'Myth' - a female moth which she toured and raced all over Europe. Now flies all types of light aircraft. Is primarily a racing and ferry pilot, the latter in both the U.K. and the United States. Competes in all major events in Europe and North Africa, including the famous British Kings Cup Air Race every year and was often the only woman competing in it. Presently owns a Piper Comanche 260 - registration G-ATOY - but affectionately called 'Myth Too'.

Has undergone considerable training in both England and the United States for all forms of flight. Holder of British and American Licences, with commercial and instrument multi-engined ratings; seaplane and helicopter commercial ratings, gliding and ballooning.

Won the de Havilland Trophy in first attempt at National Air Races in 1960, and has collected about 50 trophies since from foreign and British events, i.e. Jean Lennox Bird Award for the year 1961 (given annually for a noteworthy achievement in aviation); Thrupton Air Races 1961 - 1962; all trophies at Jersey Rally 1963; third British Air Racing Champion 1963 (male or female); Italian Women's Challenge Cup outright (three years running); British Ninety-Nines Air Race, 1965 & 1966; Co-pilot Dutch Balloon Race, 1964; best performance in the Manx events, 1965; awarded Brabazon of Tara Award, 1965 for outstanding achievements in aviation by a woman pilot (making her the only woman to have won both the Annual Women Pilot's Awards in England). Was the first recipient of the 'Sir Alan Cobham' Achievement Award, 1965; awarded it again 1966. Gained 15 World "Class" Records set up in a Comanche 400 in 1965.

Broke 'The Round the World Record' in Class C.I.c and also the Open Feminine Class in May/June 1966 and set up eleven new Class records at the same time, making her the holder of 28 F.A.I. records in all. Was the first British pilot (man or woman) to fly the world solo and only the third woman in the world to do it. Made the longest consecutive solo flight in history of over 31,000 miles in her single engined Piper Comanche.

After returning from the World Flight in June 1966, Miss Scott won the following Races in the same aircraft in the same year:- The Norton Griffiths Challenge Trophy (National Air Races); John Morgan Air Racing Trophy (National Air Races); British Ninety-Nines Air Racing Challenge Cup; Goodyear "Silver Seagull" Challenge Cup; Geoffrey de Havilland Trophy.

Her Majesty, Queen Elizabeth II, very graciously invited her to a private luncheon party at Buckingham Palace as a result of the Record attempts.

Was awarded the "Isabella D'Este Award" by Italy for 'exceptional

- 2 -

undertakings accomplished' and given diploma and made life member of Academia Romana Vel Sodalitis Quirinale for her World flights. The British Guild of Air Pilots and Navigators gave her their Silver Award of Merit, and this was presented to her by H.R.H. The Duke of Edinburgh. She has been honoured by many other associations and received many wonderful presentations from them. Most recently awarded The Royal Aero Club's Silver Medal.

She was the first British member of the 'Whirly Girls' (the Association of the first hundred helicopter women pilots in the world) and first British woman commercial helicopter pilot. Received helicopter training in Oklahoma, U.S.A.

Trained for American commercial and Instrument ratings (aeroplanes) and commercial seaplane rating at the Flying W Ranch Airport, New Jersey, U.S.A.

Recently passed the High Altitude Course for civilians at the F.A.A. Academy, Oklahoma, and all tests in the pressure chambers to qualify for jet training.

Helped to found and no the Governor of the British Section of Ninety-Nines, Inc., (the International Association of Licensed Women Pilots, founded by Amelia Earhart in the U.S.A. 1929, and which is now the leading women pilots' Association in the world).

Founded the British Balloon and Airships Club in co-operation with the Royal Aero Club, England, and now Vice-Chairman. Also a Member of the Royal Aero Club Air Racing and Competitions Committee.

Planning to start an International 'All Women's Air Race Across Europe'. Founded the first All Women's Air Race in U.K. This is now an annual event and run during a National Air Race weekend.

First book concerning the flying adventures of a woman pilot has now been written, for publication later this year. Makes many television and radio appearances in Europe and in the States and gives lectures in addition to her journalistic activities. Miss Scott was formerly an actress before devoting her life to flying.

Associations

Royal Aero Club, London (Committee Member - Air Racing and Competitions Committee)

Guild of Air Pilots and Navigators
Ninety-Nines, Inc. (Governor, British Section)

Tiger Club
British Women Pilots' Association
Whirly Girl No.79

A.O.P.A.
British Balloon and Airships Club (Vice Chairman)
Seaplane Club. U.K.
Zonta

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. 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.

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).

Mrs. 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.

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.

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.

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

three subjects on which she writes for the news-service.

She has been visiting her 17-year-old daughter Joy, a Rotary exchange scholar, in Bright, Victoria, and spent two days in Sydney before leaving for home today.

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.

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SUGAR BIRD.

By BOB HOBMAN

— AVIATION NEWS, October, 1968

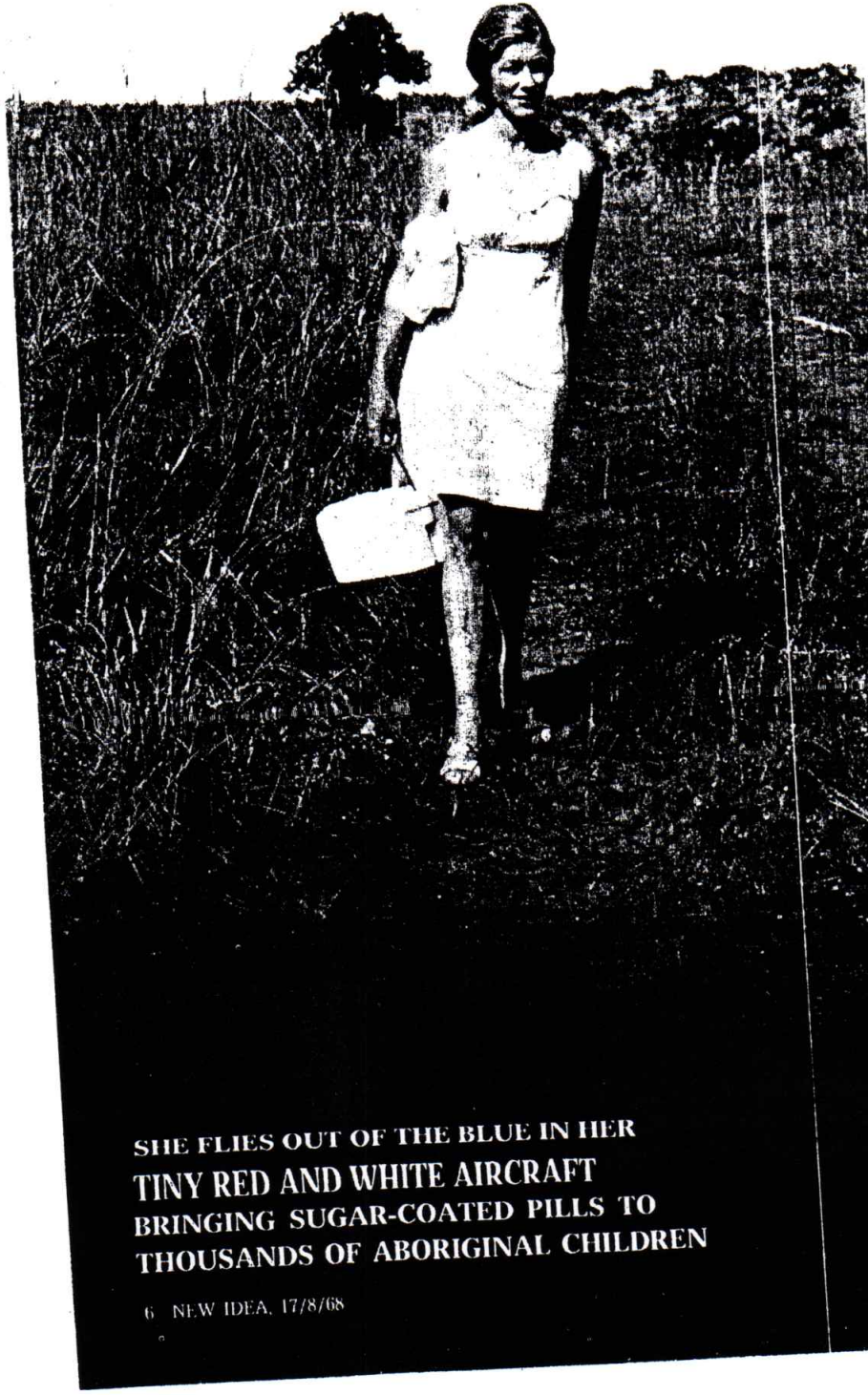


"Early Birds," an autobiography by one of the best known early "birds" of them all, Captain Horrie Miller (above), was launched at a cocktail party held in MMA's new Perth passenger terminal, Yorkshire House, 194 St George's Tee.

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

Continued from Page 7



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 gazed 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.

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-

worth."

Her husband came from Philadelphia and came on board

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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."

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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 names being start
the American girls get really
serious about the weight carried
in the race. They say from here that
girl who has won it 7 times and
wins a trophy. It's a beautiful medal
and the medal is made of plastic
131 (10) from L.A. love by

© 1968 Universal City Studios, Universal City, California
COLOR BY MIKE ROBERTS
REPRODUCED BY

to S. Robey
Illawarra Flying
Berkswan Airport
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

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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.