

# WOMAN PILOT FOR TYCOON



Thea Adams, 20, who has been chosen by British catering tycoon Charles Forte, 60, to pilot his \$250,000 twin-engined Queen Air Beechcraft plane. In 1964, Miss Adams became the youngest British girl ever to qualify for a pilot's licence. Mr Forte said: "She's very good, but it certainly shows that I've got courage, doesn't it?"

August 1967

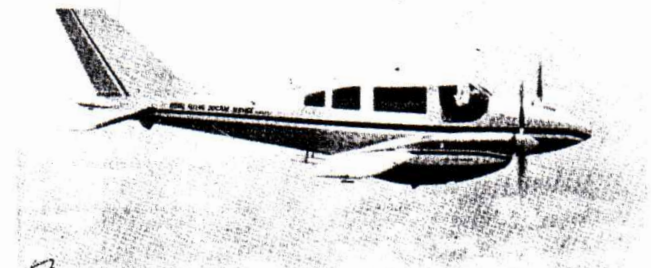


## HOT SHOT

The girl on the left is a crack shot. Her name is Carole Malaher. She's 23. And last year she was in the NSW side which competed in the Australian championships. With Carole is Jenny Lingham. Both are members of St Ives Pistol Club.

## Light Aircraft BEAGLE FLIES

### IN FOR RFDS DUTIES



The RFDS Beagle B-206S before leaving England on its ferry to Australia.

#### MODIFIED

In normal configuration its cabin accommodates eight passengers but the interiors of the RFDS aircraft have been modified to meet the needs of aerial ambulance work. Custom fittings on the RFDS Beagles include a refrigerator, wash basins, surgical and normal stretchers, an X-Ray unit, a six-compartment medical console and special seating for doctor, nursing staff and/or ambulatory patients.

Australian representatives: Beagle Aircraft Sales (Aust.) Pty. Ltd., Sydney Airport, Mascot, NSW.

THE first of two Beagle 206S twin engine aerial ambulances was delivered to the NSW section of the Royal Flying Doctor Service last month to coincide with the 40th anniversary of the launching of the service.

The chief pilot for the section, Captain V. Cover, took delivery of the plane a few weeks ago at Beagle's Sussex factory and ferried it to Australia.

The second B-206S is due to be handed over late this month and a third is on option.

The RFDS Beagles are the first turbo-supercharged versions to be purchased by an Australian operator.

#### DROVERS GOING

They will replace the Australian-designed DHA Drovers, which have served the NSW section for 15 years.

Last year the Broken Hill-based Drovers flew more than 131,520 miles, attending 9759 patients.

The secretary of the NSW section, Mr G. M. Wyndham, said the Beagles also would be based at Broken Hill, where they would cover 500,000 square miles of outback NSW, South Australia and Queensland.

Power for the B-206S is supplied by two RR-Continental GTS10-520C turbo-supercharged engines, delivering 340 hp. The aircraft has an economical cruise speed of 224 mph and a range capability of 1530 miles on standard tankage.

Sun June 27  
1967

**FIRST GRIFFITH WOMAN TO GAIN PRIVATE PILOT'S LICENCE**

Mrs. Denise Walker, a teacher at the Griffith High School, recently became the first woman from Griffith to gain her private pilot's licence through the Griffith Aero Club.

Denise began flying at the end of 1965 under the instruction of C.F.I. Peter Coventry, and did all her training in a Victa. She is now continuing her training for an aerobatic endorsement.

Monday, June 19, 1967  
SYDNEY MORNING HERALD



**AIRFLOGGEN FRAULEINS.** For abstruse reasons, the Women Pilots' Association, through its journal, is trying to interest members in dog German. It gives some examples:

Aircraft: fliegenwagon.  
Crop-duster: fliegenwagon mit der hollinder buttum vor puffen der poopauder auder.

Control column: puschenpullen schtik.

Pilot: tallschwinger puschenpullen werker.

First solo: trlenen gebackonner grund mit taut kraschen.



HAZEL PHILLIPS

her wings a few weeks back.

And to celebrate passing her test, she's throwing a "flying party" tomorrow and inviting some of her pilot mates along.

Among her guests will be singer Col Joye, who is also a keen aviator.

Hazel, who has been described by her instructor as "an above average flier," started learning only this year.

**NINE'S** musical director Geoff Harvey is switching channels temporarily tomorrow to appear on Hazel Phillips' "Girl Talk" show.

As well as being the owner of the most talked-about "hooter" in Sydney, Geoff is also a skilled pilot. So is Hazel, of course . . . she won

The Sun, Friday, June 23, 1967

**Woman's angle**

**Flew straight into a new career**



**WHEN** stenographer Diane Watson (pictured) was taken by a friend one weekend for a flip in a plane, she started a new career.

Till then she had a secretarial position in Trangie.

"It was like magic. I resolved there and then to make flying instead of typing my career," Diane said.

That was a few years ago — now Diane is the only flying instructress at the Royal Aero Club of N.S.W., at Bankstown.

"It costs the best part of \$900 to get a commercial licence, so I saved up very hard for a couple of years," she said.

"It meant doing without, but for flying it was worthwhile."

At first she trained for her private licence, but this meant she could only use flying as a hobby.

This wasn't good enough for Diane, who wanted to be a professional aviatrix.

**BUT** it was not until March 30 this year that Diane received her instructor's rating.

"Flying is always a thrill, but I think the greatest 'thrill' I get is with a very new learner," she laughed.

"I never panic when

**IN A MAN'S WORLD**

I'm in the air. I seem to save up my nerves for when I'm on the ground. "It would be stupid to show a student you were nervous about his flying."

"But I receive an enormous amount of satisfaction from instructing."

"Unfortunately some of the men I instruct are prejudiced against women teachers."

"They're not convinced that flying is a woman's job."

"Some of them look quite apprehensive when they find their instructor is a woman. But during the course we become good friends."

The average age of men learners is 24 or 25. "Some are about 40, but they're only learning to fly for a hobby. The young men hope to be commercial airline pilots," she said.

When she's not instructing, Diane's on the lookout for excitement in the air.

"I just love aerobatics," she said.

"This is a time when

you really feel you're flying.

"Aerobatics teach you better co-ordination, too."

**So far Diane hasn't had one girl to teach.**

Would she like to instruct girls?

"I don't mind whether my students are men or women. It would be a change to teach a girl," she replied.

"Girls usually take up flying for a hobby. There's relatively few openings for them in Australia."

"Domestic airlines don't take on women pilots. But this is not the case in Russia," she said. "I hear that in the Soviet Union they have women commercial airline pilots."

Diane enjoys flying all light aircraft, but Chipmunks are her favourites.

"You have more fun and do more actual flying in light aircraft rather than in big 'monsters,'" she said.

"I suppose I'll just try to mark up more flying hours, and then see what happens. At present I have 390."

DAILY TELEGRAPH, MONDAY, JULY 3, 1967

**Blonde flyer near tears**

**SHEILA SCOTT**, blonde, record round-the-world woman pilot, returned to London near to tears on Saturday night after being forced to abandon an attempt to beat Amy Johnson's London to Cape Town solo record.

The 39-year-old former actress had covered 1850 of the 7800 miles in her Piper Comanche, and was at Benghazi when she learned that flights over Chad (Central Africa) were banned because of political trouble there.

"But this isn't the end," Sheila said.

"I will keep on trying until I succeed."



DAILY TELEGRAPH, MONDAY, JULY 10, 1967

**WOMAN FLIER SETS NEW SOLO RECORD**

**CAPE TOWN, Sun.** — Lone British flier Sheila Scott today smashed the London-Cape Town solo flight record set up by Amy Johnson 31 years ago.

The 38-year-old blonde pilot completed the 7000-mile flight in the unofficial time of three days, two hours, 52 minutes. This breaks Amy Johnson's record by three hours and 30 minutes.

THE SUN-HERALD, JULY 30, 1967

**AIR SOLO RECORD**

**LONDON, Sat. (A.A.P.-Reuter).**—Lone flier Sheila Scott broke the solo flight record between London and Capetown by four hours 13 minutes 21 seconds, it was announced today.

Her three-day flight earlier this month broke the record set up by Amy Johnson in 1936.

She flew the same Piper Comanche she used in her solo flight round the world last year.

The Sydney Morning Herald, Thursday, August 3, 1967

**Sheila Scott**

**LONDON.**—World record woman pilot Sheila Scott, 39, touched down at London Airport on Tuesday night after a "terrifying," drama-filled flight of 7,500 miles to secure another record.

She became the first woman to fly solo from Capetown to London.

She covered the journey in two days 19 hours and 56 minutes in her Piper Comanche single-engine aircraft.

MEETING PEOPLE...



SHEILA SCOTT

I don't like danger, says lone pilot Sheila Scott

ON THURSDAY Miss Sheila Scott sets off alone in a tiny, single-engine plane to try to beat the three-day London to Cape Town solo record set up in 1936 by her heroine, Amy Johnson.

Sir Francis Chichester was bad enough for comfort-loving layabouts like myself. There was something shameful about lounging around the telly, gaping vacantly at an old-age pensioner being assaulted by the elements.

by JOHN GRAHAM

Now 45-year-old Miss Scott is going to make us feel guilty all over again.

Already, only six years after taking up flying, this female Chichester has made a record-breaking round-the-world solo flight. Her extremely uncomfortable 8,000-mile jaunt to South Africa will probably allow her even less sleep than the four hours a night she averaged around the world.

It would be easier to understand Miss Scott's apparent masochism if she expected it to earn her a fortune.

BEAUTIFUL

But she doesn't. Indeed, she says she is still paying off the several-thousand-pound debts she incurred over her round-the-world flight.

"I'll be paying for the rest of my life," she said at her London flat. "I've got no money, so I have to be sponsored."

"I've had hell since I landed. It's been sheer heartbreak behind the scenes. I was doing anything this winter to pay off the debts, from lecturing to opening a travel agency. I didn't have one weekend off, including Christmas Day."

"I reached screaming pitch. People don't realise the torture I've lived through. I even gave up flying to save the plane I love. But at least the aircraft belongs to me. And it's over now, so why think about the bitterness?"

She explains her passion for flying quite simply: "There are a million reasons why you do it, like when you are in love, it's exceedingly beautiful. The colours, the feel of the aircraft, are different every time you go up. And the sensations, the sense of smell, are heightened."

TERRIFIED

"In modern life we've got distractions, but you get complete, pure concentration up there."

There were certainly distractions as we talked. The telephone seemed to shriek incessantly. Her secretary kept interrupting to discuss plans for the flight.

Miss Scott became increasingly agitated, kicking her shoes off, writhing restlessly on the sofa, chain-smoking, clasping her head in her hands every now and then, and insisting that she couldn't concentrate.

"I'm thrilled to be back in the air, to get away from this ghastly groundwork," she said. "I get awfully bad-tempered when I've been on the ground

for a long time. This last winter's been awful.

"I love to have my friends around me, but part of the day I have to be alone. It's a strange mixture. Sometimes when I'm flying I long to get down, but when I am I can't wait to get up again."

"On a world flight the first few days everything starts to hurt. Then you get one stage further and you don't care about this physical discomfort. You learn to live day by day. You can't think about yesterday's map or tomorrow. If you do then it's certain death."

Like most brave people, Sheila Scott is quick to admit to fear.

"The pure challenge comes into it," she said, "but it's not just conquering fear that makes me do it. I don't like danger. I'm terrified in a car on the roads. I hate to roar through London at speed. I couldn't climb a mountain, so it's not that I like the challenge of fear. And I couldn't stand on top of Beachy Head and look down. It would drag me over."

INFECTIOUS

Like others who continually gamble with death, she is superstitious. She has a special mascot, Buckteeth the Rabbit, whose idiotic smirk is infectious enough to make her smile even when she is really terrified.

Whenever she is racing she insists that the aircraft should carry the name of her own plane, Myth. And half of her "secret" emblem is made up of her sign of the Zodiac, Taurus. She says she always reads her horoscope and, like Donald Campbell, believes in lucky numbers, cards, and colours.

"Donald was a friend of mine," she said. "He helped me a great deal. About 18 months ago we were talking about the world flight and he was very worried about me. Little did we think it would be he who was killed. We both thought it would be me."

"But we both felt the same thing—if we had got to be killed, we'd rather be killed quickly and trying to get a record."

"When my fuel tanks burst over the Pacific I discovered this death intuition. I was hideously frightened. The thing I'm frightened of is being hurt, not death at all. I'd be strapped in, on top of a mountain."

"You know that you can get killed and you have to decide whether it merits the risk or not. But there's no doubt about it, there is something that looks after me in the sky."

"I believe in something, but I'm not religious in the ordinary sense of the word. All I know is that I am never alone in the air. Certain things have

happened to me and nobody knows how I ever got out of them."

There is another link between Sheila Scott and Donald Campbell. Patriotism.

"I never used to be particularly patriotic," she said, "but I feel very strongly so now. It was spilt on the world tour. People kept saying how wonderful it was to see a British pilot for a change. This gave me a tremendous sense of pride."

Sheila Scott has had one unhappy marriage, and she wondered whether that—combined with her love of flying—would rule out a second husband.

As she smiled, almost shyly, it seemed extraordinary that this should be the woman who had flown round the world, alone, in 33 days—this 45-year-old blonde ex-actress, ex-model, who looks younger than her years and is feminine enough to try to keep her age a secret.

"I love flying," she said, "but I love men as well. And children. I'm all for marriage. It's the most wonderful thing that can happen to you if you find the right person."

"I'd love to get married again, but I've no immediate plans. I've been jolly near to it three times in the last few years. In the end they tried to force me to give up flying."

"But I probably will give it up for a man who's skillful enough not to try."

FRENCH STOP SHEILA SCOTT FLIGHT

DAILY TELEGRAPH REPORTER MISS SHEILA SCOTT, 39, the British pilot who set off from Heathrow on Thursday to capture the women's record for a solo flight from London to Cape Town, has been forced to abandon her attempt because the French authorities will not agree to her flying over Chad.

She was told of their refusal when she reached Benghazi on Thursday night. She spent all yesterday appealing to them to change their minds. She is due to return to London today.

Miss Scott had had trouble with her single-engine Piper Comanche aircraft on the flight from London to Benghazi. It is understood that her automatic pilot mechanism failed 30 minutes after she took off.

The flight was being sponsored by Mr. Kenneth M. Wood, managing director of a domestic appliance company. He said last night: "It's a big disappointment, but we will still go ahead with the flight. We will get her back to London and find a new route."

Attempt next week

OUR MALTA CORRESPONDENT cabled last night: Miss Scott said in Malta, where she arrived for an overnight stop: "I am very disappointed but I will fly again early next week."

First Powder Puff Pilots From Down Under Head Straight For Disneyland, Palm Springs

By CAMILLA SNYDER

Not for nothing is the derby called the Powder Puff. Powder puffs (and combs) are just what Christine Henderson and Ruth Hodges ducked for at sight of photographer with camera, proving that lady pilots from down under are not too different from all the other girls in glamor town. The wind-torn Amelia Earhart hairdo is passe, the sleek looking.

Christine and Ruth, who are Australia's first entries in the Powder Puff, will fly a Cessna 182 which Gil Gunnell of Santa Monica's own Gunnell Aviation has loaned them for this, the 21st annual derby. In addition to loaning the girls "derby wings," Gil Gunnell has taken them under her own wings: they are house guests and were honor guests at a party she gave Wednesday evening.

Where did the Australian lady pilots go on their first flight stateside? Disneyland, if figures. Whom would they like most to meet in this country? Art Linkletter. That figures, too, for Linkletter owns considerable land in Australia. In fact co-pilot Ruth Hodges' husband owns land which borders the Linkletter property in Esperance.

Christine is 21 years of age and learned to fly five years ago. With a brother, 30, who also flies, she owns a Cessna 182 (plus a Tiger Moth-American cockpit) and lives in Adelaide, South Australia. She is a secretary to the Australian Building Company, and her boss is her father. She is one of eight children all of whom are the active type. One of her sisters, who is 25, visited the states in 1962 when she represented Australia in a parachute jumping meet in Orange, Mass. Christine wears a helicopter charm around her neck because one of her ambitions is to fly one some day. Another major ambition is to train on an aircraft carrier.

Christine and Ruth are both members of the Australian Women Pilots Association.



Palm Springs For Lunch

Christine Henderson, Ruth Hodges and Gil Gunnell (from left) check route to Palm Springs before taking off on practice flight to familiarize themselves with plane Mrs. Gunnell is lending them for the Powder Puff Derby. If the question as to what women fly in these days bothers you, they fly in the same clothes they wear every day as in this photo. (Photo by Bruce Howell.)

Ruth Hodges has three children: Chris, 23, 19, and Pie, 16. She learned to fly three years ago taking lessons with her son Chris who is now an instructor. After her first lesson she was hooked; her ambition is to fly an executive jet. Until she discovered flying, Mrs. Hodges' hobby was — would you believe — Japanese flower arrangements! Her husband is a textile importer in Melbourne, and she travels extensively with him.

Christine and Ruth are both members of the Australian Women Pilots Association.

tion as is the wife of Australia's governor general, Lady Casey, in fact, Lady Casey is both pilot and patroness of the group.

Christine's most exciting flying experience occurred a year ago now when she served as pilot to the Honorable Elick Schuurman, Dutch ambassador to Australia, and his family during a three-week flying tour to Outback in Queensland, to Thursday Island and to Darwin.

On the trip the party flew into Buynette Downs Station, which is 4,000 square miles in area, and the largest airport in the world. It is owned by the King Ranch in Texas, and the King Ranch in Texas is where Christine has been invited after the Powder Puff. A big race calls for a really big place to relax in after those hours in the cockpit.

Ruth Hodges will return home shortly after the race to her family. Christine will stay on to cheer another sporting group of Australians, the crew in the America's Cup Race in September.

MELBOURNE HERALD 6/27



The pilot from NG drops in

Women pilot Eileen Steenson is in Melbourne again after 18 months' commercial flying in New Guinea.

She is here to trade in her company's five-seater Cessna for a newer seven-passenger plane.

She works for the Sepik District Labor Service, which recruits native labor to work on plantations.

Capt. Steenson has held a commercial pilot's licence for 15 years.

For 13 years she was a sewing teacher at the Methodist Ladies' College, Kew.

Then, in 1965, she packed her bags to become a pilot in one of the world's most dangerous flying regions.

AIRBORNE



Women are proving that flying is not just for the birds — or just for men

From France last week came news of the world's first woman commercial jet pilot.

At Bankstown, too, women are proving their flying skills.

Scores have learned to fly here and a growing number are becoming instructors.

Latest to join the instructors is Miss Diane Watson (above) 26, of Granville.

She is the Royal Aero Club's first full-time woman instructor and makes up to six flights daily with learners.

Diane made her first flight at Trangle, where she was a stenographer.

She decided immediately to make flying her career.

Expense of lessons was her first problem so she returned to Sydney and saved enough to gain her flying licence through the R.A.C.

She won also a Government scholarship which allowed her to train for her commercial licence.

Then came the second big difficulty — where to find employment.

There seemed little scope

for woman pilots with airlines, so Miss Watson obtained another scholarship to train for an instructor's rating.

She gained it earlier this year.

"She's very good and very popular," said the club's Chief Flying Instructor Bill Lord last week.

SHEILA SCOTT AIMS AT RECORD

Sheila Scott, 39, who flew solo round the world last year, took off from Heathrow Airport yesterday on a 7,800-mile flight to South Africa in the single-engined Piper Comanche.

She is trying for the London-Cape Town Ladies' Solo Record—unbroken since Amy Johnson flew to South Africa in 78hr 28min in 1936. Miss Scott will fly 1,000 miles more than Amy Johnson because of overflying restrictions by Arab and African States.

"TORCH" 1967

# The Advertiser

Incorporating "The Register"

The Advertiser, Monday, July 17, 1967.

ADELAIDE, THURSDAY, JULY 13, 1967

## U.S. Air Race Hit By Weather

From CHRISTINE HENDERSON, of Netherby, a competitor in the "Powder Puff Derby" air race for women.

MARTINSBURG (Virginia), July 12—I hate to tell you I am still here. Eleven aircraft were disqualified on Monday due to a severe thunderstorm, causing them to land at non-designated airports. Included was No. 36, Betty Miller, who said that in 11 years' flying in the "Powder Puff" she never has seen worse weather. No. 11, on her ninth race, and No. 12 on her seventh—who was a favorite and had received instructions from past winner Claire Walters, as we had.

Tornadoes passed our route on Monday night. After a two-day delay at Atlantic City we were nearly the last aircraft to take off.

[Miss Henderson, 22, will fly a single-engine Cessna 182 Skylane aircraft with Ruth Hodges, of Brighton, Vic., as navigator. Miss Henderson, who five years ago was the youngest pilot in Australia, is sponsored by "The Advertiser."] Delayed refuelling here when the refuelling truck broke down caused us to be late joining the take-off sequence.

Twenty-four aircraft remained at Martinsburg on Monday. The aerodrome was closed until 1 p.m. yesterday.

Included among those still at Martinsburg praying for safer inner weather today, which is not forecast, are Nos. 5, 22, 60 and 62, each flying their 15th race.

# The Advertiser

Incorporating "The Register"

ADELAIDE, FRIDAY, JULY 14, 1967

## 'Powder Puff' Entrants Escape Bad Weather

From CHRISTINE HENDERSON, of Netherby, a competitor in the "Powder Puff Derby" air race for women.

AMARILLO (Texas), July 13 — After covering only 165 miles in the first two days of the race, we at last escaped the Virginia weather and took off from Martinsburg at sunrise yesterday.

Sixteen hours and 1,200 miles later we landed at Amarillo, having stopped briefly at Cincinnati (Ohio), Carbondale (Illinois) and Tulsa (Oklahoma).

It is wonderful to be airborne again after the weather hold-up, and we are hoping to meet tomorrow's 5 p.m. finishing deadline in Torrance (California).

[Miss Henderson, 22, is flying a single-engine Cessna 182 Skylane with Ruth Hodges of Brighton, Vic., as navigator. Miss Henderson is sponsored by "The Advertiser."] There was one mishap during yesterday's flight. An Aero-Commander force-landed in Ohio, having run out of fuel after leaving Martinsburg. The crew — Doris Bailey and Helen Hodges, both Californians — were injured, and are reported to be in a satisfactory condition in hospital.

A problem is cropping up for many of us — laundering our limited number of clothes. Pro-pellers have been noted acting as clothes-lines at some of the stops.

## TROPHY TO S.A. PILOT

From CHRISTINE HENDERSON, of Netherby, a competitor in the "Powder Puff Derby" air race for women.

REDONDO BEACH (California), July 16 — The 21st annual 3,000-mile All-Women Transcontinental Air Race is over. We won \$US100 and a trophy for the top overseas entry score and finished 33rd in the overall placings.

Fifty-two of the 76 aircraft which started in the race, from Atlantic City, New Jersey, to Torrance, near Los Angeles, California, finished.

[Miss Henderson, 22, flew a single-engine Cessna Skylane with Mrs. Ruth Hodges, of Brighton, Victoria, as navigator. Miss Henderson was sponsored by "The Advertiser."] The race was won by Mrs. Judy Wagner, of California, from Fran Bera, the winner seven times, and Tig Pencock.

### ALL AGREE

It is supposed to be hard to get women to agree on any subject but all competitors agree this was the toughest race ever held and the weather the worst experienced.

More bad weather on the last day caused many planes to turn back. Our only moment of trouble with our plane, Matilda, came 45 minutes from the finish.

For one heart-stopping second the engine stopped and we could not find the cause.

Visibility was very bad in the Los Angeles area and, realising we were on radar, we asked approach control to tell us the way home.

They vectored us in to the finish line and a red-carpet welcome.

In Adelaide last night, Miss Henderson's mother, Mrs. M. G. Henderson, said that Christine would visit the King Ranch in Texas and visit friends in the US before returning to Adelaide. Mrs. Hodges would fly back to Australia today.

The S.M.H. Women's Section, Thurs., July 20, 1967

## Success in air race

Mrs Harry Hodges, of Melbourne, who was one of two representatives of the Australian Women Pilots' Association to compete in the Powder Puff Derby which began in Atlantic City, New Jersey, on July 11, returned to Sydney by Qantas from the United States yesterday.

Contestants had to fly the 2,493.74 miles to Torrance, California, and Mrs Hodges and the second representative, Christine Henderson, came first in the International Section of the race, and thirty-fifth in the race.

### POWDER PUFF DERBY WIN

Two representatives of the Australian Women Pilots' Association, Mrs Ruth Hodges (Melbourne) and Mrs Christine Henderson (Adelaide) won the international section of the USA's annual "Powder Puff Derby" — a gruelling, four day, 2493 mile race across America from Atlantic City, New Jersey, to Torrance, California. Flying a Cessna 182 Skylane, they finished out of 157 starters and ahead of the 10 other national competitors. All the American women competitors were professional pilots, but the race was flown in conditions that only 57 entries completed the race. Mrs Hodges has been flying for only three years. She was not the only Australian entrants. Two Australian girls, Anne Carter and Carmel Brown, were sponsored by Rex Aviation Ltd., Sydney, for whom Christine is a full time flight instructor. Though only 21 she has accumulated 1000 hr. in the past five years. Carmel, as co-pilot, is also an instructor — at the Royal Newcastle Aero Club. She has been flying since May. They planned to fly the race in a new Cessna 182 which they were to pick up from the Cessna Aircraft Company at Wichita, Kansas. How they finished in the States is not yet known here; they are touring the States on their return here. Other Australian pilot, Marie Richardson, was flying co-pilot in the race and several other AWPA members including Pam West and Nancy Bolton, were attending the Ninety-Nines' Convention of which the race is an annual highlight — and doubtless planning to be there if they could. END.



Then On To Disneyland

Christine fastens kooka mascot "Tilda" into place as she and copilot Hodges take off for trial flight to Disneyland Airport.

Christine is youngest woman flier ever licensed in Australia; she won wings and licence at 16.

—Eveline Collins. Photo by Bruce Maxwell

August, 1967

A.O.P.A. MONTHLY MAGAZINE

## POWDER PUFF DERBY

21-year-old, Miss Anne Carter and Miss Carmel Brown have been sponsored by Rex Aviation Limited to represent Australia in the "Powder Puff Derby", an all-women transcontinental race from Atlantic City, New Jersey to Torrance, California. The race is run over approximately 2,493 miles, and is limited to daylight and clear weather flying conditions.

The girls are flying in a new Cessna 182 Skylane aircraft which they picked up from the Cessna Aircraft Company in Wichita, Kansas, U.S.A.

Anne, the pilot in the race, is a full-time flight instructor for Rex Aviation Limited, the Cessna Distributors for Australia, South East Asia and New Zealand. She started flying when she was just 16 and has since logged 1,000 hours flying time. Carmel, who is also an instructor doing service for the Royal Newcastle Aero Club, started flying in May, 1960, and is Anne's co-pilot in the race.

Many of the navigational aids available in the States are not yet established in Australia and therefore, before the race began, it was necessary for both Anne and Carmel to better acquaint themselves with these instruments, as well as to strike different weather conditions encountered in the States as compared to their native land.

When asked by a U.S. reporter if they intend to fly the Cessna home, the girls flashed a most winning smile and said they would return to Australia by ship.

Anne said the trip to the U.S. for the race was the first time she has been abroad. She has taken a three months' leave of absence from Rex and plans to tour the U.S. after the race.

# Powder Puff Derby entry

Carmel Brown the 26-year-old instructress with Royal Newcastle Aero Club, at Rutherford, has never flown with Sydney pilot Anne Carter, with whom she will team for the Powder Puff Derby in July.

The two will practise together for this famous all-woman transcontinental air race when they arrive at Wichita (Kansas) U.S.A., where they will take delivery of the new Cessna 182 aircraft, supplied to them for the race.

Miss Brown and Miss Carter will be the only all-Australian crew competing for the \$US3000 prize.

A former high school French teacher, Miss Brown has been friendly for some years with Miss Carter, who is an instructress at the Rex Flying School, Bankstown.

She said yesterday: "We started discussing plans for the Derby in February, but only decided to enter two months ago."

### No sponsor

"The Cessna factory at Wichita agreed to supply the aircraft, but we have been unable to get a sponsor to help with our fares.

"As a result we are paying our own way on a 28-day excursion fare basis through Qantas and will have a very short time in the States."

Miss Brown said she and Miss Carter would leave for the United States on June 22.

They would fly the Cessna

to Atlantic City for the start of the race, on July 8. At the conclusion of the



CARMEL BROWN

race which follows a route through Cincinnati, Carbonale, Springfield, Tulsa, Amarillo, Albuquerque, Flagstaff, Palm Springs and Torrance (New Mexico) they will fly the plane back to New Orleans, before leaving for home from San Francisco.

Miss Brown was educated at Ballina High School and Sydney Teachers' College.

She has held a pilot's licence for six years and has been an instructress for the past two years.

## Pilot leaves for U.S. air race

The official nominee of the Australian Women Pilots' Association in the All Women Trans-Continental Air Race, 21-year-old Adelaide secretary, Miss Christine Henderson, left Sydney last night by Qantas for Los Angeles.

The all-women air race which is also known as the "Powder Puff Derby" will start from Atlantic City on July 8 and finish at Torrance, near Los Angeles, on July 11.

Miss Henderson's co-pilot and navigator in a Cessna 182 single-engine plane, will be Mrs Ruth Hodges, of Brighton, Melbourne. More than 100 have entered the 2,500-mile race.

# Woman pilot leaves for air race

MISS CHRISTINE HENDERSON, of Adelaide, left Sydney by Qantas last night to compete in the four-day Trans Continental Air Race between Atlantic City, New Jersey, and Los Angeles, California, which will begin on July 8.

One hundred aircraft, all piloted by women, will fly in the race, which is commonly known as the Powder Puff Derby.

The competitors will fly as far as possible during daylight hours, with designated refuelling and overnight stops, although none of them are mandatory.

Twenty-one-year-old Miss Henderson, who believes she is the youngest overseas competitor entered in the race, will fly a Cessna 182, and Mrs H. E. Hodges, of Melbourne, will be her co-pilot.

The official representatives of the Australian Women Pilots' Association, they are the first team in this race.

\* 2 The Sun, Tues., July 11, 1967 2

## AIR RACE

Australian Associated Press

NEW YORK, Monday. — Seventy-one women pilots took off today in the 21st Powder Puff Derby.

About 300 people watched them lift off at 20-second intervals from Atlantic City, New Jersey. They headed under full power for Torrance, California, 2,493 miles away. Fog and storms earlier caused a 49-hour postponement of the race. The delay was the longest in the derby's history.

TWO Australian women flyers have a "Powder Puff Derby" entry for the start of the 21st transcontinental air race. The Australians, Anne Carter and Carmel Brown, both of New South Wales, are among the 12 women aviators from 14 different countries competing in the race. A commercial jet from Sydney to Wichita, Kansas, where they picked up their plane, flew it to Atlantic City. A total of 100 aircraft will take off next Saturday for Torrance, California, a distance of 2493 miles.

— AVIATION NEWS, Wednesday, April 19

## Women will race in U.S.

INTERNATIONAL L.L.Y. known Australian woman pilot, Mrs Nancy Bird Walton, will lead a contingent of 14 women pilots visiting the USA in July for the famed "Powder Puff Derby".

Mrs Walton told AVIATION NEWS that three Australian women pilots had entered for the all-woman transcontinental air race.

About 100 aircraft are expected to contest the race—one of the most popular events on the US aviation calendar.

After the race Mrs Walton will make a lecture tour of America.

# The Advertiser

ADELAIDE, MONDAY, JULY 10, 1967.

The Advertiser, Wed., July 12, 1967.—

DAILY TELEGRAPH, THURSDAY, JULY

## Weather Delays Powder Puff

From CHRISTINE HENDERSON, of Seaton Park, a competitor in the US "Powder Puff Derby" air race for women.

ATLANTIC CITY (New Jersey), July 9 — The 21st annual Powder Puff Derby's take-off scheduled for 9 a.m. yesterday was delayed due to weather.

The 138 pilots and co-pilots including women fliers from five continents were poised in Atlantic City eagerly awaiting clearing skies, which may not arrive until tomorrow morning.

Among the participants in this year's transcontinental air race is Fran Bera, a seven-time winner pilot, with Barbara London co-pilot.

Another choice for top laurels in this year's competition is Judy Wagner, from California, this year's winner of the international air race from Montreal to Miami.

We have put in our order for 10,000 feet of sunshine, ten miles visibility, for 10 days and are awaiting the arrival of bubbles of sunshine sent by special delivery for No. 72 from our aircraft owners in Santa Monica, California.

[Miss Henderson, 23, will fly a single-engine Cessna 182 Skylark aircraft with Ruth Hodges, of Brighton, Vic., as navigator. Miss Henderson, who five years ago was the youngest pilot in Australia, is sponsored by "The Advertiser."]

OAKLAND, California, July 9 — Mrs. Ann Pellegrino, 30, Michigan's flying housewife, completed a globe-circling flight on Friday in a 30-year-old plane to commemorate the 30th anniversary of the trip charted by aviatrix Amelia Earhart. United Press International reports.

Miss Earheart disappeared on a similar flight.

## Powder Puff Derby "On"



Australian Associated Press

ATLANTIC CITY, July 11 — An anxious 138 women pilots winged away yesterday under sunny skies to race across the United States in the 21st annual "Powder Puff Derby" (route shown in map).

A crowd of 300 spectators watched the first plane, a single-engine Beechcraft, lift off the runway at Bader Field.

It was followed, at 20-second intervals, by the other 70 planes participating in the 2,493-mile race against the clock to Torrance, California.

Starter Roy Ryder waved his flag at exactly 10 a.m. — 49 hours after the race originally was scheduled to begin.

It was the longest delay in the history of the race. Last year's event was postponed for 48 hours.

The coast-to-coast race was postponed on Saturday and Sunday through fog and thunderstorms over the mountains of West Virginia.

[Christine Henderson, 23, of Seaton Park, is a competitor in the air race. She is flying a single-engine Cessna 182 Skylark aircraft with Ruth Hodges, of Brighton, Victoria, as navigator.

Miss Henderson, who five years ago was the youngest pilot in Australia, is sponsored by "The Advertiser."

Miss Henderson will send special reports to "The Advertiser" about the progress of the race.]

## Flier on course

Melbourne flier Mrs. Corine Druce has reached Tulsa, Oklahoma, on the fifth stage of the Powder Puff Derby.

She is partnered by Mrs. Kay Nisbet, of North Carolina.

Fran Bera, of California, winner of seven Powder Puff Derbies, appeared to be the early leader in the annual cross-country air race.

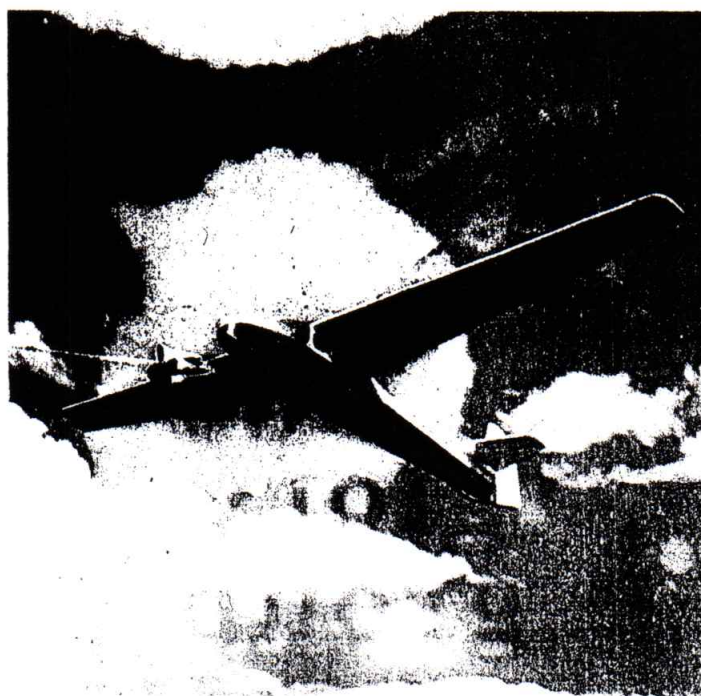
At least 10 of the 71 starters, who took off at 20-second intervals from Atlantic City, New Jersey, were disqualified after a thunderstorm forced them to land off-route.

# The glider pilot they call "Mum"



*A current of air can carry her as high and as far as she chooses . . . and she revels in the magic feeling of freedom she finds "up there" in the thermals*

By DEBORAH GARLAND



*"Gliding is easier than driving a car," said the pilot (left), then zoomed off on her record attempt in the single-seater Kingfisher (above).*

THE temperature was 105 degrees. The red dust of the Mildura, Victoria, plain was eddying in the hot breeze and the flies were the sticky sort that swarm in dozens at sight of a human being.

Hatless, and looking fresh and cool in their shirts and shorts, Brian and Joyce McLaren laughed at the discomfort of "Woman's Day" photographer Jack Lawrence and me — both still not recovered from the long car trip from Melbourne through the airless Mallee "desert."

Energetically, Brian and Joyce set about wheeling the red and white glider from its hangar, tying it to their station wagon and, with Joyce driving the car and Brian steadying the plane, towing it to the take-off point.

"I do hope she makes it," said Brian, looking anxiously at the sky. "There are plenty of thermals (eddies of air in which the glider can soar), but 10,000ft is pretty high, you know."

"She" was his wife, Joyce, an attractive 23-year-old blonde mother of two, who was about to try to soar to 10,000ft in the single-seater Kingfisher, so that she could gain her "Gold C" gliding badge.

Joyce, whose sons, Peter, 3, and Terry, 16 months, were there to watch the attempt, is one of five women among the 40 members of the Sunraysia Gliding Club which, though not the biggest in Australia, is one of the most enthusiastic and has the cheapest rates.

She's been gliding on and off for six years, longer than Brian has, though he's won more in the way of badges. "I haven't had two babies," Brian explained, adding proudly that Joyce was still "up there" when she was pregnant with Terry but, for safety's sake, she then flew duo.

"Gliding is easier to learn than driving a car," said Joyce. "I flew a Kingfisher for three years before I got my driver's licence. All those cars zooming around on the roads. I was scared."

But, with gliding, she's never felt fear. "I think it's gorgeous to be away from everything and everyone," she said. "You're fairly busy while you're up there. There's no time to think of your troubles."

"I've soared over 5,000ft, but I do want to catch up with Brian and reach 10,000ft. Mind you, I'll come back frozen if I do."

With Peter watching earnestly and Terry playing unconcernedly with bucket and spade in the dust, Joyce settled herself in the fragile glider.

Gliding club president, Mr Reg Hudson, said two people could lift it easily as it weighs only 260lb and they could dismantle and reassemble it in a few minutes. It is 27ft long, with a wing span of 34ft.

"It has a spruce spar, plywood covering and fabric over it," he said. "You could poke a finger through the fabric if you gave it a decent poke, but it's worth \$2,400."

"We've had all sorts of people in it, from 15 to 50-year-olds, even a 17-stone chap who

was 6ft 4in tall. He practically needed a shoe horn."

By now, the Kingfisher was attached by cable to a winch on the back of a car standing a mile away on the plain.

Putting on goggles and safety belt, Joyce gave a nonchalant wave to signal that she was ready for take-off. The club member a mile down the runway winched the Kingfisher in at 45 m.p.h. and, within seconds, Joyce was up and away. The cable was automatically released and she was on her own, free as a bird.

The Kingfisher dipped and circled in graceful flight as Joyce searched for thermals.

"No," said Mr Hudson. "She won't make it. There aren't enough. The Gold height is elusive — the weather's right only five or six weekends a year."

And Joyce didn't, though stubbornly she landed and tried twice more.

"Well, I'm still ahead of Brian in one thing — I've won a pewter mug and he hasn't," she laughed. "We have a thing called the winter trophy for the longest flight in a Kingfisher and the bigger Ka6. I won in the Kingfisher, flying 83 miles, but Brian missed out in his Ka6 flight."

Even so, Brian, 26, has made the front page of Mildura's newspaper, the "Sunraysia Daily," because of a recent feat.

As a publicity stunt to help establish a gliding club at Broken Hill, he flew the Ka6 335 air miles from Mildura to the outback town of Tibooburra and emptied its two pubs of almost the entire population of 250, many of whom had never seen a glider before.

The flight was only 45 miles short of the Australian distance record and Brian believes he could have set a new one if he'd continued north across the Queensland border. "But the plan was to land at Tibooburra, so I decided to stick to it," said Brian. "If I'd taken that record, Joyce would really have had something to fret about!"

**Footnote:** Terry has still to make his first flight but Peter has already been gliding two or three times with Father in the club's two-seater. I asked him how he liked it. "Mmm, good," said Peter. "Better than a jet." ●



*"It's better than a jet," said young Peter, 3, after a test flight with Mum and Dad. In the photograph, too, is 16-month-old Terry.*

# Actress flying to Russia

From Guy Austin

**HOLLY WOOD, Saturday.** — Actress Susan Oliver will fly solo from California to Moscow next month.

"It will be a first," said the green-eyed blonde, who has appeared in guest roles in just about every TV series.

"No woman has ever made the flight before."

Her plan is to reach Moscow in time for the June film festival and there join other Hollywood celebrities.

Her route will be via Canada, Newfoundland, Iceland and Denmark.



Susan Oliver . . . "I want to get to the top."



Betty Miller . . . solo to Australia.

## 'I love it'

A U.S. jet pilot, a friend of the 37-year-old actress, told her, "I wouldn't try that flight solo for a million dollars waiting for me at the other end."

Why then is Susan Oliver attempting it? It is not for publicity.

Miss Oliver has been an established star in Hollywood for 10 years, and before that a success on Broadway where she won an award for her performance in "Look Back In Anger."

"Just what is the urge behind this long and daring attempt to fly to Moscow solo?" I asked.

Miss Oliver said: "Some people start to learn the piano, beginning with scales, go on to learn a tune, then have an ambition to play Chopin and Bach."

"Others have a craze to climb mountains, starting with a local cliff, and ending up trying to scale the Matterhorn."

"It's something like this

with me. I've been flying now for two and a half years. I love it. I want to get to the absolute top for a woman."

"Three years ago a friend took me up in his small plane and we flew over Los Angeles."

"Six months later I went to the flying school owned by Chuck and Betty Miller in Santa Monica and told them I wanted to learn."

"Betty Miller was the first woman to fly solo from California to Australia."

"Inside of me, as I took lessons, I wanted to do something like that."

"I now have a commercial pilot's licence with an instrument rating. That's the highest you can get."

Last year Miss Oliver made her longest solo flight, 1600 air miles to Chattanooga, Tennessee, to visit her parents and family.



PILOT Sue Folks, who flew a single-engined Beechcraft Debonair non-stop across Australia, pictured on her arrival at Jandakot Airport, outside Perth.

# Girl pilot's daring flight across the continent

By PAT PARKER

**BEHIND** 25-year-old Sue Folks' near-record, non-stop flight in a single-engined plane from Sydney to Perth lies a story of seven years' ambition and daring.

Her time was 12 hours, 42 minutes.

The record for this 2150-mile flight was 12 hours 32 minutes, held by John Swain, of Orange, N.S.W.

The actual flying time has since been bettered by Ross Smith, of Perth, flying a Mooney Executive 21. His was a standard-type plane, not equipped with long-distance fuel tanks. He stopped at Whyalla, S.A., and Forrest, on the Nullarbor, to refuel. But his elapsed time for the trip was 12 hours 14 minutes. His daughter was a passenger on the flight with him.

Swain's plane and Sue's were both fitted with long-distance fuel tanks.

Sue was a schoolteacher, has been married for five years to charter pilot Max Folks, and has been flying herself since she was 18. So far she has logged about 700 hours in the air.

Sue is the daughter of Mr. and Mrs. J. Heath, of Ingham, North Queensland, one of four children, and the only one to take up flying. She joined the Ingham Aero Club in 1960.

Sue had done about 14 hours' flying when Max Folks became Chief Flying Instructor at Townsville. He took her through the rest of the course, and a couple of months before they announced their engagement, when she had logged the necessary 45 hours, she realised ambition number one — she got her Private Pilot's Licence.

Sue and Max were married at the end of 1961 and lived in Townsville for a year



CHARTER PILOT Max Folks, Sue's husband. They have been married for five years.

while Sue pressed on with her flying.

Next she went for her Commercial Pilot's Licence. This requires 165 hours of flying as well as the usual ground study course in navigation, meteorology, engines, air frames, and principles of flight.

She did most of the course by correspondence, but when Max joined Civil Flying Service, a charter company, and they moved to Melbourne, she finished it at the Technical School there.

She is now studying for an Instrument Rating, which will allow her to fly at night and in bad weather.

It wasn't till Max was posted to W.A.'s iron-ore country, two years ago, that Sue really came into her own — flyingwise.

They lived until recently at Roebourne, in the far north of Western Australia. Several times when Max was ill, Sue took over and piloted his company's six-seater Beechcraft Baron between the iron mining sites at Mount Tom Price and the Hamersley Iron Company's port at King Bay. Also she flew the 900 miles to Perth and back three times in one week.

The flight from Sydney to

Perth happened at short notice.

Sue told me, "We went to Sydney for my sister's wedding. Then Max had to go to Melbourne to pick up a plane for his company, and it looked as if I'd end up an airline passenger."

"But a few days before we were due to leave for home we visited friends at Bankstown and I just thought I'd inquire if there were any aircraft to be delivered."

Sue found that a four-seater Beechcraft Debonair had just been delivered at Bankstown aerodrome from America and was due to go on to Perth.

When the Hawker de Havilland people asked her if she would tackle the trip to Perth in one hop, she said "yes."

Her take-off from Mascot was delayed several days because of unsuitable weather, and, in the end, she reached Jandakot Airport, just outside Perth, without her husband even knowing she'd left. That day he was piloting a charter flight to the Barrow Island oilfield.

It was a trouble-free trip ("just one or two rain and

dust storms") and she wasn't lonely ("too busy map-reading and sighting landmarks").

But, of course, after 12 hours 42 minutes in the air she was stiff and cramped when she landed — with still enough petrol left to take her 100 miles.

She wore a slacks suit and took no parachute ("There's no room, and, anyway, I have complete confidence in the machine when I know it's well looked after") and took some sandwiches and fruit for lunch.

She talks about the flight as other young women would about their drives to the supermarket.

The fact that she made history by being the first woman to do so meant less to her than saving her fare home to Perth from Sydney.

Sue was surprised by the heroine's reception she got.

Last year she flew from Sydney to Perth twice, and once from Melbourne to Perth, but with stops for refuelling on each trip. She had passengers on the flight from Melbourne.

"Flying fascinates me!" Sue says. "I love it!"

THE AUSTRALIAN WOMEN'S WEEKLY — March 1, 1967

## Female fly-in



Miss June Perry, right, steps out of her plane at AeroPelican and is met by Miss Pat Barnes (left) and Mattara Princess Miss Pam Hely when she arrived at the aerodrome on Saturday in the women's "fly-in" which was staged to draw attention to women pilots and their training.

NEWCASTLE MORNING HERALD  
MAY 22 1967

## AUSTRALIAN PILOTS HOLD CONVENTION

WOMEN pilots from all States of Australia used Coolangatta airport as their base last week when they visited the Gold Coast.

Almost 100 women pilots came to the Coast for the Annual Conference of the Australian Women's Pilots Association. Many pilots flew their own planes to Coolangatta to take part in the trial of airmanship and reliability which was won by Mrs. Senja Robey from Sydney. This is the only annual event on the aviation calendar with a perpetual trophy which remains in the home State of the winner for the year. The trial is flown over a 130 mile triangular course and aeroplanes are flown to makers' specifications. Mrs. Robey has been flying for 19 years and is now an instructor. Second was Mrs. Pam Mills from Victoria with Mrs. Margaret Kentley from Sydney, third.

Among those attending the conference were Mrs. Nancy Bird Walton, who was founder of the Australian Women's Pilots Association. Miss Ross Goudie, Miss Judith Watchorn and Miss Heather Innes — both of Tasmania, who flew up in a Cessna 172. The convention was held at the Broadbeach Hotel. At the annual meeting, the 1938 Aerobatic Cham-

Miss Beryl Young who is a charter pilot with Avis in Melbourne, Miss Sue Folks, who recently made a record non-stop flight from Bankstown, NSW, to Perth, W.A., and with Miss Siede, three years ago won the women's section of the Ansett Air Race from Brisbane to Adelaide. Laurie English from Albury, NSW, flew up with Jill Rowntree of Mt. Hope, western NSW, in a Cessna 172.

licence, licensed engineer, Fellow of Australian Institute of Navigation (only woman), and only woman member of committee of Institute of Navigation.

As well she is technical officer in the Department of Air, wartime transport pilot, two years with Rolls Royce engineering team working on Dart engines, runs her own aviation company "Avmar", flew Miles Messenger from England, awarded the Amelia Earhardt Scholarship (only Australian woman to do so), went to America as guest of the U.S. Air Force.

Toured New Zealand on an Aerial Agriculture Study and returned to Australia in an advisory capacity in pasture and erosion control.

Visited America at request of the U.S. Government, studying commercial trends in Aviation.

President of the Institute of Navigation (only Australian woman).

Congratulated on her achievements she, with quite unconscious modesty, replied: "Oh, that's nothing. There are so many more things I still want to do."

## Coolangatta trophy race

plion, Mrs. Esther Mather of Melbourne (who learned to fly in Queensland) was re-elected federal president and Mrs Olga Tarling of Queensland, vice president.

Mrs. Peg Kellman is Queensland president and Miss Joan Trudgett, Queensland secretary.

Six members from West Australia arrived in twin-engined Beechcraft,

The member with the greatest number of credits would be Nancy Leebold, M.B.E.

To list some of them: she holds a senior commercial licence, multiple engine endorsement, only A.W.P.A. member to fly jets, instructor's rating, C.F.I. Dubbo, instructor with Royal Aero Club of NSW, instrument rating, first class radio operator's

## WOMEN PILOTS AT BROADBEACH



ABOVE: Pictured at Saturday night's dinner and trophy presentation, the main social event of the 16th annual meeting of the Australian Women's Pilots Association at the Broadbeach Hotel last weekend, are Miss Laurene Hassard and Mrs Ivy Hassard, of Surfers Paradise, Miss Jill Rowntree, of Mt. Hope (NSW), and Mrs L. English, of Albury (NSW).

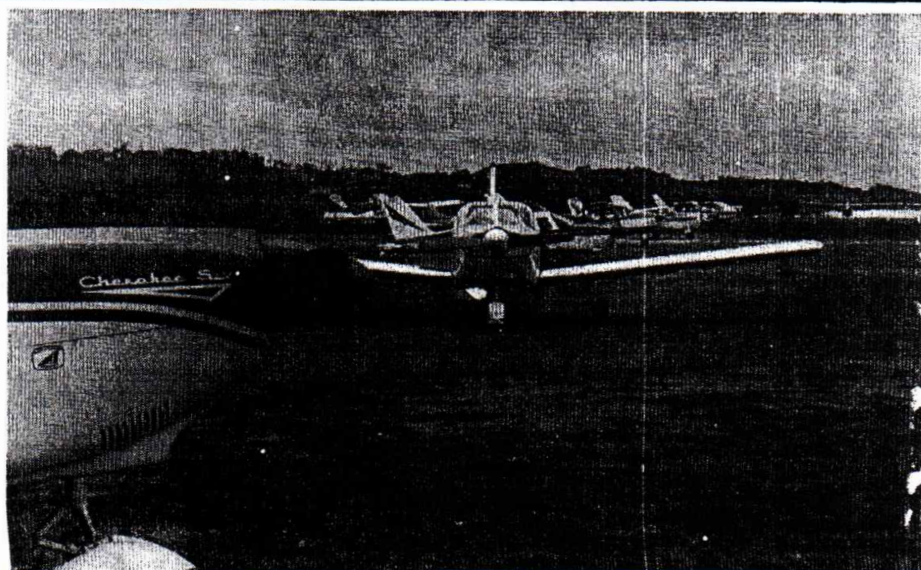
## Nancy Bird trophy to Melbourne flyer



About 70 women pilots from all over Australia attended the meeting and most flew themselves to the Gold Coast.

Another feature of the meeting was the "powderpuff triangle", a test of flying skill on a 130-mile triangular course, held on Saturday, south of Coolangatta.

RIGHT: Miss Beryl Young, of Melbourne, winner of the Nancy Bird trophy, awarded to the woman pilot who has done the most for aviation in the past year, receives her trophy from the Director of Civil Aviation, Mr D. G. Anderson. During the past year, Miss Young has led five planes in Solomon Islands' mineral surveys and has also conducted a fishing survey in North Queensland.



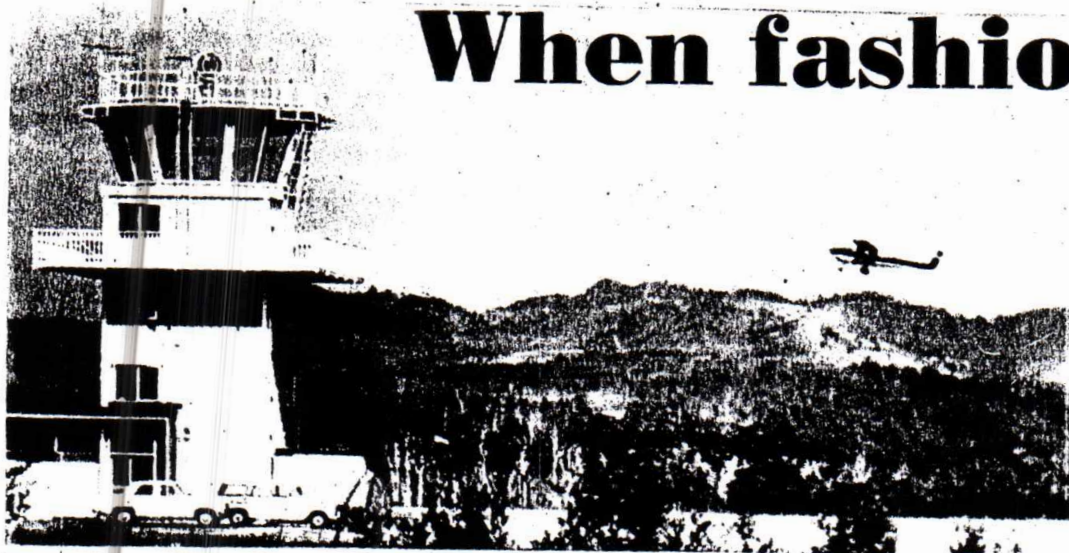
A few of several dozen aircraft, including three twins, which flew to Coolangatta for the 1967 A.W.P.A. Annual General Conference.

# Gold Coast Sun

FRIDAY APRIL 14-20 1967

FOCUS ON THE NEWS

## When fashion takes to flight



### It's like a feminine take-over of Coolangatta Airport

A Gold Coast Sun photographer followed the progress of two competitors in last weekend's "Powder Puff" air reliability trial.

They were Doreen McLeod, a housewife from Brisbane and Margaret Lee, a speech-teacher also from Brisbane.

Doreen has been flying for ten years, but Margaret only five years. For the Gold Coast flight they used a Cessna 172 four-seater aircraft.

RIGHT: Doreen (nearest camera) and Margaret check over flight plans minutes before take-off time on Saturday morning, while later (at far right) Doreen makes a final check over her aircraft.



TOP: The competitors are air-borne in the trial and pictured over the runway as they passed the airport control tower.

COOLANGATTA AIRPORT had the appearance of a feminine take-over last weekend, when almost 100 women pilots and their navigators flew into the Gold Coast for their annual get-together and "Powder Puff" air reliability trial.

Their chic little planes, parked in a long line on the airport tarmac, looked like a fashion parade of what the well-dressed Australian woman is flying this year.

The women flew in from all States. One, Sue Folks, even took time out to break the record for a flight from Sydney to Perth by 52 minutes, before heading for the Gold Coast.

A Sydney flying instructor, Mrs. Senja Robey, won the reliability trial, which took the planes on a triangular course down the Tweed Coast, inland to Casino and back to Coolangatta.

In the trial, points were deducted for completing sections of the course ahead of or behind schedule, for each bounce on landing and for not landing spot-on target.

The women made The Broadbeach Hotel their headquarters for their annual dinner meeting and accommodation.

At the dinner, the Director General of Civil Aviation, Mr. D. J. Anderson, presented the Nancy Bird Trophy — for the woman pilot who did most for aviation in the past year — to Miss Beryl Young.

Miss Young is a charter pilot for Avis in Melbourne.



## Women pilots fly a tricky trial course

COOLANGATTA. — Thirteen women pilots yesterday flew the "Powder-Puff Triangle" south of Coolangatta, to see who could best arrive on time, without bouncing.

They had to keep a straight and narrow 130-mile course between Cudgera Creek (Tweed), Evans Head, and Casino.

The triangle began 14 miles south of Coolangatta where officials of the Australian Women Pilots' Association clocked them out and in.

The 13 pilots, including many of Australia's top women flyers, were competing in the association's sixteenth annual reliability trial.

All had women navigators. The 13, from every Australian State, included seven commercial pilots who make charter flights or give flying instructions.

In yesterday's trial points were deducted for completing sections of the course ahead of or behind schedule — 10 points for each minute. Competitors lost 20

points for each bounce in landing back at Coolangatta.

All planes had tricycle landing gear, and pilots had to keep their noses up for at least three seconds after the main wheels touched, or lose points.

Winner of both the Trial and Spot Landing Sections is Mrs. Senja Robey, a Sydney flying instructor.

She had least point deductions and landed spot on a 50ft. strip target.

### Set times

Mrs. Pamela Mills of Melbourne was second and Mrs. Margaret Kentley of Sydney, third.

Department of Civil Aviation officials set trial times under conditions of the day for particular types of aircraft at normal cruising speeds.

At a Broadbeach Hotel dinner last night the Director General of Civil Aviation (Mr. D. J. Anderson) presented the Nancy Bird Trophy to the woman pilot who did most for aviation last year.

### Winner

The winner is Miss Beryl Young, of Melbourne, who this year led five planes in a Solomon Islands aerial mineral survey.

She also conducted an aerial fishing survey in North Queensland between Townsville and Rockhampton. Miss Young won a first-class instrument rating last year.

Next year's reliability trials for the women pilots will be in South Australia.

Picture — Page 18

## She's the tops in air triangle

A Sydney flying instructress, Mrs. Senja Robey, won both the trial and spot-landing sections of the "Powder Puff Triangle" yesterday.

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SUN-14/4/67

MAR

**GLAMOUR  
in the air**



**The Courier Mail**  
Telephone 51 6011  
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BRISBANE

SATURDAY APRIL 8 1967

**She's the tops in air triangle**

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GOLD COAST SUN, April 14, 1967-13

**FOR WOMEN**

There was an enthusiastic local contingent at the cocktail party, dinner and trophy presentation which culminated the 16th annual general meeting of the Australian Women Pilots Association held at The Broadbeach Hotel last weekend.

They included Association secretary Miss Joan Trudgett and members Mrs. Ivy Hassard, Mrs. Joan Salter, Mrs. Loree Bonney, Mrs. Connie Karhula and Mrs. Lorraine Stephens.

Mrs. Hassard, a personality better known on the Coast for her fashion designing than her flying exploits, told me she thought it was particularly enjoyable to see the large number of quite young girls and women who are now members of the Association and to know how keen they are to carry on the very fine traditions of the pioneer women pilots of Australia.

**ROUNDABOUT**

with gwenda

Combining the "CALOUNDRA WEEKLY" and "MAROOCHYDORE ADVERTISER." Circulating at — Maroochydore, Alexandra Headland, Mooloolaba, Buderim, Tanawha, Caloundra, Maleny, Beerwah and Glasshouse Vol. 3, No. 23 Circulation 4,700. Beach Par., Maroochydore. Phone 3-1309 Thurs., April 13, 1967

PROUS air pilots, Mrs. Judith Lord (left) and Mrs. Rosemary Arnold, both leaving their light plane at Coolangatta Airport yesterday, when they attended the Australian Women Pilots Association annual meeting at Broadbeach. Mrs. Arnold is Australia's only woman helicopter pilot.

**To Coast in planes ... for talks on flying**

**SURFERS' PARADISE.**—Ninety-four women pilots are attending the Australian Women's Pilots Association annual meeting at the Broadbeach Hotel, Gold Coast.

Most of them flew aircraft to the Coolangatta Airport.

Two of the pilots—Miss Judith Watchorn of Hobart and Miss Heather Innes, of Launceston—left Tasmania in a Cessna 172 on Monday for the conference.

Miss Watchorn said: "We stopped overnight at Melbourne, Griffiths, and Moree, and the aero clubs there went to no end of trouble to find us accommodation."

"We had a pretty good trip right through and were fortunate enough to have lovely weather all the time," she said.

**6 From W.A.**

Six other association members will arrive from Western Australia today in a twin-engined Beechcraft.

The pilot will be Sue Folks, who flew from Sydney to Perth on April 1 to break the record by 52 minutes.

The 1938 Australian aerobatic champion, Mrs. Esther Mather, now the Federal president, arrived yesterday with other executive members, including the secretary (Miss Ross Goudie) and the treasurer (Miss Emily Siede).

Mrs. Mather gained her private pilot's licence in 1932 and her commercial licence a year later.

Until her marriage she was a charter pilot and also gave numerous aerobatic displays.

"Though it was unusual for a woman to win the aerobatic championship at a time when there were not a great number of women pilots around, there was no fuss about it," Mrs. Mather said.

She said she was just "one of the men" as far as her male colleagues were concerned.

"They had accepted me as a pilot and that was all," she said.

Another woman at the convention is Beryl Young, whose work as a charter pilot for Avis in Melbourne has brought her a wide and varied number of assignments.

In January, 1966, Miss Young went to the Solomon Islands with a Swedish party to conduct a mineral survey for the United Nations.

Air races are what most interest the Federal secretary (Miss Siede).

**Win in race**

She said: "Three years ago Sue Folks, another pilot, and I entered the Ansett air race from Brisbane to Adelaide and were lucky enough to win the women's section."

Miss Siede has been flying for four years.

Tonight the association will hold its annual meeting and a reliability trial will be held at the Coolangatta Airport tomorrow morning.

The trial, with a 130-mile triangular route, is run on a handicap basis. So far there are 15 en-

tries. Judges are Mr. A. S. Christie, of Melbourne, Civil Aviation Department senior examiner of airmen, and Mr. A. Schutt, Tomorrow night members will attend a cocktail party, followed by a dinner.

The Director - General of Civil Aviation (Mr. D. G. Anderson) will present the 1966 Nancy Bird Award to the woman who has made the most noteworthy efforts in flying.

Mr. R. W. Seymour, regional director for the Queensland Civil Aviation Department, will announce the reliability trial winner.

THE COURIER-MAIL FRIDAY APRIL 7 1967

ONE person who came to see the area for herself this week was the famous woman pilot, Mrs. M. Kentley, who is Governor of the International Women's Pilots Association.

Mrs. Kentley flew up to Maroochy aerodrome last Monday accompanied by another famous woman pilot, Miss Meg Skelton, who first flew solo in 1929.

They had been attending the Australian Women Pilots' Association Convention at Coolangatta. They left for Sydney on Wednesday morning.

# The INVERELL TIME

"Speaks for the District"

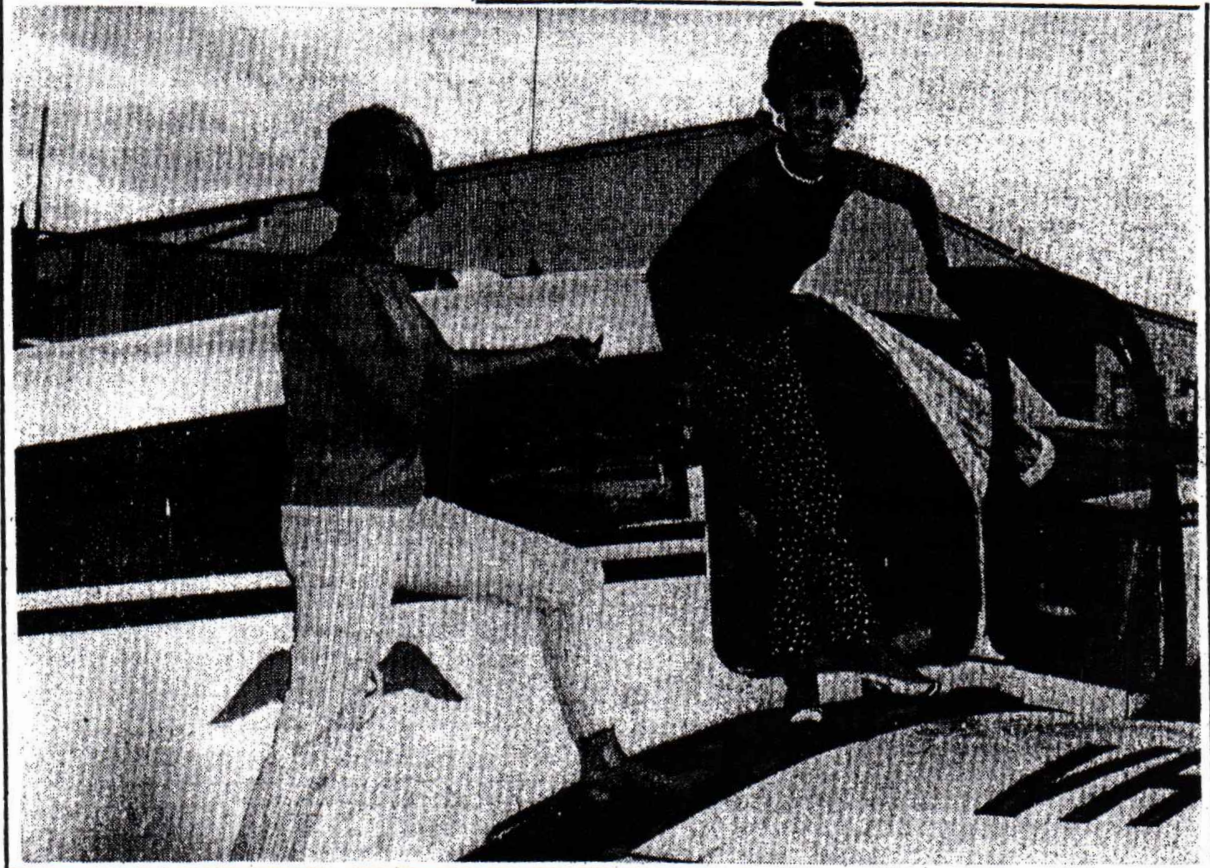
FINAL EDITION

REGISTERED AT THE G.P.O. SYD

INVERELL, FRIDAY, APRIL 7, 1967

TELEPHONE NL

## Aiming high



Surfers Paradise Mirror, April 19—April 25, 1967

## MIRROR CAMERA COVERS THE COAST



ALL FROM Q.L.D.  
ABOVE: Margaret Lee, Ivy Hossard and Marj. Pegler inspected a Cessna at Coolangatta Airport last Saturday before the women's air race.

The three are members of the Australian Women Pilots' Association and were attending the Australian Women Pilots' Conference at the Broadbeach Hotel.

## Women pilots stop briefly at Inverell

Mrs. Rosemary Arnold, the only woman in the Southern Hemisphere to hold a helicopter licence, visited Inverell yesterday.

Accompanied by Mrs. Judy Lording, she was going to Queensland to attend a conference of the Australian Women Pilots' Association at Broadbeach.

The two women pilots, who were flying their own plane to the conference, stopped at Inverell for several hours yesterday to visit relatives of Mrs. Arnold.

When asked why there were so few women helicopter pilots Mrs. Arnold said: "A figure has been suggested that only three out of every ten pilots have the aptitude to become a helicopter pilot."

"Flying a helicopter is much harder than flying a plane because it depends so much on reflexes and co-ordination of the limbs."

"It has been said that if you can pat your head and rub your stomach at the same time you have some of the co-ordination needed to fly a helicopter," she said.

"If you are a slow learner, obtaining a helicopter licence can be very costly, because every minute of flying time costs one dollar."

"I rushed through mine in October, 1965, but I had the added incentive of being the only woman pilot in the southern hemisphere."

"It took me 40 flying hours to get my licence," she said.

Mrs. Arnold said she had been able to recoup some of her expenses by writing for aviation magazines in Australia and America and doing some television work.

Both pilots have been doing exams to

obtain their commercial licences and Mrs. Arnold has finished her exams to get her commercial helicopter licence.

She said that when she obtained this she would be able to do work in surf and traffic patrol and rescue work.

Mrs. Arnold and Mrs. Lording are hoping to compete as an Australian team in the "Powder Puff Derby" which will be held in Washington at the end of June.

Her problem so far is trying to get a sponsor to finance the trip.

"We have been trying for five months to find a sponsor without success," said Mrs. Lording.

The conference in Queensland, which features a 130-mile race for those attending the annual meeting.

The destination of the race will not be known until an hour before the race.

More than 100 of the 400 registered women pilots in Australia are expected to attend the conference.

Mrs. Lording said the women pilots in Australia were known in Australia as W.O.P.S.

"This is because when we land the passengers usually exclaim, whoops," she said.

Pictured above are Mrs. Lording (left) and Mrs. Arnold.

ON NEWS, Wednesday, March 15, 1967

★  
THE Royal Aero Club of SA recently added to its instructor roster, giving a club nine full-time instructors. The addition is 22-year-old Helen Elliston, who becomes the second woman to hold an instructor position with the RACSA in its 40-year history. Helen learned to fly in New Zealand and has become well-known in SA flying circles as a demanding, but patient instructor. Before joining the RACSA staff, she was Chief Flying Instructor with Ross Aviation's Parafield flying school.

National Air Show spectators may remember Helen's demonstration of a "dead stick" landing in a Cessna during the Parafield section of the show.

MEMO AWPA:—Are girl teachers called "instructors" or "instructresses"? Either way, they are obviously good!

## A footsore flier set a target



Mrs. Leebold.

WHEN Nancy Ellis Leebold first began flying, early in World War Two she discovered that one of the most difficult things facing a pupil was mustering a full kit of flying equipment.

She tramped Sydney before finding a reasonable helmet, and a pair of gossport tubes. She hunted high and low — even interstate — for a computer and other pilot necessities.

It was during these searches for flying equipment that she had the idea of starting a "one-stop" shop to cater for the needs of pilots, navigators, and engineers.

It was many years, and several thousand flying hours later, that Mrs. Leebold opened such a shop under the AV-MAR banner, at Bankstown airport, NSW.

Today Avmar retails what is claimed to be the most comprehensive selection of navigation instruments, plotters, computers and calculators available in Australia.

In its modern showroom, the company stocks Weems-Dalton,

Jeppesen, Airtour, APR, Aristo, Howse, Batori, Dunlap and Mather navigational computers. These range from slide-graphic types for 30-400 kts speed-ranges up to 800 kts models.

In addition there are plotters, protractors, contoured kneeboards and runway safe-length calculators. There are map folders, chart storage cases, and a full range of panel and wrist chronographs and stop-watches.

And just for old time's sake, there is a small stock of flying helmets and gossport tubes!

Mrs. Leebold is a Fellow of the Australian Institute of Navigation and is currently the Institute's president (the only woman to hold the post), and her friendly advice on navigation equipment selection is part of Avmar's customer service.

Below: One corner of Avmar's modern Bankstown showroom, where students and professionals alike can shop for textbooks on navigation, or cockpit equipment.



Miss Australia, 20-year-old Adelaide schoolteacher Margaret Rohan had a fascinating trip to Sydney last night

because she learnt a little more about flying.

"I just had to tell the pilot how good I am now at flying a Cessna," she joked as she stepped off a T.A.A. flight.

"I've been learning for the last month on my country tour around South Australia and I think I'm just terribly smart.

"I've even landed in paddocks and little country towns."

Miss Rohan, a willowy brunette from Rostrevor, an Adelaide suburb, rested at the Chevron Hotel last night to prepare herself for her trip to America this morning.

She will represent Australia in the International Beauty Congress at Long Beach, California.

## Flying fun for beauty

She had one big problem on her mind last night—her luggage was already 30lb overweight and she had been given instructions to keep to the 66lb limit.

"I've already taken out 11 suits and hung them back in my wardrobe," she said.

"I'm really looking forward to the sight-seeing and shopping overseas, but my family has given me shopping lists that are feet long."

● Picture shows Margaret Rohan at Mascot airport last night.

# TIMES NORTH SHORE

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WEDNESDAY, FEBRUARY 8, 1967

## WOMEN OF OUR TIMES

• North Shore Social Jottings • Weddings • The Home

by Phyllis McDonagh — call her at 663 3443

### Art skill was her passport to the clouds

For most people in life there comes a moment of decision — and for Mrs. Rowland (Judy) Lording, of North Turramurra (pictured), this came for her when she was 30 years old.

It was like standing on a peak — looking back — and looking forward. Behind her were 11 years of a happy and successful marriage, with their 3 children, Michelle (aged 10) and twin sons, Gregory and Robert, 2½ years old. Ahead of her lay the future.

How best to organise her life that she might do something worthwhile to fill the hours over and above her home-keeping?

Even as she wondered, an old dream stirred. As a girl starting out on her first job on the marketing side of modelling, she had wanted above all to fly — but the cost of taking flying lessons then had put it out of bounds.

Now, at 30, she asked herself the same question... but the answer still eluded her. At this time she was re-decorating the twin's nursery, and she designed and made some unique little plaques of coloured felt with nursery rhyme cut-outs.

They looked so cute adorning the nursery walls that, on an impulse, she took a few samples along to a leading Northside store.

The plaques claimed immediate attention — and when Judy walked out of the store, she had her

first order — and the money to pay for her first flying lessons!

"I really didn't plan anything," she said. "It just worked out that way — and my husband and family



were just as thrilled as I was when I took my first step towards becoming a woman pilot."

That was two years ago —

and now as a member of the Australian Women Pilot's Association and belonging to the exclusive company of the famous 99, she really feels she has sprouted wings.

"I suppose because I loved flying," she explained, "I got through my training course in the record time of one year. Having a wonderful teacher at the Royal Aero Club, a pilot from World War II, helped tremendously."

I used to study the groundwork at home when the twins were having their sleep during the day — and Michelle was a great help in looking after the boys when I was away flying."

Today, holding her private pilot's licence and studying for the commercial pilot's ticket, she enjoys nothing better than collecting friends over the weekend and taking them for joy flights up the coast or on a country hop.

To this born airwoman, everything about air flight is exhilarating. She even enjoys taking off and making a landing. During her training she was required

to do five hours solo cross-country flight — and her first job had been to deliver a plane up to Rockhampton. To Judy it comes as naturally to hop into a plane as it does for the rest of us earth-bound mortals to struggle on to a bus.

Lording's inventive mind has struck another jackpot.

With a buyer's market in view, she has originated something quite new in picture decoration that is already claiming attention.

"These," she explained, are really mosaics of abstract design, carried out in raised onyx on a clear glass foundation. Behind the glass is placed a material background of varying colours to match the decor of any particular room. The frames are made to match. You can imagine what a lift it was for me when my first mosaic sold for £30!"

To Judy Lording art of this medium is not only an artistic expression — but a passport to the clouds. It demonstrates, also, in notable fashion what a woman can do when she sets out seriously to organise her life.

This, Judy admits, is her year! Exciting prospect coming up in June is the international Powder Puff Derby, held in the States, and which she will be attending as an Australian representative. She hopes to travel across with another lady-bird, Mrs. Rosemary Arnold, of Sylvania, who is Australia's only woman helicopter pilot.

Said Judy: "We are both so thrilled at the prospect. The Powder Puff Derby this year coincides with the annual International Conference of the 99 company, and there will be representatives from all over the world. We will be VIPs for the occasion — with a reception at the White House — and parties planned in our honour at all the Embassies in Washington. We'll be away about six weeks altogether, and my mother is coming up from Melbourne to look after the family in my absence."

To coincide with all this increased activity — and extra expenses, Judy

### Moves House By Plane

Moving house to another State, and farewelling friends and relatives in far-flung country areas is not such a difficult business if you have your own aeroplane, according to Mrs. R. A. Blackburn, formerly of Mount Loffy.

Mrs. Blackburn, whose husband Mr. Justice Blackburn was appointed to the Supreme Court in Darwin in October is due in Darwin this afternoon in her Cessna 172.

In the past few days, she has farewelled friends and relatives at Iron Knob and Kapunda, travelling there, of course, by plane.

The plane normally has room for four, but Mrs. Blackburn's stiel collection, together with sundry other pieces of luggage, has left room only for the pilot.

Mrs. Blackburn, who learnt to fly in the US in 1944, has made several long flights from Adelaide to Perth and Adelaide to Brisbane, and is not at all perturbed at the solo journey to Darwin.

"You have to learn navigation to get a pilot's licence, but it's important to keep on top of it and concentrate all the time," she said.

Charlotte, the Blackburn's 14-year-old daughter who is at the Darwin High School, is keen to learn to fly, and probably will start lessons when she is 16.

"Our son, Tom, 12, will stay at boarding school in Adelaide," Mrs. Blackburn said.

Travelling at 110 mph, the journey would take her about 16 hours, she said.

### The 'Powder Puff' team

ANNE CARTER, of Balgowlah, is a 21-year-old flying instructor with 750 hours flying experience in her log-book and an urge to take part in America's twenty-first annual Powder Puff Derby in July.

The Powder Puff Derby is the 2,493-mile all-woman air race from Atlantic City, New Jersey, to Terrance, California.

If they can find a sponsor, Miss Carter and her co-pilot, Miss Carmel Brown, of Maitland, will be the first all-Australian crew to enter the race.

The three-day race is organised by the Ninety-Nines, an international society of women air pilots founded by Amelia Earhart in 1929. Prizes of \$3,000 each are awarded to the first five aircraft.

"Somehow we've got to find a sponsor," said Miss Carter yesterday. "I'm looking forward to the race immensely. It's so hectic at Banks town, where I instruct, that it won't be so much of a contrast having to race against 100 other planes."



ANNE CARTER Seeking a sponsor

DAILY MIRROR, MONDAY, MARCH 20, 1967

### We'll be in the Powder Puff Derby

AUSTRALIA will have the largest overseas representation at this year's International Convention arranged by members of the Ninety-Nines — the International Organisation of Women Pilots.

Fifteen Australian women pilots are expected to attend the convention, to be held in Washington, DC, from June 28 to July 2, to mark the 30th anniversary of the death of Amelia Earhart, the founder of the Ninety-Nines.

At least three have entered in this year's 21st annual Powder Puff Derby—the all women's transcontinental air race—which follows the convention and will commence on July 8.

They are Anne Carter, of Balgowlah, Christine Henderson, of South Australia, and Robin Miller, of West Australia.

Carmel Browne, of Maitland, will be co-pilot to Anne and Kathryn Henderson, Christine's sister, will be Robin's co-pilot.

Four others—Mrs. Marie Richardson, of Belfield, Mrs. Margaret Kentley, of Turramurra, Mrs. Corinne Druce, of Melbourne, and Miss Olga Tarling, of Brisbane—will fly in the race as co-pilots to American women pilots.

The Advertiser, Tuesday, April 18, 1967. Page 25



Mrs. Blackburn loading her Cessna 172 before taking off for Darwin yesterday.

### Relaxed

"I have been to Darwin for only a week, last October, but I think that I'm going to like it up there very much. I've always enjoyed an outdoor life, and the NT seems to be more relaxed and peaceful than Adelaide," she said.

Their house, at Myilly Point on the Darwin harbor, has, like most houses in the NT, been built on stilts, and is ideal for outdoor living.

"We've had all sorts of hints from friends about living in Darwin, such as shutting all the louvres before going out for even half an hour in the wet season, because you could come back to a flooded house."

"We've also been told to cut down some of the shrubs near the house, or the white ants will get into the wood," Mrs. Blackburn said.

# OLYMPIAN HANDS ON THE TORCH

"NOT to win, but to take part" — a phrase from the Olympic oath.

And at a Pennant Hills swimming club it's imprinted on the wall facing the pool — and the children who are learning to swim.

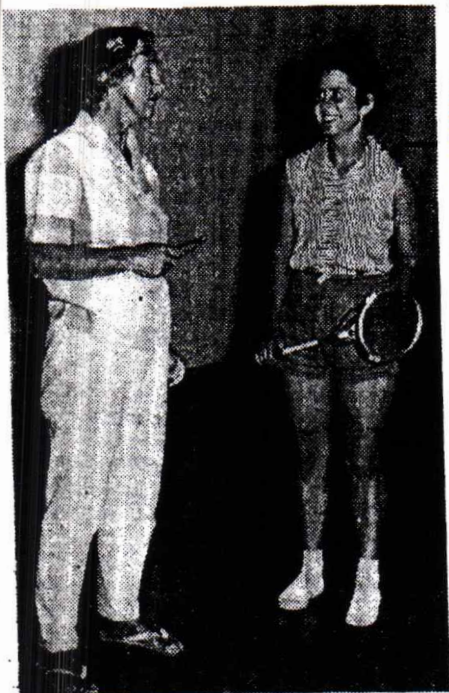
For to Pat Norton, ex-Olympic swimmer and Australian record-holder, the words are also an attitude of mind.

"I coach the children to swim purely for the love of it, and not for any championship," she stated firmly, as she urged a procrastinating little boy back into the water.

Miss Norton is responsible for the Family Recreation Club — a sort of country club which includes children — which she is building on three acres of cleared bush land.

Already, two swimming pools — one of them heated — a squash court and a trampoline are in existence and she has plans for extending the club to include another squash court and a clubroom where families can take part in indoor activities.

"And I am keeping the membership fees moderate, so that the average family can join," Miss Norton explained.



Above: Pat Norton talks with Mrs. N. Marshall on the squash court.

**A** PART from club activities, she also holds swimming classes for children and synchronised swimming with music for women members.

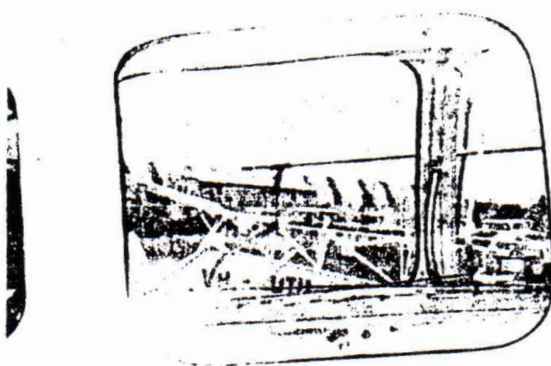
The club has three instructors, who coach

in swimming and squash.

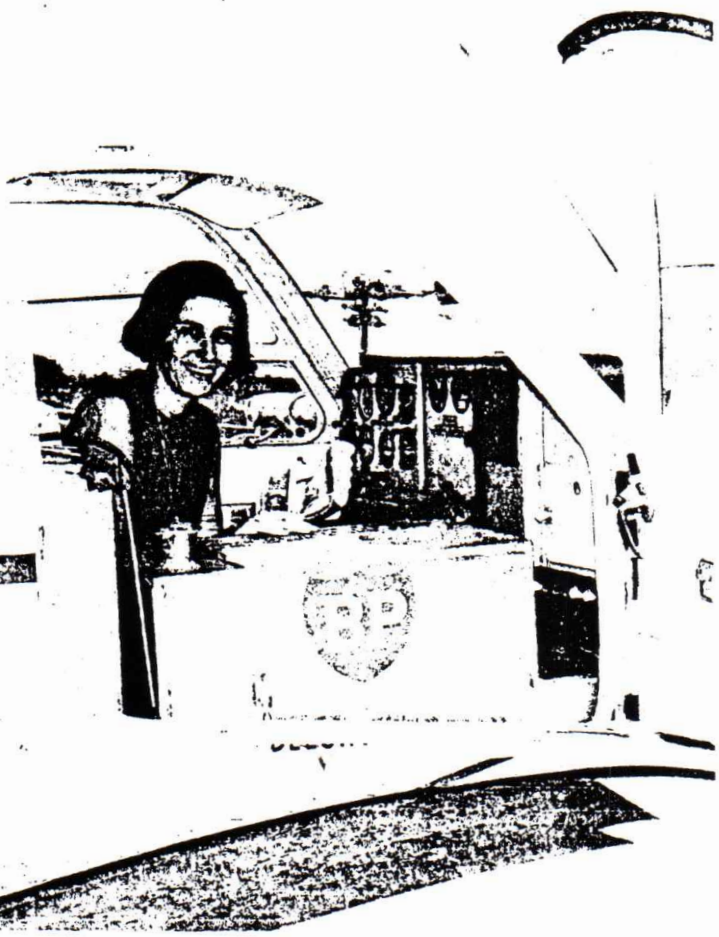
"We are trying to get a homely atmosphere," said Miss Norton. "A place where families can come and relax and play sport together."



Pat Norton puts some "learner" swimmers through their paces.



**Beechcraft**  
AUSTRALIA  
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- AVIATION NEWS, Friday, May 12, 1967

The Sydney Morning Herald, Saturday, April 1, 1967

★ ★  
**WA-based woman commercial pilot.**

Mrs Sue Folks, certainly knows how to string her husband along.

In January Sue just missed the unofficial transcontinental speed record by 10 minutes, but determined to give it another try as soon as possible.

Now she's done it, by flying the distance a whole 1 hr. 52 mins. inside the old record.

She averaged 204 m.p.h. for the 2150-mile flight and had five hours of fuel left when she touched down at Jandakot airport, in a Beech Bonanza which she was delivering to WA.

Her husband Max, also a commercial pilot, followed in from Kellerberrin in another light aircraft.

Perhaps he wanted to make sure who'd cook tea that night?

★ ★

**WOMAN'S AIR RECORD**

PERTH, Friday. — Mrs Sue Folks, of Dalkeith, today made a new record of 10 hours 40 minutes for a non-stop flight in a single-engine plane from Sydney to Perth.

The previous record, held by a man, was 12 hours 32 minutes.

Mrs Folks averaged 204 m.p.h. for the 2,150 mile flight and had fuel for about five hours left when she landed at Jandakot Airport at 5.36 p.m.

# 'FAMILIES' FOR U.S. STUDENTS

DEBORAH'S interested in astronomy, so our plans include a car trip to Canberra to see Mt. Stromlo," said Mrs G. S. Santow, of Cremorne.

Mrs Santow, her husband Dr Santow, and daughter Marjorie—a 5th year student at S.C.E.G.G.S., Darlinghurst—were among Sydney families at the airport yesterday to meet young U.S. students who have come here for the Nuclear Research Foundation's Summer Science School.

All the local families contacted their U.S. guest a month ago.

"Deborah won the top maths prize in her State and she is keen on astronomy. We have prepared a general program for sightseeing to fit in with her interests, and so she can see as much of Australia in the time," said Mrs Santow.

A group of 10 Lyndon B. Johnson scholars, selected nation-wide for the trip, are billeted with families who have a

## Further travels

student chosen for the school.

Before the Air New Zealand plane landed, the waiting group exchanged talk of entertainment programs. "What is your girl like? Here's mine," said one youngster producing a picture of the U.S. student her family had won.

Mr and Mrs H. L. Morris and daughter Laurelle had left their plans fairly fluid to see just what their guest Nancy Shoemaker will want to do.

LAURELLE, a student at Cremorne Girls' High, is one of two girls from her school who are among those enrolled at the Summer School this morning.

Helen Perry, of Seaford, is the other nom-

inee from the same school.

The only "family" to enrol were twins from Sydney Boys' High School, John and David Mitchell.

Ellen Gesmer, of New Highlands, Massachusetts, was shown the ropes this morning by her hostess, Pamela Rosenfield, of Rose Bay, a fifth year student at Dover Heights High.

The four U.S. girl students include Cathleen O'Rourke, of Los Alamos, New Mexico, who doubles interest as concert pianist and science enthusiast.

SHE is staying with Gabrielle Wood, a fifth year student at Abbotsleigh, and her parents, Mr and Mrs R. J. Wood, at their Chatswood home.

At the end of the school held at Sydney University, the U.S. scholars go on to Hong Kong, Rome and London.



PAMELA ROSENFELD, (left), of Rose Bay, and LAURELLE MORRIS, of Clontarf (right), greet their U.S. guests ELLEN GESMER, of New Highlands, Massachusetts, and NANCY SHOEMAKER, of Longmeadow, Massachusetts, on their arrival at Sydney airport yesterday by Air New Zealand.

## THE NEW SCIENCE STUDENTS



Professor Harry Messel head of the University of Sydney's School of Physics, beams as he poses with five of 10 American high school science students who arrived by air in Sydney yesterday to attend the tenth annual summer science school at the University.

The Sydney Morning Herald, Monday, January 9, 1967

## VISITORS SHOW KEENNESS, TACT

Ten of America's most brilliant High school science students arrived in Sydney yesterday and proved they were well versed in the art of diplomacy.

They were offered "science, science and more science" by Professor Harry Messel, while their Australian foster-families were full of talk about the sights of Sydney and the beaches at the height of summer.

Fresh from a special White House reception on Friday, the students, four girls and six boys, diplomatically said they would juggle their hours to get the most out of both offers.

Known as the Lyndon B. Johnson Australian science scholars, they are visiting Sydney for the tenth annual summer science school at the University of Sydney.

Selected from more than 200,000 applicants, the students will join about 150 Australian High school pupils for the school, conducted by the Science Foundation for Physics within the university.

## ROCKETS

The school starts today. Most of the visiting students plan to make a career of mathematics, but have a wide range of hobbies and interests.

George L. Middleton, 17, of Massachusetts, has been building model rockets since he was 12.

Also from Massachusetts, 16-year-old Ellen Gesmer, takes time off from her science and mathematics studies to work as a fashion model in a Boston department store.

Deborah Stark, 18, of Anchorage, Kentucky, is a licensed pilot.

The Sydney Morning Herald, Mon., Jan. 30, 1967

## WOMAN MAKES LONG SOLO FLIGHT

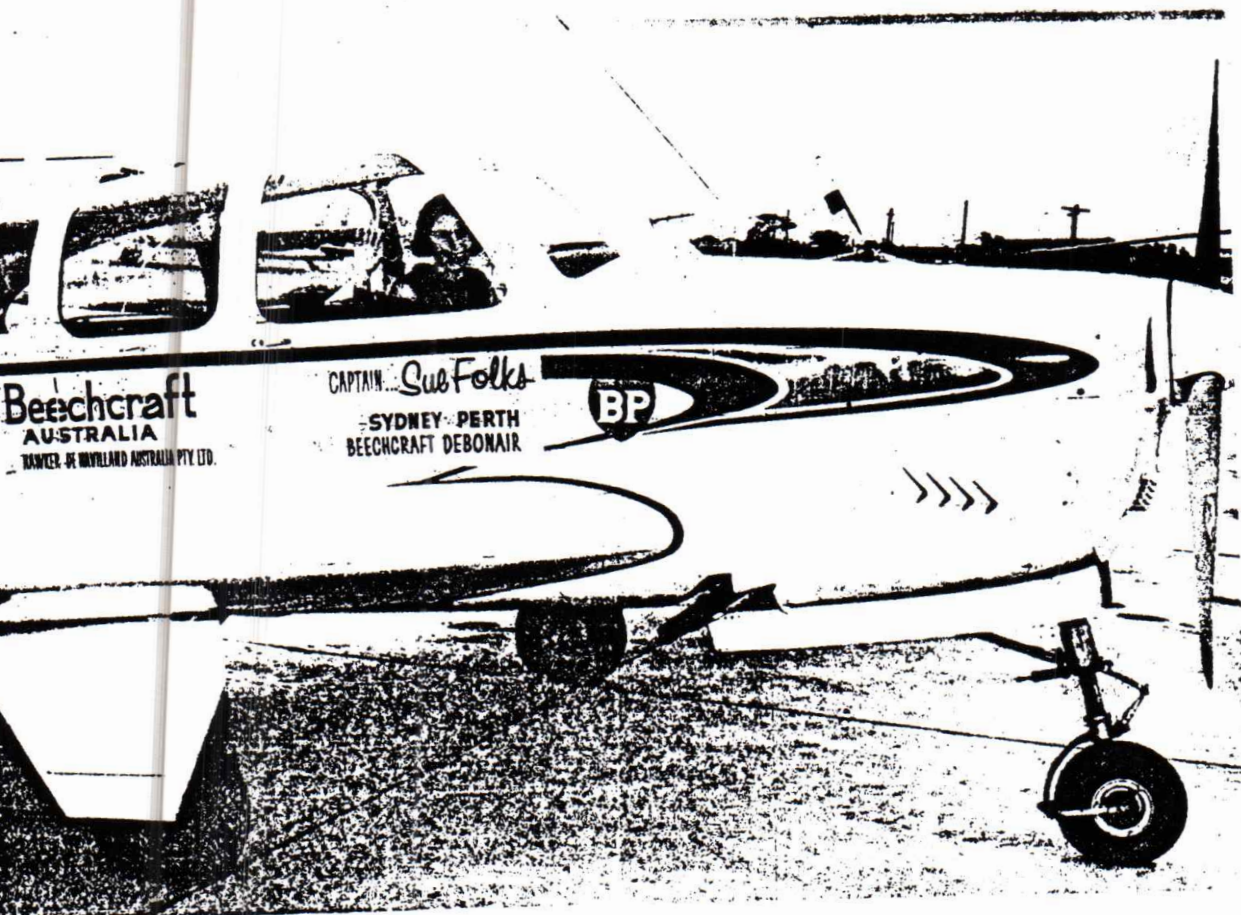
PERTH, Sunday.—Miss Sue Folks, 23, of Perth, today became the first woman to fly a single-engine aircraft non-stop from Sydney to Perth.

She arrived at Jandakot airport at 5.58 p.m., only 10 minutes behind the record time for a non-stop flight in a single-engine aircraft.

She had been in the air 12 hours 50 minutes and had flown 2,150 miles.

Only two people, both men, have flown non-stop from Sydney in a single-engine aircraft.

Miss Folks was flying a new Beechcraft Debonair which she was delivering to Western Australia for Beechcraft Australia.



The Sun, Monday, January 9, 1967

# Housewife's fight to be airline pilot

"Sun" Special

**BONN, Friday.** — *Attractive blonde housewife Elisabeth Friske, 27, of Brunswick, aims to invade one of the last bastions of male domination—the airline pilot's cabin.*

She is waging a one-woman war with the West German airline Lufthansa, to become the first German woman to pilot a plane on regular passenger flights.

Mother of a six-year-old boy, she already has all the qualifications that a male student would need in order to be accepted for final training. But her application has been turned down with this explanation:

"We do not accept female students for pilot training."

"It is considered that the burden of the job would be too great for them."

Her retort: Nonsense.

She has pointed out that the Bulgarian Maria Atanasova, 37, already has two million passenger miles behind her and is one of the chief pilots of the State-run Tabso airline.

"Anything she can do, I can do too," says Elisabeth and her businessman husband, Gerhard, agrees.

Gerhard, a qualified pilot, has paid out about \$2,000 on his wife's training for her commercial pilot's licence.

Elisabeth has contributed about twice as much from her earnings as a weekend pilot at a parachute training school.

## THE DOOR IS CLOSED

Elisabeth who has 316 flying hours, said that to gain her final instrument rating would cost at least another \$2,000.

"Normally the airline you intend to fly for would pay for this, but they won't do it for a woman."

The Sydney Morning Herald, Wed., April 5, 1967

## No welcome

From Our Own Correspondent

**BONN, Tuesday.** Attractive blonde housewife Elisabeth Friske, 27, of Brunswick, aims to invade one of the last bastions of male domination — the airline pilot's cockpit.

She is waging a one-woman war with the West German airline Lufthansa

## aboard

to become the first Western woman ever to pilot a plane on regular passenger flights.

Mother of a six-year-old boy, she already has all the qualifications that a male student would need in order to be accepted for final training. But her application has been turned down with the words: "We do not accept female students for pilot training. It is considered that the burden of the job would be too great for them."

To which the peppy Elisabeth has replied: "Nonsense." She has pointed out that the Bulgarian woman pilot Maria Atanasova, 37, already has two million passenger miles behind her and is now one of the chief pilots of the State-run "Tabso" airline.

"Anything she can do, I can do too," says Elisabeth. Her businessman husband Gerhard agrees.

Gerhard, himself a qualified pilot, has so far paid out about £1,000 for his wife's training for her commercial pilot's licence. Elisabeth has contributed about £2,000 towards her training costs from her earnings as a weekend pilot at a parachute training school.

Said Elisabeth, who has 316 flying hours behind her: "To gain my final instrument rating would cost me at least another £1,000."

"Normally the airline you intend to fly for would pay this. But they won't do it for a woman. Isn't it ridiculous?"

"If I did pay for these tests myself, I still wouldn't be accepted under the present rules. It's a completely closed shop for women."



Madame Ky, the beautiful wife of South Vietnam's Prime Minister, was a model of pearl-decked elegance at Kirribilli House, Sydney, today.

The Sun, Saturday, Jan. 21, 1967

- AVIATION NEWS, Wednesday, March 15, 1967

★ THE Royal Aero Club of SA recently added to its instructor roster, giving the club nine full-time instructors.

The addition is 22-year-old Helen Fitton, who becomes the second woman to hold an instructor position with the RACSA in its 40-year history.

Helen learned to fly in New Zealand and has become well-known in SA flying circles as a demanding, but patient instructor. Before joining the RACSA staff, she was Chief Flying Instructor with Ross Aviation's Parafield flying school.

National Air Show spectators may remember Helen's demonstration of a "dead stick" landing in a Cessna during the Parafield section of the show.

MEMO AWPA:—Are girl teachers called "instructors" or "instructresses"? Either way, they are obviously good!

★

### SYDNEY PILOT WINS AIR EVENT

NARROMINE, Sunday.—Sydney pilot John Blackwell, of Southern Cross Club, won today's event in the national gliding championships, flying 188 miles in three hours 43 minutes at an average speed of 50.4 m.p.h.

He flew an imported high-speed Polish glider called a Foka which is the only one in Australia.

Second place went to John Rowe from Walkere, South Australia, and third place went to Sue Suter, 21, also from Walkere, who is one of four women pilots competing in the championships.

### Feminine

ROME.—Italy's first woman civil airline pilot will wear a skirt on duty to stress her femininity in a man's world.

Signorina Franca de Bernardi, 35-year-old daughter of a former world air speed record holder, said: "I hesitated at first between trousers or a skirt but I am not anti-feminist—on the contrary, I think it is absurd to try and prevent women being a bit different."

### Record

MOSCOW. — Yevgenia Martova has set a new world speed record for women pilots by reaching an average speed of 1,322 m.p.h. in a supersonic E76 jet, the Soviet news agency Tass reported yesterday.

The 28-year-old Soviet pilot broke a 1964 record of 1,302 m.p.h. by American aviatrix Jacqueline Cochran.

# AIR PIONEER JOINS PAPER PLANE PANEL

Nancy Bird Walton, pioneer in aviation, has been appointed a judge in the Daily Mirror National Paper Aeroplane Competition.

She joins Mr. R. C. Walker, technical development manager of Qantas, and Mr. Henry K. Millicer, award winning designer of light aircraft.

Mrs. Walton, awarded the OBE last year for "services to the community including pioneering work in aviation", has held a pilot's licence since 1935.

"I am very excited about the Daily Mirror competition, especially because women will be able to compete against men on an equal footing," Mrs. Walton said today.

The Daily Mirror competition, the first Australian paper aeroplane contest, is open to all readers, regardless of age or sex.

Conducted in association with Scientific American, leading US science magazine, its objective is to find whether today's paper models are, in fact, advance designs of planes of tomorrow.

### Trip to US

The winning designs in the Daily Mirror contest will compete against entries from all over the world in the Scientific American International contest in New York at the end of the month.

Apart from the Hargrave Trophies to be awarded the winners of five sections, the outstanding entrant will receive a return flight to New York in a Qantas Boeing 707.

The outright winner will be selected from the winning entries in each class on the basis of duration aloft.

In New York, the outright winner will be able to watch the final fly-off



Nancy Walton

In the international competition.

There is no limit to the number of designs anyone can submit to the Daily Mirror competition but each entry must be accompanied by an official entry coupon.

Everybody is designing paper planes.

Even the Lord Mayor, Alderman Armstrong, confesses to being an avid fan of the paper flying machine.

Barry Crocker, the TV personality, said today he was still busy perfecting a secret model.

John Bonney, chairman of the TV show Marriage Game, said: "My entry must have been among the first received at the Daily Mirror."

Miss Tanya Halesworth, TV news commentator, said: "I've made about a dozen models but have not yet decided which one I will enter."

## MADAME KY

# She just takes your breath away

CANBERRA, Thursday.—Madame Ky, the reluctant First Lady of Vietnam, conquered Canberra today.

Hailed as one of the most beautiful women in Asia, Mrs Ky, 24, faced a heavy day of official engagements after spending a quiet evening yesterday at Government House.

A former airline hostess and beauty queen, she once said she would prefer her husband to have remained a pilot than to make her the wife of the Prime Minister.

Mrs Ky looked to have stolen the show from her husband, Air Vice-Marshal Nguyen Cao Ky, in their round of official engagements today.

Their itineraries this morning kept them apart.

Accompanied by Mrs Holt, wife of the Prime Minister, Mrs Ky visited mothercraft and children's homes this morning. She also gave a Press conference.

Later, Mrs Ky was the guest of Mrs Holt at a luncheon for women at the Rex Hotel.

### DINNER HOSTS

Mrs Ky will rejoin her husband at a Government reception at the Hotel Canberra this afternoon.

Tonight they will host a dinner for selected guests at the hotel. Mrs Ky's reputation as an in-

ternational beauty was well-known in Australia before she arrived yesterday.

She fairly took the breath away from those who caught a glimpse of her during the brief time she appeared in public yesterday.

She was a picture of classic Eastern loveliness in the traditional Vietnamese Ao Dai—black pantaloons and "house-frock" over-garment slit from the waist down on either side in pastel greys and blues.

### DIVORCED

She met her husband when she was a stewardess with Air Vietnam, and he was an Air Force officer.

She had won the country's leading beauty contest as Miss Air Vietnam.

They married after Ky divorced his first wife, whom he met in North Africa while training with the French Air Force.

Mrs Ky has one child of her own and is mother to the four children of her husband's first marriage.

She shares her husband's love of flying and has logged more than 2,000 hours piloting light aircraft.

One of her ambitions is to fly jets.

Like her husband, she was



MADAME KY—TODAY'S PICTURE.

ironically, born in North Vietnam.

Her father, a former police chief, was murdered by the Communists.

In the 19 months since her husband took office she has seldom been far from his side.

Wearing identical black flying-suits, they have become a familiar sight on battlefield inspections.

Mrs Ky is a crack shot and has felled panthers, stags and bores on hunting trips with her husband in the jungles of Vietnam.

## AERIAL AMBULANCE IN SERVICE



## RECORD DAY FOR AIR AMBULANCE

The N.S.W. Air Ambulance yesterday had its busiest day yet, transporting 15 patients.

The chairman of the Ambulance Transport Board, Mr J. Stephens, said it would have taken 18 ambulance waggon crews a day to complete the same work.

Yesterday's busy program began at 5 a.m. with a flight from Sydney to Condobolin where two patients were picked up and flown to Sydney.

Three patients were then flown from Sydney to Merimbula, on the far South Coast.

On the return flight to Sydney, a patient was taken on at Canberra.

The Air Ambulance also flew a patient from Sydney to Armidale, two from Port Macquarie to Sydney, one from Tenterfield to Sydney, one from Coff's Harbour to Sydney, one from Casino to Sydney and one from Moruya to Sydney.

The first air ambulance of the N.S.W. Ambulance Transport Service Board was officially handed over to its new owners at Kingsford Smith Airport yesterday.

Here, Sister Elma Fisher, of Hunters Hill, one of the nursing sisters who will staff the ambulance, checks over the plane's equipment.

The ambulance, a Beechcraft Queen Air B.80 paid for by public subscription, has been modified to carry four stretcher cases and four sitting patients.

# THE STEAM-HAMMER?

From previous page.

of workforce expansion," said Mr Austen.

"In other countries—America for one—they've gone a long way further towards tapping this source than we have.

"As yet we're only starting here."

Strangely, according to Mr Austen, the biggest resistance to apprenticeship girls to trades comes not from employers but from parents.

"They don't mind their daughters doing some semi-skilled job like packaging in a factory, but to have them learning a trade... there's something not quite feminine about that," he said.

"But we're bringing them around," he added.

The N.S.W. Department of Technical Education is also adding its weight to the campaign to encourage girls to take up a trade or a technician's job in industry.

Mr B. J. Richardson, senior guidance officer at the giant 32,000-student Sydney Technical College, spends every other day telling parents of a girl reluctant to take up shorthand and typing that their daughters might be better off learning to be a tradeswoman or a technician.

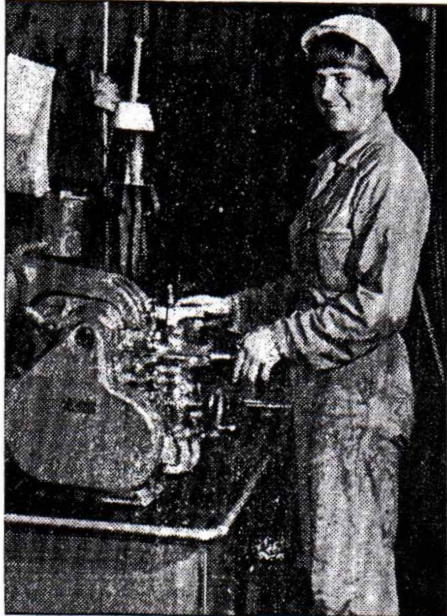
As a result this year the college has girls enrolled in such courses as woolclassing, mechanical and structural engineering, industrial safety, shoe manufacturing, bar and cellar operations, meat inspections, printing, metallurgy.

"We are reaching the stage where the industrial and technical labour market has to turn to girls," said Mr Richardson.

In banking, this stage has already been reached and girls are behind tellers' counters handling large sums of cash for the first time since World War II.



Judith Burcher... she tinkered with her sister's car.



Dawn Wild... she still gets wolf whistles.



Mrs Ann Wilkin... It's a lot of fun.

## FROM 'COPTER PILOTS TO DOG CATCHER

job" for all the dollars in the bank.

"Meeting all those nice people every day—it's terrific," she said.

The banks that employ women tellers—and the A.N.Z. Bank is not alone in this—face problems of chivalry.

For example, they believe they can't be posted anywhere where they might be without the protection of the men in the event of an armed hold-up.

"And we can't put them where they might have to handle heavy lifts of coin," said the Bank of New South Wales.

Like the Commonwealth Public Service, which recently granted married women permanent status in Government jobs, banks, too, have changed their attitude to working wives.

### ● EFFECT OF PILL

They don't recruit married women, but they retain their girls who marry and want to keep working.

Although neither the Public Service nor the banks want to talk about birth control in relation to working wives, it is generally conceded that the Pill has had a lot to do with the changing employer attitudes to young married women.

As one factory manager put it: "Much of the old fear that younger women will marry, become pregnant and leave has gone with the increased use of the Pill."

His statement is borne out by the findings of the recently completed Sydney Survey of Consumer Finances, directed by a team of economics professors which included Prof. H. R. Edwards, head of the School of Financial and Economic Studies at Macquarie University.

The survey found that married women today make up just short of 14 per cent of the total work force of Sydney.

Married women predominate in the growing army of women taxi drivers

in Sydney. Perhaps this predominance is not as significant as the fact that taxi-driving is a male stronghold, well and truly under challenge from the female quarter.

The Department of Motor Transport now has 98 full-time taxi licences and 46 tentative licences on issue to women.

This compares with a total of 17 in March this year when the Minister for Transport, Mr M. A. Morris, made it possible for women to compete on equal terms with men for taxi licences.

Taxi companies say they're generally pleased with their women drivers although their returns are down on those of male cabbies, probably, as one taxi manager says, because "they drive more slowly and more carefully."

The women drivers say they love it.

One of Sydney's newest cabbies, Mrs Ann Wilkin, 26, of Lewisham, who has been taxi-driving for only three weeks, says her job is

a "lot of fun and a wonderful way to meet people."

One of the city's most experienced women taxi drivers, Mrs Dulcie McGovern, of Drummoyne, who got her licence in March, can testify that women's assault on men's jobs doesn't necessarily kill off male chivalry.

"I was driving along Market Street when I got a flat tyre," she said.

"The young man in the back seat jumped out and changed it in a jiffy."

Sydney, too, has Australia's first woman helicopter pilot, Mrs Rosemary Arnold, 32, of Sylvania. Like a lot of other housewives Mrs Arnold, wife of a building contractor and mother of four, didn't think just being a housewife offered sufficient challenge to her talents.

### ● "THERE'S NO REASON"

Mrs Arnold took up conventional flying first, gained her private pilot's licence, graduated to helicopters and got her private licence there, too.

Now she wants to take up helicopter piloting commercially to recoup some of the money—\$1 a minute—it cost her to get the licence.

"I certainly believe in women breaking into the man's world of jobs," said Mrs Arnold.

"Giving the same training, a woman has the same potential as man."

"There is no reason why she should be prevented from stepping into the man's world. After all, it's only a man's world because men have sold everyone the idea that it is."

On current evidence more and more employers are finding fewer reasons why women should not go into jobs formerly considered the domain of men. Bankstown Council, for

to which women and girls go to work changing with the nation's economic and social evolution."

Miss Stephen said increasing numbers of women and girls wanted work, were obtaining work, and would continue to obtain work.

She estimated that in 10 years nearly 30 per cent of Australia's total workforce would be women.

Not all women doing so-called men's work yet get the male rate of pay.

But, as one leading feminist put it this week, "Australian women could be on the threshold of making their greatest breakthrough since they won the right to vote in 1902."

instance, could find no reasons against employing a woman dog-catcher a couple of months ago.

The dog-catcher, Mrs Judith Gardiner, has, according to council officials, proved a great success.

In a recent paper on The Pattern of Women's Employment in Australia, Miss Alison Stephen, principal research officer (women's employment) Department of Labour and National Service, found the "extent

THE SUN-HERALD, DEC. 4, 1966

DECEMBER 1966



Representatives of the A.W.P.A. welcome American veteran pilot Mrs. Kay Brick when she arrived in Sydney on Nov. 19. In the picture are: Front Row (l. to r.)—Rosemary Arnold, Kay Brick, Barbara Selby-Brown, Layne Glanville-Williams, and Arnette Murphy. Back Row (l. to r.)—Meg Skelton, Nancy Bird Walton and Marie Breckenridge.



### WOMEN'S NOTES by Rosemary Arnold

Chairman for 5 years of the AWTA (Powder Puff Derby) and has 25 years of most interesting flying accomplishments.

Our poolside luncheon

Christmas Party was held at Nancy Walton's on Dec. 4, and Kay returned on time to be our Guest of Honour, before leaving for QLD. Overcast skies had no effect on the enjoyment of our 50 guests, and long-distance swimming training was the order of the day. This seems the only way for some of us to cross the Pacific for the Powder Puff Derby next June. Bev, Shaw did not have to swim to her wedding though. A few weeks back Bev and her Mini both got broken in an accident; Mini's a write-off but we're so glad Bev mended sufficiently for she flew PANAM on Dec. 10. Beverley married Michael Shea in Los Angeles on Dec. 17. Our best wishes go with her but we look forward to next July, when we hope to have Bev & Mike settle here permanently.

The Christmas Spirit has caught me quite unawares. But it's really here again. "Time" logs more flying hours than is decent! To those who do read this column, on behalf of less girls I wish you a Merry Christmas and a Happy New Year and many airborne hours in '67. And may your DCA exam results be happy ones.

We've had a marvellous three weeks enjoying our American visitor, Mrs. Kay Brick, who is a great enthusiast. Kay was co-pilot on the ferry flight of Air Ambulance's first a/c, a Beechcraft Queen Air, which arrived to a joyous welcome on Nov. 19. The SY whoops were thrilled to entertain Kay at the Club; it was a double celebration, for Judy Lording had just become a "PP". We're most excited about this. Then Alix Newbigin took Kay to the CB Aero Club opening and met up with our Fed. Pres. Esther Mather. After a few days at CB, Kay and Esther proceeded to SA, TAS and VIC to meet up with other members of AWPA and 99's. Kay has been the



Miss Ella Smith. meeting all those nice people.

# WHO PUT LIPSTICK ON

## More girls entering

By BOB JOHNSON

The petticoat revolution has hit Australian commerce and industry.

## workshops

Women and girls, in increasing numbers, are filling jobs that less than a decade ago were the exclusive province of men.

Not since the 1940s, when women put on overalls to help the war effort, have so many found their way into skilled and semi-skilled "male" jobs.

In the past year or two women have gone into this range of jobs:

- Repairing cars, fitting and turning, dog-catching, spot welding, furniture assembling, sawbench operating.

- Flying planes and helicopters, bank telling, managing big business, pumping petrol, wool-classing, taxi driving, delivering mail.

Then last Saturday South Australian electors voted the first woman M.P. into Federal Parliament in more than 15 years.

The suffragette drive by women seeking equal status with men is not the only factor in the petticoat revolution.

Nor is the so-called frustration of housewives, who claim that making up the grocery lists and taking the children to kindergarten are not enough.

Basically the greatest

compelling factor moulding the changing shape of the Australian workforce is the simple fact that women offer the biggest source of untapped labour in the country.



Carole Clementson... first girl to enrol in Building Degree Course at University of N.S.W.

Years of national growth and industrial development have given Australia a labour market buoyancy equalled by few countries in the world.

New South Wales currently reflects the national picture, with its near-record low unemployment figure of 1.1 per cent of its workforce.

Last month there were more job vacancies than people to fill them.

Those out of work were

mostly unskilled and, to quote one manpower expert, there were almost no men left.

The upshot of all this is that employers are forced to turn to women to fill male vacancies, even if a little reluctantly.

Employers' reluctance, it seems, stems mainly from tradition—industry is, or was, a man's world—and prejudice resulted from it.

The Assistant Director of Employment at the Sydney office of the Department of Labour and National Service, Mr George Austen, and his district officer at Burwood, Mr Les Petrie, can both tell of the frustration this "natural prejudice against women in industry" causes.

But they would both much sooner talk about the successes they have achieved in breaking down this prejudice by placing two teenage girls in apprenticeships very much considered to be the field of males only.

### • VACANCY FOR 'BOY'

Their two "suffragettes" are apprentice motor mechanic Judith Burcher, 17, of Strathfield, and apprentice fitter and turner Dawn Wild, 17, of Merrylands.

Both girls admit they felt a "bit nervous" about their trail-blazing entry into the mechanical world of men.

But time and ability to do the work have won them the day.

And as Miss Burcher explains it, working on car engines is just like a man doing women's hairdressing or nursing.

Her reasons for taking up motor mechanics are just as uncomplicated.

She has no family background of car servicing; her brother is a bank officer and her sister is a nurse.

She just wanted to be a motor mechanic ever since she began tinkering with her sister's mini-car a year ago. She couldn't see why being a girl should stop her doing what she wanted.

But being a girl almost stopped her. The car repair firms she went to were polite but firm.

Then she read about Dawn Wild and the way the Homebush employment officer, Mr Petrie, had help-



Mrs Rosemary Arnold... it cost her \$1 a minute to qualify as a helicopter pilot.

Lawrenson Alumas works manager Mr Mervyn Breakspear.

Mr Petrie's efforts in achieving two firsts with girl apprentices in the machinery field is in line with his department's expanded policy on women in industry.

The Labour and Industry Department, through its Commonwealth Employment Offices, is openly campaigning to open up more avenues in industry for women and girls.

"They represent a basic source of potential labour—the biggest source in terms

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# 'EASY WAY'



**WOMEN** drivers who are sick of criticism from men have an easy solution, according to American aviatrix Kay Brick. They should take to the air, she said. "It's more democratic up there," Miss Brick (pictured) said at Sydney airport yesterday, after she arrived as co-pilot of a Beechcraft plane on a delivery flight from the United States. "They don't regard us as women drivers; we're just pilots, thank heavens," said Miss Brick. "Most of the women fliers are up there because they were talked into it by a man—so they can't very well complain."

## AIR AMBULANCE TO SERVICE N.S.W.

An air ambulance, which will serve all New South Wales, arrived at Sydney airport yesterday from San Francisco.

It is a twin-engined Beechcraft Queen Air, which the N.S.W. Ambulance Transport Service Board bought for \$189,000. Ferry pilots, Mr. Bill McKay and Mrs. Kay Brick, landed the plane yesterday after a 10-hour flight from Fiji. Hawker-de Havilland's at Bankstown will convert the plane into an ambulance which will be able to carry four stretchers, oxygen respirators and medical equipment. Mr. Bill Kelly, secretary of the N.S.W. Air Ambulance Service, said 46 nurses had applied to become nursing sisters for the plane. Those chosen are Sister V. Gaden, of Pymble, Sister N. Fisher, of Hunter's Hill, and Sister N. Frith, of Katoomba. The Air Ambulance Service plans to buy another smaller twin-engined aircraft and three single-engined planes. The two larger planes will be based at Mascot and the smaller aircraft in country areas.

## Flying is 'more than a pastime'

According to the Governor-General, Lord Casey, private flying has become much more than just a pastime—it is now a necessity for a growing number of Australians.

In his address at the opening of the new Canberra Aero Club premises at the Canberra Airport yesterday afternoon, Lord Casey said flying was a way in which the small Australian population could make the most of itself as it provided more much-needed mobility.

"Australia is a continent with a very small population", he said. "Most of it is eminently suitable for flying. It is well served with commercial aircraft but there are a great many gaps that can only be filled by light aircraft."

"There is a great future ahead of light aircraft, which the energetic aerobically-minded man can do a great deal to expedite."

About 250 people attended the ceremony.

Lord Casey officially opened the doors of the club and they moved inside to unveil a commemorative plaque in the entrance foyer.

THE CANBERRA TIMES, FRIDAY, NOVEMBER 25, 1966

## WOMAN FLIER ON BRIEF VISIT

Mastery of 51 types of aircraft — from Hell Divers to jets — flights from Cuba to Canada and from the United States to Australia should be feats to please anyone.



International aviatrix Mrs. F. Brick, of Norwood, New Jersey, U.S.

Mrs. F. Brick, of Norwood, New Jersey, USA has achieved these things, but the thing that rankles with her is the Powder Puff Derby, a women's air race in the US. What annoys her is not the race itself — indeed, she is chairman of the board that runs it — but the name. She spoke of it yesterday when she flew from Sydney to attend the opening of the Canberra Aero Club and to stay at Government House with fellow fliers, the Governor-General Lord Casey, and Lady Casey.

"In the beginning, the Press gave the race that name and, although to us Powder Puff suggested frivolity in a very serious business, the name stuck despite our struggles", she said. Mrs. Brick arrived on her first trip to Australia last weekend as co-pilot of the new aerial ambulance for the NSW Ambulance Transport Service Board.

Asked what began her flying career, Mrs. Brick said, "In 1941, I'd finished my MA degree in psychology and had moved to a new town, so time was dragging a bit. I decided no

younger generation was going to call me old-fashioned but how to prevent that? The answer for me was aviation.

"I took flying courses. Then the United States entered World War II and there I was in the WASPS ferrying planes, doing submarine-spotting patrols and so on. I haven't stopped flying since."

**Some narrow escapes**

The jets she has flown were military craft, she said, "but nowadays the authorities just don't give you a \$50 million jet and tell you to take it away on what for them amounts to a joy ride. But there are many executives today with their own jet aircraft."

Besides her routine flying, Mrs. Brick is a member of the Civil Air Patrol, an auxiliary of the US Air Force which trains young pilots, helps in air-rescue missions and does civil-defence work.

She admits to a few narrow escapes when flying but said, "Pilots don't talk about these. You must be alive to

be able to say anything so why bother about what might have happened?"

Her husband was a World War I naval pilot and her 17-year-old daughter, Ruth, who got her first taste of air travel at the age of three weeks, also flies but as yet has no licence.

"Back home there is no age limit on women pilots", she said. "As long as they pass a physical and flying tests they can go on for ever."

She leaves today for Melbourne. During her three-week stay in Australia, Mrs. Brick hopes to fly around seeing old friends.

THE COURIER-MAIL MONDAY NOV 7 1966 15

## Our only woman helicopter pilot

FOUR Sydney schoolchildren often look up from their school playground when a helicopter flies over and say: "That's our mother up there."

Their mother is Mrs. Rosemary Arnold, an attractive green-eyed blonde, who gained her helicopter pilot's licence last year.

Mrs. Arnold spent yesterday in Brisbane with Mrs. Peggy Kelman, of Kenmore, Queensland, president of the Australian Women Pilots' Association.

"Not only is it very expensive (\$1 a minute to fly a 'copter, and \$2000 for a licence) but the theory divided into five subjects, is very difficult," Mrs. Arnold said. "Flying a helicopter is also hard work. One hour in a helicopter is as strenuous as three hours in a fixed-wing aircraft," she said.

"By December I hope

to be flying commercially. It is a lucky membership number to have, as the Ninety Nine's is the name of the International Women Pilots' Association of which I am also a member," Mrs. Arnold said.

Mrs. Arnold has been flying fixed wing planes for four years, but it was only last year she became interested in helicopters.

Mrs. Arnold's building contractor husband, and four children, a son 13, and three girls, aged 11, 10, and 6, have accepted the fact that Mrs. Arnold's thoughts are often in the air.

"The children are used to having me drive them around, so to them it is no different that I fly planes and helicopters as well," she said.



MRS. ARNOLD

During the afternoon she found time to go for a flight in a helicopter.

"I am the only woman helicopter pilot in Australia—and even in the Southern Hemisphere," Mrs. Arnold said.

Mrs. Arnold is the 99th member of 107 members in the Whirly Girls — the International Women Helicopter Pilots' Association.

## The Sydney Morning Herald

THURSDAY, DECEMBER 8, 1966

### VICE-REGAL

The Governor-General received Mr J. D. Wolfensohn at Admiralty House yesterday morning.

Later in the morning, his Excellency received Mr W. S. Waterhouse.

Their Excellencies the Governor-General and the Lady Casey visited the Public Library of New South Wales yesterday afternoon.

Later in the afternoon the Governor-General received Professor D. M. Armstrong.

The Governor-General and the Lady Casey entertained Mrs Charles Wallon and Mrs Kay Brick at dinner at Admiralty House yesterday evening.

WELCOME to KAY BRICK.

SYDNEY AIRPORT — 19th Nov. '66.



BACK: MEG SKELTON, NANCY BIRD WALTON, MARIE BRECKENRIDGE.

FRONT: ROSEMARY ARNOLD, KAY BRICK, BARBARA SELBY-BROWN, LAYNE GLANVILLE-WILLIAMS, ANNETTE MURPHY.

Victoria  
The Sun, Saturday, Aug. 19, 1967

### The whirling housewife...

**MINI-SKIRTED** housewife Mrs Rosemary Arnold, 33, yesterday became Australia's first woman commercial helicopter pilot.

Mrs Arnold, mother of four, of Sylvania, Sydney, gained her pilot's certificate at Moorabbin yesterday.

Mrs Arnold got her private helicopter licence in 1965 and has been working towards her commercial licence "bit by bit."

"With four children between 7 and 13 you haven't a hope of doing this full-time," she said.

"The children are all at school but I will still have to get a part-time housekeeper to look after them."

Mrs Arnold has had altogether 5½ years' flying experience in both small planes and helicopters.

She has paid for her licence by doing part-time photographic modelling and some writing for an American aviation magazine.



### WHIRLING HOUSEWIFE



**WHIRLING** housewife Mrs. Rosemary Arnold, 33, of Sylvania, Sydney, mother of four, who has become Australia's first woman commercial helicopter pilot. She obtained her private helicopter licence in 1965 and has been working for her commercial licence "bit by bit", helping pay by doing part-time modelling and writing.

AVIATION NEWS, August, 1967

## FRDS gets its second Beagle



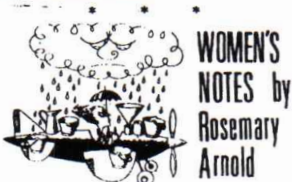
**THIS** second Beagle B-206-S twin for the Royal Flying Doctor Service arrived from the United Kingdom recently. It is the second to be delivered from the UK since June.

The pilot of the B-206-S for the delivery to Australia was Miss Janet Ferguson of West London Air Charter. Miss Ferguson was a member of the crew of the first FRDS Beagle, delivered in June. She returned to London after the first delivery with just sufficient time for a few days' relaxation before taking off once more for Sydney.



Miss Ferguson, outside a Beagle for a change.

AUGUST 1967



### WOMEN'S NOTES by Rosemary Arnold

Once you're an aviator the World becomes a shrinking thing; one benefit - you get to meet most interesting people from way-off Western Longitudes. We've just had three exciting "meets" with the best of "world-shrinkers" - British aviatrix, Janet Ferguson. In the quietest of ways Janet arrived on our shores three times in five weeks, simply doing her job. A magnificent job. Janet had made three ferry flights to bring out three Beagles, all B-206-S models.



Janet Ferguson

On the first flight she had a co-pilot, but the other two she flew solo, and with no auto-pilot this is no mean feat. The Australian girls have grown so fond of Janet that we're "pushing" Beagles with the hope of seeing more of this delightful English lass.

We are proud of the honours won for our country by the AWPA Team Christine Henderson/Ruth Hodges winning the International Trophy in this year's Powder Puff Derby, and Anne Carter/Carmel Brown winning 1st Prize on the Tulsa-Albuquerque leg and 3rd Prize on the Carbondale-Tulsa leg. These are remarkable accomplishments for it was a tough

race in which 26 of the 76 starters didn't finish. Both Australian teams flew C182s, and the Australian Contingent at the 99's Convention numbered 16. Anne is planning to return mid-September on a ferry flight in a C402. Congratulations to Carmel who announced her engagement on her return.

We welcome the following new members:-  
 Pilot: Mrs. R.D. Rumsey, D.A. Chapple, A.S. Griffin, W. McQuire.  
 Pupil: Mrs. H.E.M. Barker, R. Bauer, R. Bishop, N.R. Barnard.



♦ Mrs Sue Folks with daughter Liesl in hospital today.

## Record-breaker kept her pregnancy secret

Perth woman flier Mrs Sue Folks has given birth to a daughter—just four months after her record non-stop solo flight from Sydney to Perth.

Mrs Folks and her husband Max—a commercial pilot—have named their first child Liesl.

"It's a German name," said Mrs Folks. "Neither of us is German. We just like the name."

Their newcomer, weighing 7lb. 7oz., was born at Devonleigh Hospital last week.

Mrs Folks (25) became the first woman to fly a single-engine aircraft non-stop and alone from Sydney to Perth in January this year.

She then failed to break the record for such a flight by only 10 minutes.

At her second attempt on March 31 she broke the record by 1hr. 52min. Her time was 10hr. 40 min.

On this flight she averaged 204 m.p.h. for the 2150-mile journey.

Only two other people, both men, had flown non-stop from Sydney in a single-engine aircraft.

"No-one except my husband knew I was pregnant when I made the record-breaking flight," said Mrs Folks today.

"I didn't even have a doctor at that stage. "Neither my husband nor I was worried be-

cause I felt very fit and healthy. "About a week after that flight, I flew to Queensland with some other women pilots to attend the Australian Women Pilots' Association annual congress. "That was the last flight I made." Mrs Folks said she hoped to continue with her flying. "But no definite plans for any flights have been made yet," she said. "We'll just see how things progress." A Department of Civil Aviation official said the department had no regulations governing pregnant women pilots.



Hi Rosemary,  
Wishing you and all  
the Woman Pilots the  
very best for Christmas  
and the New Year.  
Kindest regards,  
Carole (Wolahn) Ericson.



LTJG and MRS. J. S. ERICSON  
315 Gladys Ave., Apt. #177  
Long Beach, Cal. 90814

**AIR MAIL**



MRS. ROSEMARY ARNOLD,  
5 CANBERRA ROAD,  
SYLVANNA, N.S.W. 2224.  
AUSTRALIA.

## Flying nurse will pilot own plane

AN EXTENSIVE vaccination program for residents of remote north-western districts of Western Australia will involve the only known case of a nursing sister acting as her own pilot for out-back medical calls in Australia.

It is also believed to be the first time an Australian woman pilot has undertaken a medical contract flight on a commercial basis.

The task has been undertaken by Miss Robin Miller, a young Perth nursing sister who is also a commercial pilot.

Miss Miller, a daughter of Captain H. Miller, founder of MacRobertson Miller Airlines, owns a single-engined Cessna and will use this to visit every

major settlement between Shark Bay and Wyndham.

All told, she will administer Sabin anti-poliomyelitis vaccine to more than 15,000 residents of the remote north-west.

The program has been split into three general areas, each requiring about three weeks work.

Miss Miller has had a great deal of outback medical experience, gained with the North-West Flying Doctor Service. She is a fully-qualified nursing sister and is carrying out the anti-polio vaccinations under contract to the WA Department of Health.

MAY 1967

ROYAL AERO CLUB NSW

## CLUB GETS FULL-TIME INSTRUCTRESS



Diane Watson - the first Club Instructress.

The club now has a full-time flying instructress - for the first time in as many years as most of us would like to remember.

She is blond, tall Diane Watson (26) of Granville.

Diane was a stenographer working at Trangie (N.S.W.) when she was taken up for her first flight. She was so thrilled with the experience that she decided right then that flying would be her career.

She joined the Narromine Aero Club, but found that flying was not exactly a cheap hobby - not for a stenographer anyway.

All she could afford by way of flying lessons was some eight hours over the next six months.

So she came back to Sydney, saved her money, and then started to learn again with the "Royal".

She got her license and a Government scholarship to train for her commercial license - only to realise then that there was little scope for a young woman in commercial aviation.

So she applied for, and was granted

ed a scholarship to train for her I.R. She won her rating on March 30 last and began instructing with the club a fortnight later.

Diane Watson loves her job and is determined to make instructing her career - unless marriage comes along and brings her down to earth again!

## Flying Sister takes polio vaccine to the people of the far north-west of Australia and the natives have named her



Sister Robin Miller

## THE SUGAR BIRD LADY



SISTER MILLER checks the oil level in her Cessna before take-off.

"HERE comes the Sugar Bird Lady,"

say the natives of north-western Australia when Sister Robin Miller, of Nedlands, W.A., descends from her Cessna aircraft

to conduct a clinic for Sabin polio oral vaccine.

The Public Health Department of Western Australia has appointed Sister Miller to give polio vaccine to as many people of the north-west as possible. The only way to cover the area adequately is by aircraft.

Sister Miller flies her own plane and administers the vaccine herself.

Sabin is given orally, on a spoon to adults or on lumps of sugar to children.

"People ask me if I'm lonely doing this job. I'm never lonely and, in any case, I have a companion," she said. "It's a mouse. It hid itself among the iron rations in the aircraft and chewed the lot."

"The first I knew of it was when it bit my ankle while I was flying. I thought it was a snake and was getting ready to send out a may day signal when I saw the mouse."

"This afternoon I'm going out to the airport to try to catch it."

Sister Miller wishes she had time to take photographs.

"One would have been of natives at Mt. Friscoe," she said. "They were all lined up for their dose of Sabin polio vaccine and there must have been about 200. Well dressed

they were, too, and clean. It made quite a sight."

"Then I happened to be in Port Hedland during an initiation ceremony. The welfare officer thought it would be a good opportunity for me to give the vaccine as so many bush natives had come in for the ceremony. There they were, all dressed up for the ceremony and impatient for me to finish my work."

"When I went a couple of hundred miles away to Nullagine and Marble Bar I met some of them again. 'I don't want that,' they said, 'We bin done in Port Hedland.'"

"I always wear slacks or a dress. If I appear in a white uniform and veil the children get frightened and think I'm going to hurt them. It's hopeless, anyway, trying to keep a white uniform clean with all that red dust about."

"The natives know very well what the vaccine is for. They've seen the results of polio and they co-operate. One night I was awakened after midnight by two natives who were going bush but wanted to make sure they had their vaccine before they left."

"I was able to combine another clinic with the opening of the new Shire Hall at

Gascoyne Junction. People came from everywhere, of course, and I caught them as they arrived."

Sister Miller understands the natives well.

She spent her early school-days in Broome, where her parents, Mr. and Mrs. H. G. Miller, have a winter home.

Her mother, author Mary Durack, of "Kings in Grass Castles" fame, is the granddaughter of Patrick Durack, who founded Argyle and Ivanhoe stations in the East Kimberleys. Mary Durack has just completed a history of native people and missionaries in her family's area.

It is possible that Robin's father, Mr. Horrie Miller, will beat his wife to the publisher with his book "Early Birds"—his reminiscences of the development of commercial aviation in Australia.

He, too, is a pioneer. He was a pilot in the 1914-18 war.

In 1927 he and McPherson Robertson (later Sir McPherson) started an air service in South Australia. Later they transferred it to the Perth-Wyndham run, on which one of the first pilots was Charles Kingsford Smith.

So Robin Miller has flying in her blood.

When she was doing her nursing training at Royal Perth Hospital, her weekly wage was in the region of \$8 per week.

"As flying lessons cost \$8 an hour this meant that I could afford only one lesson a fortnight. It took me two years to get my private licence," she said.

In 1962 she graduated in general nursing and in 1963 completed her midwifery certificate. Then she began work in a doctor's surgery connected with the Royal Flying Doctor Service.

In 1965 she applied for an Australian Flying Scholarship to gain her commercial licence for flying.

After an intensive course she gained her commercial licence in 1966.

At the beginning of this year, she bought her own second-hand Cessna 182.

When the Department of Health decided they wanted someone to fly to the sparsely populated, far-flung north-west and give everyone, natives and whites, the oral Sabin vaccine, Robin was the girl for the job.

"You keep long hours, eat any time, and land on some pretty rocky old strips," she said, "but I love the work."

Sometimes she lands on claypans, sometimes on tricky spinifex scrub, and sometimes just on anything that looks likely. On a private strip she can only take the owner's word that it is usable.

"They have to run out from the homestead in the jeep, explore the strip, then signal me that it is OK," she said.

Her next Sabin tour will be during the North-west Racing Round.

"But I'm usually doing clinics all day until 9 p.m.," she said, "so I won't be seeing much of the racing."

— Win Bisset

# Woman flies Atlantic

GANDER (Newfoundland), Saturday (A.A.P.-Reuter). — British woman flyer Sheila Scott completed an 18-hour flight from Shannon (Ireland) to Gander yesterday.

She claimed a trans-Atlantic record for a solo flight. Exhausted but happy, she said there was a period when she was afraid she wouldn't make it in her twin-engine aircraft.

The 29-year-old blonde pilot landed without incident despite problems with her plane's automatic direction finders and high winds which forced her to fly low over the Atlantic during the last six hours.

The record she said she broke was 33 hours, set up in 1932.

No further details of that flight were available immediately.

There was about two hours' fuel supply left in the tanks of her tiny Piper Comanche when she landed.

## VICE-REGAL

Their Excellencies the Governor-General and the Lady Casey entertained members of the Australian Women's Pilots' Association at Government House on Saturday evening. Mr and Mrs E. J. Connellan arrived at Government House on Saturday and left yesterday. The Lady William Scott has arrived at Government House.



MRS. LORES BONNEY, the first woman to fly solo from Australia to England.

# Stamp of a pioneer

LORES BONNEY, an elderly woman now, still has the stamp of a pioneer.

It's the stamp of an indomitable spirit.

That same indomitable spirit that 35 years ago prompted her to become the first woman to fly solo from Australia to England.

Those who remember her courageous blazing of sky-way trails will tell you that she now lives quietly in the Brisbane suburb of Bowen Hills surrounded by a nursery of bonsai trees.

It is far from the truth. Despite her years — which she refuses to disclose — the little woman with the proud, upright stance, and the greying hair done up in ringlets has never mastered her itchy feet.

Yesterday she arrived in Sydney in the Canberra after a four-month pleasure trip to the United States and Europe. It was Lores Bonney's fifth overseas tour since

## 10-10-67 ACTRESS SEEKS AIR RECORD

LONDON, Monday. — Actress-flier Sheila Scott left London Airport early today in an attempt to set a world solo flight record between here and Toronto.

She said just before take-off in her Piper Comanche 260B: "I think the fuel will just about stretch the distance, but of course I'm a bit afraid."

### COFFEE

During the flight blonde Miss Scott, 39, plans to make coffee if she feels sleepy and to play a tape recorder to keep her cheerful.

Last August, Miss Scott broke her own record between Capetown and London with a time of 2 days, 19 hours and 56 minutes.

In 1966 she broke the round-the-world solo record for women, flying the distance in 33 days and 3 minutes.

SM (A.A.P.-Reuter)

The Sydney Morning Herald, Tues., Oct. 17, 1967

# Aviatrix recalls her high flying days

Life for Mrs Harry Bonney used to mean hovering in a magnificent flying machine somewhere up near cloud nine!

But Mrs Bonney, an Australian pioneer aviatrix, handed in her wings in 1945 and now her great interest is in terra firma and the traditional Japanese art of Bonsai, the dwarfing of plants and trees.

Mrs Bonney, of Bowen Hills, Brisbane, who in the thirties flew three solo flights—around Australia in 1933, from Australia to South Africa in 1937 and from Australia to England in 1934—arrived in the Canberra yesterday on her way home after a five-month holiday in the U.S. and Europe.

"You might say I have gone from the heights to the depths," said Mrs Bonney. "About six or seven years ago I went to Japan and received a degree in Bonsai from the Kawamoto School in Tokyo. Now I have a special nursery in my home of 300 plants.

"Through Bonsai I have been able to raise a great amount of money for special charities, such as the subnormal children, the oral deaf and the spastics. Right now I have started growing a little umbrella tree in a pot the size of two shillings and have to feed it with an eye dropper."

When she felt she was past her flying prime, Mrs Bonney turned in her

pilot's licence voluntarily in 1945. However, before then she helped pioneer long distance solo flying with other famous women, such as Amy Johnson and Amelia Earhart.

"I took up flying in 1930 because I was a golf widow every weekend and the aerodrome was right next to the golf course," said Mrs Bonney. "I never told my husband until I made my first flight, when I gave him a ring from the aerodrome because I didn't know what his reaction would be."

### His reaction

"He had known about my learning to fly all the time, but never let me know. My husband also became interested in flying but never was a pilot.

American aviatrix Amelia Earhart, who Mrs Bonney refers to as her ideal, once planned an east to west solo flight that was similar to the one Mrs Bonney had been planning. However, Amelia changed her mind and in 1934 Mrs Bonney received the solo honour when she flew to England.

"I remember one time when I was flying in equatorial Africa I heard Amelia was also in Africa," said Mrs Bonney.

"As I was passing through Khartoum, I decided to wait for a few days on the chance that she would land there. Later I found out that she landed in Khartoum a few days after I left. She was on her trip around the

world, which ended when she crashed into the Pacific."

Mrs Bonney has also crashed in the Pacific. In 1934 when she was returning from her Australia to England flight, her Gipsy Moth grounded in Bung Bain, a little island off Malaya.

"It was raining so heavily I couldn't hold the plane up—it just kept getting lower and lower," she said. As she was trying to land on the island, a water buffalo walked out in front of the plane, causing it to crash.

"The plane ended up the way no plane should have ended up. It looked shocking. The wheels were sticking up in the air where they didn't belong.

"For four days I became a regular female Robinson Crusoe.

"I didn't know when I would be rescued or exactly where I was. I knew I was off Victoria Point on Malaya but I didn't know what island I was on, as it was one of 900 in an archipelago owned by the Siamese. I liked it there and I think I was rather sorry when help finally came.

Mrs Bonney has continued her travelling since her flying days and claims to "always be away some-



MRS HARRY BONNEY

where." She has gone around the world several times in the last few decades, one trip even included a five-day river boat trip down the Amazon River in South America.

Oddly enough, a great amount of her travelling is now done by ship, even though she still claims a great desire to fly "those gorgeous little planes I see sitting on the tarmac."

"Large planes don't move me at all," she said. "When you travel by air you can only take a limited amount of luggage, and besides, I like the social life on the ship. I always feel so cooped up, sort of a claustrophobia, on a plane and there is nothing to do but just sit there.

"Flying by air liner is quicker, especially for those who have limited time, but it doesn't have the relaxation you can get going by ship.

Newcastle Morning Herald and Miners' Advocate,

Thursday, November 9, 1967

# Woman pilot achievement

Flying gave a person a feeling of achievement, Mrs. Pat Barnes, of Belmont, said.

Mrs. Barnes is the first woman pilot to obtain her licence at Aeropelican Flying School.

"I know golf and tennis and other interests a woman might have give you a good feeling, but they are not able to give me the self-satisfaction that flying does," she said.

Mrs. Barnes, a redhead with a charming personality, took up flying about 10 months ago. It was all she ever really wanted to get her teeth into.

She had hesitated till then for her son's sake, believing that the mother of young children should not undertake anything as ambitious.

### Expected

Her son Jeffrey, now 11, was her first passenger after she got her licence. He made her promise this, and she waited till he came home from boarding school for a weekend about a fortnight ago to keep the promise.

"Jeffrey took the whole thing very matter-of-factly. He just takes it for granted he will get his licence in the same way a child might expect to get a driver's licence when he grows up."

And what does her husband think?

"His main interest in my flying is that I should keep a sharp eye on the lake for good fishing spots," she said.

It took Mrs. Barnes 14 months to obtain her licence.

"Actually, a person could achieve the number of hours required in a month, if it were not for the expense. I worked out that I would be able to afford about half an hour's flying time a week, and accordingly set myself 12 months to do the course. It took 14 because I twisted my ankle and put myself out of action for 16 weeks."

"My thoughts for the future are more in the nature of dreams than actual plans," she said.

"I was at the annual general meeting of Australian Women Pilots at Coolangatta last year, and I never felt so completely at home with a group of people. All of us had the same feeling about flying, the same feeling about flying."

"My big hope is that I might fly in the 25th anniversary of the Powder Puff Derby in 1971. I will need the years in between for flying time and experience and, if possible to find a sponsor from an aircraft company. I don't see how I could afford it otherwise."



Mrs. Pat Barnes, first woman pilot to gain her licence at Aeropelican Flying School.

## WOMEN'S NEWS

she relinquished her commercial pilot's licence and retired from aviation in 1945.

In the years following she has done many things, from drifting up the Amazon in a river boat to chalking up yet another "first" to become (as far as she knows) the only woman to hold a diploma from the school of bonsai, Kawamoto, Tokyo.

Part of the fascination of Lores Bonney is undoubtedly her ability to close a door on a remarkable past and get busy with the present.

It was the feminist in her that compelled her to fly in the beginning.

"I was a golf widow," she explained, "when I first decided to fly."

"My husband soon discovered my secret, as the aerodrome was next door to the golf course."

Far from discouraging his wife, however, Harry Bonney was one of the few in those days who didn't think women who took to the air were freaks.

With his encouragement Lores Bonney set off in 1932 to become the first woman to fly around Australia.

The next year she made her perilous crossing to England, and in 1937 was the first woman to fly solo

# THE NEWCASTLE SUN

Telephones: Editorial, Business, 2-0471; Publisher, 2-1852 (direct line),  
Branch Offices: Cessnock 392, Maitland 33-5051.

**FORECAST:** Dry, mild,  
rather warm; moderate W  
winds; slight seas.

**CITY  
FINAL EXTRA**

**SUN, MOON AND TIDES**  
SUN: Rise 6.1, sets 5.43.  
MOON: 10.19 p.m., 12.26 a.m.  
HIGH WATER: 1.37 a.m., 2.1 p.m.

NEWCASTLE: MONDAY, SEPTEMBER 11, 1967

Registered at G  
for transmission

## 'Plane People



● Questioning Aero Commander mechanic during the last hours before the postponed record attempt, Hollywood actress/pilot Susan Oliver appears relaxed and confident. Her planned solo flight from New York to Moscow was postponed because of Atlantic hurricanes.

## Winds worry Susan

American film and TV actress, Susan Oliver, was forced to postpone her planned solo flight from New York to Moscow in a single-engine Aero Commander 200, because of hurricane-force winds over the North Atlantic.

But Miss Oliver is determined that the postponement will be a short one.

Well known to Australian TV audiences for her roles in "Peyton Place," "The Man From U.N.C.L.E.," "The Nurses" and "Bonanza," Miss Oliver is a fully-qualified IFR pilot and holds multi-engine ratings.

Since deciding to make the flight, she has logged 500 hours in her Aero

Commander 200, practising instrument approaches, and IFR cross-country operations. In addition she has spent weeks talking to seasoned ferry pilots, experienced on the North Atlantic route.

Her aircraft has been modified to accept a 110 gallon auxiliary tank in place of the rear passenger seats, and has a range of 1600 miles. Its equipment includes dual NAV/COM, ADF, Transponder, and Britain autopilot.

The flight has been sanctioned by NASA and approved by the FAA. Her Aero Commander 200 has a maximum speed of 236 mph and the flight will include stops at Labrador, Greenland, Iceland, Scotland, and Denmark.

In Copenhagen, Miss Oliver will take aboard a Russian navigator-radio-operator who will guide her along the allocated

Aeroflot commercial air-line routes to Moscow. No date has yet been announced for the resumption of the attempt.

## Historic air services begin

Continued from Page One

Aztec six-passenger aircraft are being used in the services operating to and from Pelican.

Mr. D. Hilder, of Aeropelican, has announced that a Navaho nine-passenger aircraft would be introduced later.

The first of the Aeropelican flights left Sydney for Pelican at 7 a.m. today.

Four passengers left on the next flight, from Pelican to Sydney, at 8 a.m.

### From Pelican

The Aeropelican timetable is:  
Newcastle to Sydney: 8 a.m. 1 p.m., 5.45 p.m., 6.20 p.m.;  
from Newcastle to Wollongong: 8.15 a.m. and 4.20 p.m.;  
from Wollongong to Newcastle: 9.15 a.m. and 5.20 p.m.;  
from Sydney to Newcastle: 7 a.m., 1.45 p.m. and 5 p.m.

Both companies have reported steady bookings for most flights.

The Masling Company's fares are \$7.50 to Sydney, \$13.00 to Wollongong and \$22.70 to Canberra.

Children under 15 are charged half fare.

The Aeropelican fares are \$8.00 to Sydney and \$13 to Wollongong.

# TO SYDNEY AND BACK, THEN BREAKFAST! HISTORIC AIR SERVICES BEGIN



Masling pilot, Mike Kirton, of Nelson Bay, sits at the controls of the Cessna 402.

By staff reporter Vic Levi

## TO SYDNEY AND BACK BEFORE BREAKFAST...

That was my program today as one of the first passengers to use the new air commuter services between Newcastle and the capital.

And by the time I had completed the round trip — in just 75 minutes' flying time — I was sold on the new service.

Speed, comfort and a bird's eye view of some of Australia's most impressive coastal scenery — these are a few of the attractions of the commuter services "launched" by two companies today.

The services, which link Newcastle, Sydney, Wollongong and Canberra, are being operated by Masling Aviation from Williamtown and Aeropelican and Pelican.

Other commuter services link Newcastle with Cootamundra, Goulburn, Temora and Wagga.

### Aerial highway

I boarded a twin-engine Cessna 402 aircraft for the first of the commuter flights at Williamtown shortly before 7 a.m. today.

This was my flying schedule:  
● Left Williamtown at 7.15 a.m.  
● Arrived Sydney (Mascot) 7.55 a.m.  
● Left Sydney 8.10 a.m.  
● Arrived Williamtown 8.45 a.m.

Only a fortnight ago, it had taken me three hours to drive to Sydney by car from Newcastle.

Today, there were no traffic hazards, no mechanical worries and no back-seat drivers.

Instead, I had a streamlined ride along a smooth air highway at a height of 6000 feet and at an average speed of 220 miles an hour.

### Slight delay

On the first flight were the president of Newcastle Chamber of Commerce, Mr. J. Evans, managing director of Jayes Travel Service, Mr. J. Jenkins, assistant commercial manager of Newcastle Steel Works, Mr. G. Heeley, an-

other BHP official, Mr. C. Aitcheson, and four newspapermen.

The pilot was Mr. Mike Kirton, of Nelson Bay.

Our take-off was slightly delayed (normal take-off time is 7 a.m.) while an RAAF Vampire jet landed at Williamtown.

### Over tollway

The "lift off" from the Williamtown strip was smooth and within seconds we were settling back in our seats to enjoy the scenery at 6000 feet.

We flew a slightly inland course in near-perfect conditions. The visibility was good and the winds were slight from the south-west.

The Cessna's speed gave us just enough time for a close inspection of the countryside — from the sprawling Newcastle Steel Works to the glistening expanse of Lake Macquarie.

Minutes later we were cruising above the Hawkesbury River and a busy tollway.

By 7.45 a.m., half an hour after take-off, we had arrived

over Sydney's eastern suburbs and were preparing to make a run towards Mascot.

At 7.55 a.m. we had touched down at Sydney airport.

The landing was as smooth as he take-off and I had a few minutes to present tickets at the airport counter and meet the proprietor of Masling Aviation, Mr. Jack Masling.

Mr. Masling told me he hoped to increase the company's operations from Newcastle by two-thirds in the next nine months.

He said the firm had three aircraft of the same size on order for the Newcastle-Sydney run.

"We believe the traffic will build up to such an extent that we will have to use 16 to 18-seat aircraft before long," he said.

By 8.5 a.m., I was back on another Cessna 402 at Mascot ready for the flight home.

Piloted by Geoff Smythe, of Sydney, the second Cessna was airborne by 8.10 a.m. and we were heading back to Newcastle, this time along the coast at a height of 1500 feet.

The trip back was even more impressive than the flight down.

We skimmed along over a sparkling sea almost all of the way with the picturesque coastline just under our left wing.

### Fine scenery

From Broken Bay to Nobbys the scenery was magnificent.

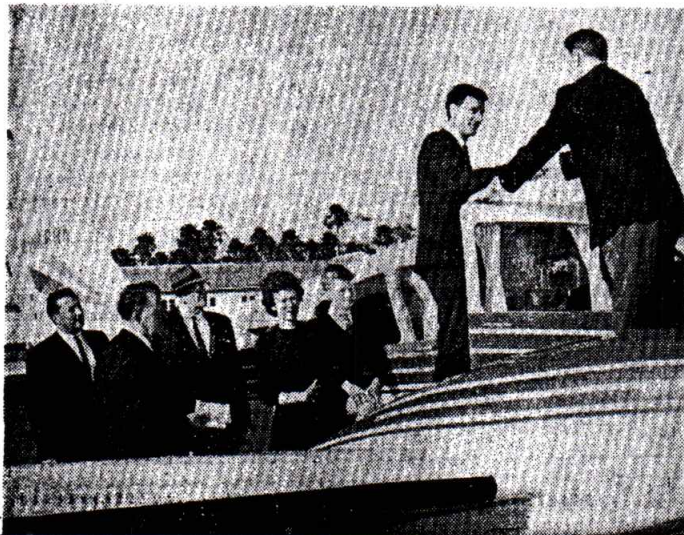
By 8.30 a.m. we had passed over North Head. More than half our journey had gone and we were sorry to see it go.

Fifteen minutes later we were back on the ground at Williamtown ready for a tame car drive "home".

Masling Aviation is operating four services a day, Monday to Friday, from Newcastle.

The services conducted by Masling are: Williamtown to Sydney, 7 a.m., 3.10 p.m. and 5.30 p.m.; Williamtown to Wollongong, 8.50 a.m.; Sydney to Williamtown, 7.55 a.m., 11.45 a.m. and 6.25 p.m.; Wollongong to Williamtown, 2 p.m.

● Continued Page 3



LEFT: Passengers and well-wishers board the first Aeropelican commuter flight to Sydney today. RIGHT: At Williamtown, the first Masling flight to Sydney is ready to get under way as passengers board the Cessna 402.



# Britain honours 44 exporters

LONDON, Sunday. — The British New Year Honours List underlines the importance which the British Government attaches to exports.

It contains names of no fewer than 44 distinguished industrialists whose services to exports are recognised by awards. They include nine knights.

Emphasis is laid not only on their services as leading exporters, but also upon the active part they play in the various committees and other organisations devoted to the general promotion of the country's export business.

For example the chairman of the Latin American committee of the British National Export Council, Mr Harold Bowes, receives the K.C.M.G.

The K.B.E. goes to the chairman of the Dunlop

Rubber Company Ltd., Mr Anthony Geddes.

There are knighthoods for, among others, the chairman of the British National Export Council, Colonel Derek Wilgraham Pritchard, the deputy chairman, British National Export Council for Europe, Mr Alexander Abel Smith, and for the chairman of the African Committee, British National Export Council, Mr Arthur Henry Smith.

### LIFE PEERS

The honours include O.B.E. for popular cricketer Tom Graveney, now in the West Indies with the M.C.C. tourists, and round-the-world flier Sheila Scott.

The number of awards for services to exports has risen

steadily in successive honours lists.

In the Birthday Honours list of June, 1966, there were 15, in the Birthday List this year there were 23.

The five new life peers include the chairman and Editor-in-Chief of the London "Daily Telegraph" and "Sunday Telegraph," Mr Michael Berry, and the High Commissioner in trouble-torn Aden before its recent independence, Sir Humphrey Trevelyan.

Another British diplomat in a trouble spot to gain a New Year honour is the charge d'affaires in Peking since 1965, Mr Donald Hopson, whose headquarters were attacked and set afire by Red Guards last August.

Mr Hopson receives a knighthood.

### MAJOR ROLE

Others to be knighted include Mr Herbert Brechin, who as Lord Provost of Edinburgh played a major role in securing the 1970 Commonwealth Games for his city.

Britain's chief "trouble-shooter" in industrial disputes, Mr Jack Scamp, is another new knight.

The author Mr Angus Wilson, the composer Mr Gordon Jacob, and the sculptor Mr Eduardo Paolozzi are given the C.B.E., and Welsh actress Rachel Jones is awarded the O.B.E. (A.A.P.)



TOM GRAVENEY



SHEILA SCOTT



LADY BURKE

A whale's eardrum from Bunbury and a piece of nickel ore from Hamersley are two of the souvenirs Lady Burke has acquired during her present tour of Australia with her husband, Sir Aubrey Burke.

They are on a tour of the Hawker Siddeley group of which Sir Aubrey is vice-chairman, and have been in South Africa as well as W.A., South Australia and Victoria before coming to Sydney.

Engineering factories hold

no mysteries for Lady Burke. She always knows "what's what."

She used to fly her own plane, made model aeroplanes, ran her own engineering factory building aeroplane parts just outside London throughout the war, and helps run their 300-acre farm in Hertfordshire.

"I just wanted to fly, so I did," she said, explaining how she came to take up that career before the war.

"I wanted a job in aviation, and there weren't any for women, so I thought it was high time someone took on this model-making business."

So she did, making scale models for manufacturers, for wind-tunnels, for advertising agencies, for museums.

Engineering is one of her special interests. So is gardening, and natural history. She has collections of shells, ferns, butterflies and flowers made in the days when she had more time than now to spare on this interest.

Lady Burke and her husband run Guernseys on their farm in Bovingdon, in Hert-

# She wanted to fly, and she did

fordshire. The property is called Rent Street Barns, because this is where the farmers once used to come to pay their tithes, or rents.

How old is it? "As old as Doomsday!" said Lady Burke. "There has always been a farm there."

She describes the house as "old and beamed," but can't say how old it is. They dug up a beautifully engraved sundial in their garden which was dated 1536. She says she acts as the farm secretary, and is always called on in a crisis, no matter what the crisis is . . . it might mean driving a tractor, helping with the

harvest, carting bales of fodder.

This is her third trip to Australia, which she loves . . . from the "lovely, wild desolate country" of Hamersley to the exciting new developments she has observed in business and industry since her last visit three years ago.

But if the "brand new country of Australia is going through exciting times, so is the old country of England, she points out.

Lady Burke said she had a message for any Englishwomen living in Australia:

"They mustn't believe all they read and hear about England at the moment," she said. "We are not passing out. England is absolutely fine. We have our problems, like every other country, but as every good housewife would do, we are turning out, we are reorganising our way of life to meet new challenges.

### Scientists

"Our scientists are absolutely bursting with ideas, our businessmen are full of enterprise, and we have a fine young scientifically trained generation growing up.

"We have just had to put our house in order to meet a very changed world, and I think one day there will emerge from this a very powerful new England."

A typically vigorous message from a woman who seems to have made it a rule in life to emphatically and simply set about doing the things she wanted to do.

Melb. Herald. Jan. 1968

# Dollies get set for a derby

By BELINDA DAWSON

Six Victorian housewives are busy preparing for the first women pilots' pylon race to be held in Australia since the Second World War.

The race is called the Dolly Derby. It will be flown over a triangular course of six miles.

The Dolly Derby will be one of the events at an air display at Mangalore airport on Sunday, January 21.

"We're very excited," said Mrs Moira Robinson, the president of the Victorian branch of the Australian Women Pilots' Association.

"I spend a couple of hours a week flying.

"The family are all for it."

### AT HOME

Mrs Robinson, who flies her own plane, a Cessna 150, keeps it at home. She lives at "Faxon Park," Leopold, near Geelong.

"It's like having another car," she said.

The Dolly Derby is a handicap race, as the competing planes have speeds between 80 and 175 mph.

The display is being organised by "For Those Who Have Less," a voluntary organisation which helps people in Asia.

Other events will include glider and helicopter demonstrations and aerobatics.



SIX PILOTS get ready for the Dolly Derby. Standing in front of the Tiger Moth are Mrs Moira Robinson of Leopold near Geelong, left and Mrs Edith Atken of Bendigo. At back from left are Mrs Ruth Hodgson of Brighton, Mrs Bev McGindie of Toorak, Mrs Elva Raper of Wantirna and Mrs Annette Hislop of East Brighton.

LIKE ELONGATED DRAGONFLIES THE GLIDERS SOAR

They Morning Herald, Friday, Feb. 16, 1968

ie may pilot big jets

**A STAFF ESPONDENT**  
**DON**, Thurs-  
 Britain's first  
 airline pilot  
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 Cazalet took up

There we were, thermaling at 2000 feet, with nothing between us and the patchwork quilt of green and brown paddocks below but a thin plywood and cotton frame.  
 The only sound that disturbed our silence was the gentle swish of wind which penetrated the ventilation hole in the perspex canopy and the equally soothing tones of my instructor explaining the principles of glider flying.  
 Within a two-mile radius other gliders, slim and elongated like dragonflies or a child's stick draw-

Flying as free as the birds

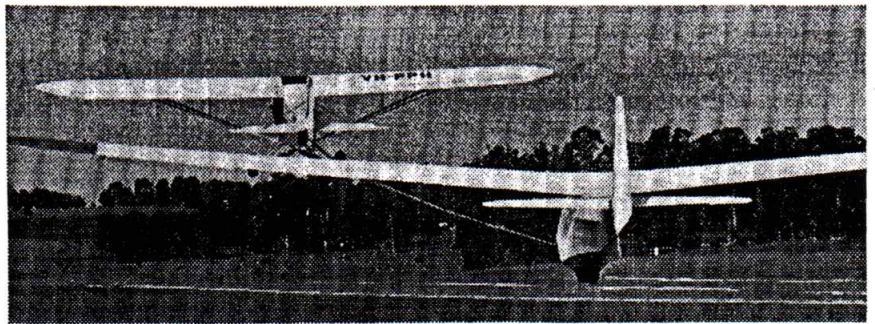
By Staff Reporter JAN NYHAN

ing of an aeroplane, lifted and soared as they caught a hot updraught of air (a thermal), or sank gently when there was not enough rising air to keep them aloft.  
 The "long-wing" glider in which I was a passenger belonged to the Southern Cross Gliding Club Limited, which has its headquarters at Camden airfield.  
 It was a two-seater craft mainly used for training glider pilots, and I was in the capable hands of an instructor, Mr Ron Adair, of Balmain.  
 I had gone aloft to find out what attraction gliding held for the small but dedicated band of women in Sydney who are glider pilots & glider wives.

The club

The club, one of the largest in Australia, has fewer than seven active women pilots compared with more than 80 men who fly consistently.  
 Climbing into the cockpit of the glider we were first strapped tightly into a safety harness.  
 Then the slack was taken up on the cable which attached us to the Piper Super Cub tug plane which was going to launch us into the air.  
 Once we hit a ground speed of 40 m.p.h. we were airborne and, taut at the end of a cable, we were over the fence and climbing behind the tug plane.  
 We reached our intended height of 2,000 feet. At a signal from the plane,

the glider pilot released that comforting cable, the plane turned left and we turned right. Then came the awful moment of truth. There we were with nothing to hold us aloft but the pilot's skill in finding a warm air current.  
 As the glider sank to 1,600 feet in a few seconds my heart sank with it.  
 Three-quarters of a mile away was a flat-bottomed cumulus cloud: "looks promising, usually indicates a stream of hot air," said Mr Adair.  
 We slid towards it: "If I'm right you should feel a lift like a kick in the pants," he said.  
 I did! No wonder they say a good glider pilot flies through the seat of his pants.  
 He began banking and circling within the thermal and the variometer needle indicated that we were rising at the rate of three feet per second.  
 "Do you mind if I turn more tightly? We can gain more height if I stay completely within the thermal!"  
 We banked sharply, going around and around, doing circle after tight circle, until it seemed our nose was set on a needle point and we were revolving vertically around it...  
 Despite the accusations later I must have had my eyes open! Far below us I could see a toy tractor ploughing backwards and forwards while we soared like a bird, at six feet per second.  
 We soon exhausted that blast of warm air, so off we dived into the great blue yonder to join some of the other gliders on their thermal. This was my big moment. I was allowed to take over the controls



Once we hit a ground speed of 40 m.p.h. we were airborne.

It's the thrill of a challenge

Not the rudder pedals—which I was told control slip and skidding—they are too difficult for a first-timer and our insurance companies wouldn't have been too happy if I had sent us plummeting to the ground.  
 But I did take the stick which is just like the joystick of an aeroplane. I had to keep the glider nose level with the horizon and the effort of peering front to make sure the nose didn't tilt up, down or sideways almost sent me cross-eyed with concentration.  
 But to experiment and get the feel of the glider I pushed the stick forward. The nose went down like a high diver from the 10-metre board.  
 I pulled the stick back and it came up like a ball on the rebound.  
 The glider is a sensitive craft. Even more elementally than in a car or power craft it inspires this tremendous feeling of man being master of his own destiny.  
 After another 20 minutes of soaring, sinking, and gliding to a warm air current, we dropped to 800 feet to come in to land. We came lower, lower, cleared the river and the fence and bumped gently on to the grass and slid to a halt. One wing gracefully sank to the ground and it was all over... for me at least.

Unusual

For Mrs Roger Woods, a schoolteacher, of Badger's Creek, gliding is "the quest for the unusual."  
 Her husband is an instructor with the club and she is one of their most competent woman pilots. She began gliding seven years ago when she was a student at Armidale Teachers' College.  
 "I am not the knitting, sewing and Saturday night dance girl," she said. "I want more out of life than that. Gliding to me is entering another element."  
 "It is a tremendous challenge—up there you are away from everything."  
 "Perhaps the isolation is symbolic... you are independent and self-dependent. Whether you go up or down depends to a small extent on your craft and available conditions but mainly on your self."  
 Mrs Woods has completed two of the three sections necessary to gain a Silver C, which is an international gliding qualification.  
 These are an endurance test—staying aloft for five hours—a climb of 3,000 feet above launching height, and a cross-country flight of 32 miles to a previously nominated point. This last tests navigational skill as well as soaring and climbing ability.  
 The cross-country flight is the only condition she has not completed.  
 Of the three she said the endurance test is the hard-

est... pilots have been known to come down after lasting four hours 55 minutes.  
 She has climbed to 10,000 feet, which is a mere 1,000 feet below the specifications for a Gold C. The cold was intense although it was 100 degrees in the shade on the ground. But, it had its compensations—"the view certainly couldn't be better, and up there you feel like God."  
 Miss Leigh Murray, of King's Cross, loves and lives for gliding because it gives her the same sense of freedom and the thrill of being in control of her own destiny in the air.  
 She was interested in power flying, was saving hard to pay for lessons when a year ago she went for a joy flight in a glider.  
 "It was so beautiful I couldn't stay away. It is incomparably better than power flying. It requires more skill."  
 She has been soloing for several months and hopes to be good enough to also attempt part of her Silver C at the next club camp.  
 According to Mrs Anthony Giudice, of Castle Hill, there is one thing very wrong with gliding — "it is all over too quickly."  
 Although her husband doesn't entirely approve of her activities, she has introduced her daughter, Rhonda, 17, and her son, John, 15, to gliding. Christian, 2, will be in the air as soon as he is old enough.  
 "It is so much cheaper than learning to fly," she said, estimating that it cost her family about eight dollars for one day's gliding each weekend.

Initiate

The instructor, Mr Ron Adair's wife is a recent initiate to the art of gliding. After several years she found being a glider "wife" and going up on the occasional joy flight were not enough.

band and was three quarters of the way towards soloing when she gave it up after the birth of her last baby, Carl, 2.  
 Her husband, who gave up schoolteaching to become a commercial flying instructor for power planes at Bankstown Aerodrome, is also honorary chief flying instructor for the club and principal training officer for gliding in N.S.W.  
 "Don't refer to us as 'just gliding wives,'... it is a full time job," said Mrs Bradney.  
 "It involves anything from organising a formal dinner party for 40 club members to rustling up an impromptu meal for a crowd of visitors."  
 "It also involves all the packing and preparations for the National competitions each Christmas which begin the gliding year."  
 "I stripped and painted a bedroom recently. It was relaxing compared with preparing for competitions and camps," Mrs Bradney concluded.



MRS RON ADAIR (standing) is about to close the canopy on MRS ANTHONY GIUDICE.

THE AUSTRALIAN WOMEN'S WEEKLY — February 14, 1968

LOTS of overseas letters in my mailbag this week, and one of the newest was Nancy Walton's from London. She had just arrived from Germany, where she stayed with the Dick Bowers in Köln, where he is the Canadian Ambassador. (They were in Australia in 1940). At the Air Force Ball at Karlsruhe (where she was guest-of-honor) she sat next to Professor Messerschmidt and opposite Peter Townsend and his wife. Loved the casual way she tells me that during a weekend as the guest of Baron Kolnig-Warthausen in his castle at Wurtemberg she made a one-day tour of Europe by plane, visiting Austria, Liechtenstein, Germany, and Italy with a stop at St. Moritz in Switzerland. Incidentally, although she is all those thousands of miles away her letter was full of the Fly In Drive In to be held for Air Ambulance in the Widden Valley in March.

The S.M.H. Women's Section, Thurs., Feb. 29, 1968



MR AND MRS LAPIN

Jerome and Regina Lapin are relative newcomers to Sydney. They arrived 16 months ago from Los Angeles because Mr Lapin was interested in investment possibilities, and Mrs Lapin liked the atmosphere for their children, Craig and Brett.  
 They now live at Vaucluse in an old home they are renovating and Mr Lapin owns the Caprice Restaurant.  
 They both like Sydney "because things are at a much slower pace here and there's more time for leisure," Mrs Lapin said.  
 Leisure time for them is mainly spent on the Harbour. They have a 63-foot motor cruiser called Regina on which Princess Soraya spent an afternoon during her visit to Sydney.  
 They are both licensed pilots and would like to spend more time flying light aircraft. But that's a grouch Mrs Lapin has about Sydney — airstrips here, such as Bankstown, are too far removed from the city. An hour's drive, she has calculated, and in the States they're reached in a third of the time.

# MOTHER FIRST PASSENGER

A 19-year-old nurse who recently obtained her pilot's licence took off from AeroPelican yesterday morning with her first passenger — her mother.

She is Miss Pam Hely, who was Mattara Princess in 1966.

Her mother, Mrs. Betty Hely, of Eraring, said she enjoyed every minute of her short flight over Lake Macquarie.

Miss Hely began

learning at AeroPelican about 12 months ago. She has just started nursing at Royal Newcastle Hospital and went on duty yesterday afternoon.

Within half an hour of taking her mother on a joy ride, Miss Hely took up Miss Bishop, 20, a nursing friend at Royal Newcastle Hospital.

Picture: Mrs. Hely and Miss Hely after the flight.



# Newcastle Morning Herald

AND MINERS' ADVOCATE

NEWCASTLE, WEDNESDAY, JANUARY 24, 1968.

## TER Couple learn to fly



Mr. and Mrs. Alec Swinton in the cockpit of a plane at AeroPelican. Both are learning to fly.

A Gosford couple who hope to own their own plane some day are taking flying lessons at AeroPelican. Each made the first solo flight this week.

They are Mr. Alec Swinton and his wife Mona, a Canadian, who have a citrus orchard.

Mr. and Mrs. Swinton like to share their hobbies and originally decided to take up flying as "another interest and accomplishment."

Now, after two months' instruction, both are so keen they intend going on for the unrestricted pilot's licence, which requires 20 hours of cross country navigation flying.

### Solo flights

For two months the Swintons have travelled from Gosford once a week for instruction and are spending their annual holiday at a motel near the aerodrome to build up flying hours.

At the end of last week they had completed the 15 hours in the air required before making a solo flight.

Both came through with flying colours.

One of their keenest supporters is Mr. K. Hilder, of AeroPelican.

"I've been associated with flying in the Newcastle area for 31 years and this is the first time I've known both husband and wife to remain in the air."

"Usually one or the other drops out half way through a course."

### Radio, too

Mr. and Mrs. Swinton also share an interest in amateur radio and each has an amateur's licence.

Mrs. Swinton maintains a regular weekly contact with her family in London, Ontario, speaking to them through a friend who operates an amateur radio station in the same street.

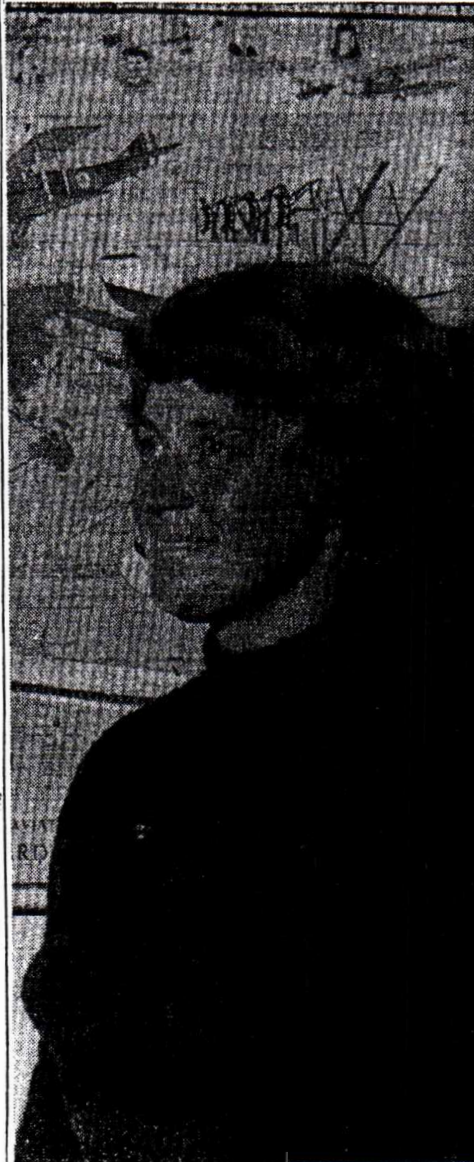
Mrs. Swinton shares her husband's interest in the citrus orchard and helps with the spraying and sorting of fruit.

Both are widely travelled and have made two trips to Canada and the United States since their marriage 18 years ago.

NEWCASTLE, TUESDAY, FEBRUARY 6, 1968.

KNOX FREE PRESS JAN 68

## • AVIATRIX •



MRS EDITH AITKIN, poses beside the bright-yellow Tiger Moth in which she won the "Powderpuff Derby" at the Mangalore Air Display yesterday. Owned by her husband, a Prairie farmer, the 25-year-old plane beat some of the fastest modern light planes. Mrs Aitkin attributed her win to the high manoeuvrability of the Tiger Moth on the small race course. The race, restricted to women pilots, was over a six-mile course.

—The Sun, Mon., January 22, 1968



## Ready to race...

MRS BEV MCGINDLE, of Toorak, checks her Beechcraft Musketeer yesterday to see that it is ready for the pylon race in which she will fly at Mangalore Airport on Sunday week.

The race, between six or seven pilots, has been organised by the Australian Women Pilots' Association as part of an air pageant to raise money for the "For Those Who Have Less" society.

The Sun, Friday, January 12, 1968

The funds will be used to buy livestock for South-East Asian countries.

"It's the first all-female pylon race in Australia since World War II — but if all goes well it won't be the last," said the pilots' Victorian president, Mrs Moira Robinson.

Mrs Robinson, of Leopold, near Geelong, will fly her own Cessna 150 in the event.

Others who have nominated are: Mrs Edith Aitkin, of Prairie, in a Tiger Moth; Mrs Evelyn Koren, of Mt. Gambier, SA (Cessna 172); Mrs Elva Raper, of Wantirna South (Cessna 182); Mrs McGindle; Mrs Annette Hislep, of Brighton (Piper Cherokee); and Mrs Ruth Hodges, of Brighton (Mooney Executive 21).

The race will be around a triangular course of three miles.

"WE ALL LOVED the race and had a beaut time," says Mrs. Elva Raper of Wantirna about the Mangalore "Powder-Puff Derby" held on Sunday.

The first women's air race held in Australia since World War II was set up by the "Organisation for Those Who Have Less", and proceeds will be used to assist needy Asian families.

Mrs. Raper flies once a week at least and was the first Victorian woman pilot to achieve an instrument rating, enabling her to fly at night.

Being allowed to fly at night is just fine for family picnics, Elva Raper says. With their four children, she and her husband can linger into the evening at beauty spots such as Flinders Island before setting out for home.

# UP-IN-THE-AIR FASHIONS (THEN AND NOW)

## Plane facts of life in 1968

SIXTY years ago many a Granddaddy pranced proudly to the job on the back of an overweight Tobin Bronze.

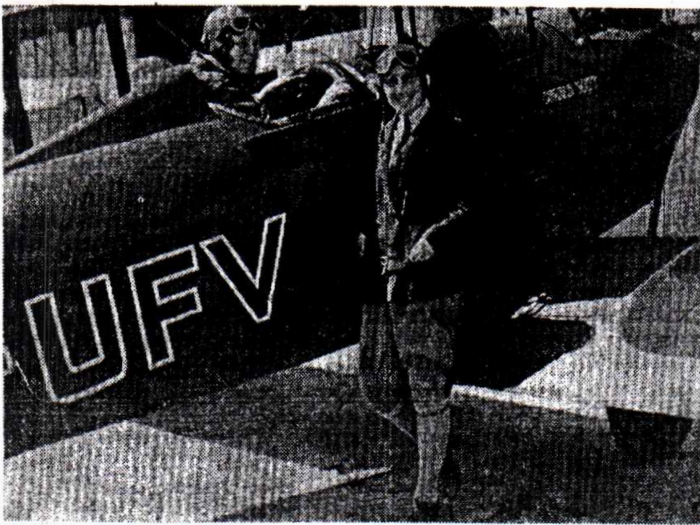
Today people either motor to work cursing the traffic snarls or they use overcrowded trains and buses and antiquated ferries.

But relief is on the way. Transport is gazing towards a higher plane—a light plane, a single-seater, two, four, six and nine-seater, as Australia follows the American lead and heads for the sky.

Take the opal salesman. Several years ago he spent 12 days in getting to the fields, buying, and returning with his \$30,000 worth of goods.

He had to carry a gun travelling the outback roads and rails. Today he does three trips, flying himself, in the same time, and there is little chance of a hold-up in the sky.

The grazier, often away from home for days on end, hampered by drought and flood conditions, now flies round his property in a few hours and is back to watch TV and put his feet up after the evening meal.



Little hedge-hopping, go-anywhere planes have become an integral part in the changing face of Australia.

We are doing today in the sky what America has been doing for the last 20 years.

Not very long ago the world of the crop-duster, the spotter, the single and double-seater, the commuter plane, were lumped together into an over-all term known as the "Light Aircraft Industry."

That name, say the men involved in this new booming industry, conjured up mental pictures of leather jackets and fleecy-lined boots, Biggles goggles and a gay, knotted, silk neckerchief; someone standing by a ditch with a pranged plane in the background. A sort of Snoopy and The Red Baron image.

Today the industry has emerged with the title General Aviation in Australia and, as far as the

experts can estimate, it will have a turnover this year of \$100 million plus.

Already the GA in Australia is flying close to a million miles a year—more than 70 of every 100 hours flown by the entire industry, including major domestic lines like Qantas.

"GA" covers all types of private and commercial flying, excluding scheduled airline services. Fixed-wing single and twin-engine aircraft, heavier multi-engine types and helicopters are lumped together.

Within eight years, predict the experts, General Aviation in Australia per head of population will equal that of the United States.

In the United States at present one person in every 2000 is flying. In Australia the figure is one in every 7500.

**FAMOUS aviatrix Bobby Terry, one of the first women in Australia to get a pilot's licence, poses beside her plane way back in 1928.**



ANN CARTER, a section winner last year in the United States "Powder Puff" Aeroplane Derby, and an instructor at Bankstown Airport, shows the change in "gear"—female and aircraft—for 1968. The plane is the latest Cessna.

## PLANE FACTS OF LIFE

From previous page advertisements like "Fly on the Never Never" five dollars and you actually fly the plane with an instructor.

Hundreds of people from teens to middle-aged, and older, are taking flying lessons.

Hundreds more are buying small aircraft.

At Bankstown airfield this week I wandered around the old hangars. But there was nothing old about the machines they housed.

They ranged from a tiny carpeted and immaculately upholstered two-seater with room in the back for the weekend shopping through the "grazier's delight," a superb four-seater to the nine-seater which will commute between outback towns.

**GROWTH**

The aircraft have retractable undercarriages and some fly as fast as the 1939-40 Hurricane fighter plane.

These new models in the biggest selling Cessna range cost about \$9000 for the "baby" of the group to \$20,000 to \$30,000 for the bigger craft. Extras can cost perhaps \$5000 or \$6000.

One of the people shouldering a lot of responsibility for the small plane boom in Australia is an expatriate New Zealander named Miles King. His company, Rex Aviation got off the ground with a couple of crop-dusters back in the early 50s, managed to get America's giant

Cessna agency, and moved into Australia.

In 1964 his company sold four aircraft valued at about \$48,000.

This year Rex believes the company will top 200 planes and have a turnover of \$8 million.

Cessna and Rex have a 51 percent slice of the Australian general aviation cake and have at least 100 small planes airborne in New Guinea.

There are close to 3000 small planes roaming Australian skies at the moment. There could be 12,000 by 1971.

To sell planes the general aviation industry has to have people to fly them. And training is what the industry is intensifying this year more than ever.

Mr. King hopes that pilot training will become a University course in the not too distant future, as has happened in the United States.

There are about 10,000 student pilots, 8000 private and 2000 commercial licences in Australia. In New South Wales teenagers theoretically can get a probationary flying licence before a car licence.

Learning to fly is still costly and doesn't look like becoming much cheaper. To get up the 50 hours needed to pilot a small plane anywhere in Australia costs about \$800.

The cost was \$5 an hour in 1922. Now it is \$12. But it's possible to learn to fly and to buy a plane on hire purchase.

And that's just what Australians are doing.

—Leslie Wilson

Aust. Womens Weekly 13th September 1967

# SKY-DIVERS' ENGAGEMENT

Parachutists have heads in the clouds, but plan down-to-earth wedding.

Most people in love have their heads in the clouds, and Jim Fox and his fiancée, Faye Glassford, aren't any different. Except that their cloud happens to be 10,000 feet above the ground.

**BOTH** are expert parachutists — Jim is the Australian champion and Faye is the Western Australian women's champion.

But when it comes to marriage plans, Jim and Faye have their feet firmly on the ground.

"Parachuting is a sport — we don't want one of those gimmicky weddings," said Jim.

Faye agreed and said their marriage in November would be a traditional one.

"Some people think it is fun to have a way-out wedding," she said. "Not us. Parachuting is a serious business and so is marriage. It is silly — and dangerous — to have any romantic feelings when jumping."

Jim, who comes from Sydney, took up parachuting four years ago at Camden, N.S.W.

"I was interested in flying and went to Camden to see what parachuting was like. After one jump, I was stuck. It's a much more exhilarating sport than flying."

He began competitive jumping after about nine months.

Later, Jim went to Towns-

ville as an instructor at a club, and that is where he met Faye.

"I didn't know anything about parachuting," said Faye, who left her home in Perth to stay in Sydney for two years. When she met Jim, she was working her way back to Perth via Darwin.

"I used to go to the club at weekends to watch, and became interested myself," she said.

Their romance at this stage was little more than a

By **Jacqueline Lee Lewes**

casual relationship. Both left Townsville and Jim went on to win the Queensland and, later, the Australian championships.

Meantime, Faye had become an avid jumper and saw Jim at various championships she attended as a spectator.

They saw each other again back in Townsville, where Faye was working as a draftsman and Jim (a plumber by trade), who had been chosen as a member of the 1966 Australian para-

chute team, was raising money to send the team to Leipzig, in East Germany, for the world championships.

"When the team left, I went back to Perth, where I worked, wrote letters to Jim, and jumped," said Faye.

"That's when I entered the Western Australian championships and became the women's champion."

Jim spent six months touring Europe, England, and the United States after the world championships.

On his return last November, he went to Perth, where he and Faye announced their engagement.

Both are living in Sydney now, jumping at weekends and making plans for their future.

"People not involved in the sport find it very hard to understand why it becomes so important to you," said Jim.

"The feeling when you jump is hard to describe. It is the freest feeling I think I have ever experienced. Time slows down and the 30 seconds of free-falling seem like hours.

"You leave everything behind. It is very quiet and relaxing—and the view is tremendous."



Jim Cox and Faye Glassford. Faye says, "Parachuting is a bond between us and we will continue it after our marriage."