

# BLONDE READY FOR RISKY FLIGHT

From OUR OWN CORRESPONDENT

LONDON, Saturday. — A cool willowy blonde makes her bid next week to follow Amy Johnson and Amelia Earhart into aviation history.

Miss Sheila Scott, ex-model turned champion pilot, plans to make the longest solo flight ever attempted in a single engine aircraft.

She will follow Amy Johnson's route to Australia on the first leg of her 30,000-mile flight around the world.

It will take her over the desert wastes of the Middle East, the jungles of Malaysia and Indonesia, and the Atlantic, Indian, and Pacific oceans.

Miss Scott, 38, will take off next Friday — the 35th anniversary of the day that Amy Johnson's tiny plane bumped down the runway at Croydon Airport on her

historic flight to Australia.

Miss Scott said: "Everything I have in the world has gone into this . . . jewellery, money, the lot. I intend to follow as far as possible Amy's route to Darwin, then across Australia to Sydney."

## 15 records

"But there will be more technical difficulties because there are certain countries I can't fly over and some in which I can't land."

She will fly a 220 m.p.h. Piper Comanche—the same aircraft she used last year to break 15 world class records.

Amy Johnson's tiny Tiger Moth practically limped

through the air at well under half the speed of Miss Scott's Comanche.

It carried no blind-flying instruments, only an air-speed indicator, turn and bank indicator, an altimeter, and a single compass.

But even after 35 years of aviation progress, their fears remain the same—a sudden dust storm over the desert, an isolated thunderstorm near the equator, and the constant threat of ditching over water where there is little hope of rescue.

Miss Scott is a calm, competent pilot with more than 2,000 flying hours. Yet she is superstitious enough

to give up precious space in the cockpit for her battered sailor doll.

"It went down with a carrier during the last war," she said. "The owner was the only man rescued and he gave it to me as a good luck charm."

She even carries a small tortoise shell when she's racing "because a tortoise always gets there in the long run."

The most dangerous part of her round-the-world flight will be the long run from Honolulu to Los Angeles.

There is little hope of rescue should she have to ditch in the Pacific. Amelia Earhart lost her life in the same attempt.



Sheila Scott . . . "all her money."

## SHE'S OFF on WORLD FLIGHT

A.A.P.—Reuter

LONDON, Thursday.—Actress-pilot Miss Sheila Scott, 39, took off from London yesterday in her single-engine Piper Comanche plane in a bid to fly solo round the world.

She aims to be the first British pilot to circle the globe alone and over the longest route — 30,000 miles — never attempted in a plane of its size.

Only two other women — Americans Jerry Mock and Joan Merriam Smith — have made round-the-world flights.

A third American, Amelia Earhart, died in the Pacific during her attempt.

Miss Scott arrived in Rome last night, the first leg of her journey. Her next stop is Athens.

THE SUN-HERALD, MAY 1, 1966

## THESE FOLK FLY...

• DAG JOHNSON, a young opal dealer, Mrs Alva Raper, owner of a boarding kennels, and John Swain a business man, are three typical new owner-operators of light aircraft.

Mr Johnson bought a twin-turbo Piper Comanche B to commute with South Australian opal fields.

Mrs Raper (her husband flies, too) will use her Cessna 150 in her business.

Mr Swain, who lives at Orange, recently broke the Sydney-Perth non-stop light aircraft record (his time 15 hours 5 minutes) flying a Cessna 210 which, he said, was "like a Sunday car drive."

Eileen Steenson, now Captain Steenson, of Territory Airlines (New Guinea), put away her needles as sewing mistress at the Methodist Ladies' College, Kew (Vict.), to become flying instructor at a Melbourne flying school.

She is flying a Cessna based at Goroka, and is the Territory's first full-time woman pilot.

When I saw her in the T.A.L. pilots' room at Goroka, recently, she said: "Pardon me for knitting, but I don't want to waste any time before I fly a load of cement to Chimbu."

The Sydney Morning Herald, Monday, May 23, 1966

## WOMAN ON EPIC WORLD FLIGHT

An ex-actress is now winging her way to Sydney from London on a round-the-world solo flight in a miniature single-engine airliner.



Miss Sheila Scott

SHE hopes to be the first British pilot—man or woman—to fly solo around the globe.

If she succeeds, she will be the third woman in the world to achieve the feat.

Only two women, both Americans, have to date flown around the world. Jerrie Mock did it in a Cessna 180 in 1964 and was followed by Joan Merriam soon after in a turbo-charged Piper Apache.

Miss Sheila Scott, 39, is flying a Piper Comanche 260B, a single-engine six-seater, with the interior stripped of everything except the pilot's seat to make room for extra fuel tanks, navigation aids, oxygen survival kit and hundreds of maps.

To Darwin she is following the route of the late Amy Johnson (later James Mollison's wife) who, in 1930, flew from Britain to Australia.

Her route lies over Europe, the deserts of the Middle East, the jungles of Malaysia and Indonesia and the Indian, Pacific and Atlantic oceans, where there is little chance of rescue in the event of a ditching.

### Jet Tests

The flight is expected to last between four and five weeks and take her over 22 countries. She expects to average only six hours sleep a day during the flight.

To keep herself occupied during long hours in the air she plans to listen to tape-recorded music, and dictate the final chapters of her autobiography into a tape recorder.

Although Miss Scott is Britain's leading woman racing pilot, she learned to fly only seven years ago. In 1959 she read an article on ballooning "for relaxation"

and helped to found the British Balloon and Airship Club.

She intends her flight to be not just an attempt at a record but a goodwill mission. Wherever possible she will be touching down in the Commonwealth and hopes to meet other women pilots.

Why is she doing it? In her own words, "Idealism, the hope of encouraging other people to fly. Besides, it's one of the few really great flights left to do."

### Actress-pilot emergency

PENANG (Malaya), Sat.—Miss Sheila Scott, English ex-actress making a solo flight around the world, made an emergency stop at the Royal Australian Air Force Base at Butterworth today.

She resumed her journey after about two hours. Miss Scott's single-engine plane ran into bad weather over the Indian Ocean after leaving Rangoon.

The Sydney Morning Herald, Tuesday, May 24, 1966

### SIXTH LAP

KARACHI.—British pilot Miss Sheila Scott left here for Delhi yesterday on the sixth lap of her solo round-the-world flight after repairs to her plane's electrical system.

Pakistani technicians repaired a fault that threatened to ground her when she landed at Karachi on Sunday night after a 1,100-mile flight from Bahrain.

The Sun, Friday, May 27, 1966

### DELAY FOR GIRL PILOT

LONDON, Friday.—British actress-pilot Miss Sheila Scott, flying around the world in a single-engine aircraft, yesterday changed her route plans because of bad weather in Rangoon.

She has been plagued by radio trouble since she left London and was delayed in Rangoon for more repairs.

Because of a forecast that the route to Bangkok was threatened by bad weather, she altered her flight plans and took off for Kuala Lumpur.—A.A.P.

The Sydney Morning Herald, Wed., May 25, 1966

### Woman solo flier at Delhi

DELHI, Tuesday.—British pilot, Miss Sheila Scott, landed here today after the sixth lap of her solo world-girdling flight in a single-engine plane.

She had stopped overnight at Jaipur, north-west India, on the flight from Karachi.

THE SUN-HERALD, MAY 29, 1966

### UNLUCKY FLIER

SINGAPORE, Saturday (A.A.P.—Reuter). — Lone woman flier Sheila Scott arrived in Singapore today and said her round-the-world flight was being dogged by mechanical trouble.

The 39-year-old British actress who left London on her 31,800-mile trip 10 days ago, said: "I have had trouble on every leg of the

trip. The plane has broken down and had to be repaired at every station I have landed."

R.A.F. mechanics clustered round her storm-battered Piper Comanche after it touched down from Butterworth R.A.A.F. base near Penang.

Miss Scott made an emergency stop there when her single-engine plane lost some equipment after leaving Rangoon earlier today.

## Her words have wings

A FORMER actress, who is a solo pilot and balloonist is on her way to Australia by air to achieve a feat—and to finish her autobiography.

Thirty-nine-year-old Sheila Scott (pictured) flying solo, aims to be the first British pilot, and the third woman in the world to circle the globe.

Her plane, a Piper Comanche, is a single-engine six-seater has the interior stripped down to take fuel, navigation aids, survival kit and maps.

To keep herself occupied during long hours in the air, she plans to learn Spanish, listen to tape-recorded music — and dictate the final chapters of her autobiography into a tape recorder.

Sheila learned to fly seven years ago after reading an article on flying in a women's magazine, and is now Britain's leading woman racing pilot.

Sheila's journey is expected to last about five weeks and will take her to more than 22 countries.

Her route lies over Europe, the deserts of the Middle East, Malaysian and Indonesian jungles, and oceans, where there is little chance of rescue in the event of a ditching.

Sheila was the only foreigner to take the Federal Aviation Agency's high altitude tests for jet training in the United States. For relaxation she has taken up ballooning and helped to found the British Balloon and Airships Club.

She'll be making stops at Darwin, Mt. Isa, and will spend three days in Sydney.



## Farmer fliers win \$6000 air race

**TWO 20-year-old New South Wales farmer-flyers who had to get their parents to sign a declaration allowing them to compete, won the main prize of the \$6000 Mobil-Moomba air race at the week end.**

The pilot, Lyle Anderson, of Gilgranda, has held his licence for only a year.

Ninety-eight aircraft from Queensland, New South Wales, Victoria and South Australia competed in the 100-mile two-day race. On Saturday they flew from Moorabbin airport to Lilydale, Swan Hill (landing), Wangaratta, Lilydale and back to Moorabbin. Yesterday the route was through Melton, Nhill (landing), Warnambool, Tyabb and back to Moorabbin.

The race had two handicap sections—one for pilots with private licences and one for commercial licence holders. Aircraft were less than 11 years old and weighed under 12,500 lb.

Lyle Anderson and Rees Gilmour, flying a Cessna 172B, won the private licence section narrowly from Brighton pilot, Mr. J. L. Waite, flying a Cessna 172.

In the handicap section for commercial licence holders, first prize went to Essendon pilot, Dick Maclean, who flew a Cessna 100.

Five women competed. The prize for the most successful aviatrix was won by Miss Beverley Siede, of Cheltenham.

A sidelight was the duel between two veterans of car racing, Bib Stillwell and Bill Patterson.

Stillwell, in his twin-engine executive transport Beechworth Baron, took line honors on both days.

Patterson, flying a single engine Comanche, was second over the line.

Results:

**Private pilot section.**—First (\$2000 plus \$1000 Mobil trophy): Cessna 172B (entered and flown by Mr. Lyle Anderson, of Gilgranda, NSW; navigated by Mr. R. Gilmour, of Gilgranda, NSW). Second (\$1000): Cessna 172 (flown by Mr. J. L. Waite, Brighton, Vic.; navigated by Mr. Brian Head, of (\$500): Beechcraft 23 (flown by Mr. Frank Austin, Jr., of Corowa, NSW; navigated by Mr. R. W. Davey, Vic.). Fourth (\$200): Cessna 172D (flown by Mr. Clive Can-

ning, of Blackburn, Vic.; navigator Mr. Tom Milton, Vic.).

**Lady pilot prize.**—Beechcraft 23 (Miss Beverley Siede, of Cheltenham, Vic.; navigator Mrs. Annette Murphy, of NSW).

**Commercial pilot section.**—First (\$1000 plus Moomba trophy).—Victa 100 (flown by Mr. Dick Maclean, of Essendon, Vic.; navigated by Mr. John Fincher, of Vic.). Second (\$500): Victa 100 (flown by Mr. Trevor Brougham, of Whyalla, SA; navigated by Mr. Dean Ryan, of Whyalla).

**Third (\$200 plus two life jackets):** Cessna 172F (flown by Mr. Dick Coombs, of NSW; navigated by Mr. R. A. Brown, of NSW).

**Special prize for best Cessna aircraft**—Cessna 172F (flown by Mr. Dick Coombs, of NSW; navigated by Mr. R. A. Brown, of NSW).

**Special prize for the best Piper aircraft.**—Piper Tri-pacer (flown by Mr. Kevin Bassett, of Goomalibee, Vic.; navigated by Mr. W. Sherwill, of Vic.).

## Finished tail up

**ONE thousand miles of flying over the Victorian country-side apparently proved too much for this Mooney Mk. 21 aircraft. Its nose wheel collapsed as the aircraft came to rest at Moorabbin airport yesterday after competing in the two-day Mobil-Moomba air race.**

The Mooney, an American aircraft, was the only "casualty".

Mr. James Begg, of Brighton, who piloted the plane, said the wheel collapsed as he was climbing from the cockpit.

# Rosalind chose wings without waltzes



Rosalind Merrifield (left) with Peter Ahrens and American pilot Betty Faux at the end of a Pacific ferrying flight.

**FROM the warmth and gaiety of a ballroom studio to a long, lonely vigil piloting a small plane across the Pacific. That's the step attractive Rosalind Merrifield took three years ago when she stopped giving dancing lessons and took to the air to become a woman pilot.**

Woman-like, Captain Merrifield says dismally "I haven't been dancing in such a long time."

Rosalind became interested in flying when visiting a friend who was studying for his pilot's licence. Five months later she had her private licence, and by the end of 1962 she had sat for two theory exams for her commercial ticket.

Last year she was employed by Avis Rent-A-Plane, and in March she became the first Australian woman to fly the Pacific solo. Her job was to ferry a new twin-engine Piper Aztec from the States to Sydney. Since then she has done the

## TOP WOMAN PILOT



Rosalind at her office desk.

same trip twice.

Recently Rosalind was named Woman Pilot of the Year. The award, known as the Nancy Bird Trophy, was announced at the annual meeting of the Australian Women Pilots' Federation.

More than 300 Australian women pilots met in

Melbourne for the event. Rosalind was probably the only member unable to attend — she is in the British Solomon Islands flying physics on a United Nations geophysical survey.

Captain Peter Ahrens, who accompanied her across the Pacific in a second plane during her solo flight, said that when he telephoned her after the news of the award she was "surprised and excited."

**R**OSALIND holds a responsible job for her 27 years — apart from piloting she is now assistant to the Avis Australian manager, and is getting used to swapping the cockpit for an office desk.

In fact, she enjoys her work so much that she flies in her spare time — "When I get some," she said.

She has bought a block of land overlooking Maroubra beach and is busy with plans and designs for the two-storey house she intends building there.

With complete feminine logic her mind is able to run along lines of carpeting and wall-paper at the same time as she talks of instrument ratings and the loneliness of a cockpit.

In spite of all her activities Rosalind has her sights set even higher. "I'd love to fly a jet," she said wistfully, "but there's no opportunity, although there are two women jet flyers — one in America and one in France."

You could see she was hoping there'd soon be a third.



R. LYLE ANDERSON, of Gilgranda, New South Wales, at Moorabbin airport last week with the trophy he received for piloting the winning plane in the private licence holder's section.



**AVIATOR** Beverley Siede, from Cheltenham, checks the under-carriage of the Beechcraft aircraft which she will pilot in the two-day Moomba air race.

Moorabbin airport looked like a wartime dispersal drome last night — on the eve of the Moomba air race.

Most available space on the airfield was occupied by the 99 aircraft taking part. Their crews were cleaning and polishing them while officials scrutinised the machines.

Warm, but overcast, weather, with fresh winds, has been forecast for today. It could make the race a stiff test in navigation for aircrews, who will be flying at between 1500 and 6000 feet.

The first aircraft are scheduled to be flagged off at 7.30 a.m. by the English comedian, Jimmy Edwards, who will be flying his own aircraft.

Ten entries have dropped out during the past few weeks, but all five woman entrants remain in.

Today, the aircraft will fly to Swan Hill over Lilydale, and will return flying over Wangaratta and Lilydale. The first are expected back at 3 p.m.

Aircraft taking part are valued at more than \$2 million, and the \$6000 prize money, plus the \$1000 Mobil Pegasus trophy, makes it one of the richest air races yet held in Australia.

# FREE EAK

## FLYING

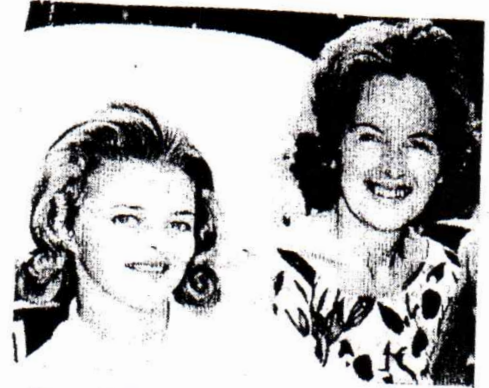
**WOMEN** pilots are on the increase in Australia. And Miss Beverley Siede, the attractive blonde treasurer of the Women Pilots' Association, which now has more than 200 fully-qualified members, reveals an interesting fact.

"Flying planes used to be regarded as a wealthy woman's hobby, but now it's the young working girls who are taking it up," she said.

"Wages today are so good they can afford to pay the \$13 it costs for an hour's flying every few weeks. And there are now attractive employment opportunities opening up in Australia for women as either charter pilots or instructors."

Beverley, who earns her own living as a freelance commercial artist, was one of nine women who competed against 100 men pilots in this month's big \$7000 two-day Moomba air race in Victoria.

With her in our picture is her co-pilot in the race, Mrs. Annette Murphy.



LOVE: BEVERLEY SIEDE WITH ANNETTE MURPHY  
*New Idea*

The Sun, Monday, March 14, 1966—Page 11

## Touchdown letdown



## FARMER, 20, AIR RACE WINNER

**THE** winner of the private pilot section of the Moomba air race, which ended yesterday, has had only 86 hours in the air.

He is Mr Lyle Anderson,

20, farmer, of Gilgandra, NSW. He won \$2000 and a \$1000 trophy. He flew a Cessna 172B in the two-day, 1000-mile race around Victoria from Moorabbin airport.

Mr Anderson is a member of Gilgandra Aero Club. His navigator and co-

pilot was Mr Rees Gilmour, of Happy Valley, Gilgandra.

The second prize — \$1000 — was won by Mr J. E. Walte, of Victoria, a late entry.

The third prize — \$500 — was won by Mr Frank Austin, Jr. of Corowa, NSW.

The fourth prize — \$200 — was won by Mr Clive Canning, of Blackburn, who flew a Cessna 172D. The women pilots' prize was won by Miss Beverley Siede, Victoria, and partner Mrs Annette Murphy, NSW.

**THE** NOSEWHEEL of this light plane collapsed after pilot Jim Begg, 25, of Brighton, had touched down at Moorabbin Airport yesterday and was climbing from the cockpit. He had taxied his plane to the marshalling area at the finish of the Moomba air race.

— AVIATION NEWS, February 15, 1966

## They'll fly to win this

**THIS** is the silver Pegasus, and silver salver



prize, worth \$1000 donated by Mobil for the winner of the private pilots' handicap event in the Mobil-Moomba Air Race, which will be held in Victoria next March 12 and 13.

In addition the winner will receive \$2000 from Mobil.

Winner of the Commercial Pilot Handicap Section will receive \$1000 from Mobil, together with the Moomba Trophy donated by the Moomba Committee.

Raymond Ewers, one of Australia's best known sculptors, was responsible for the Mobil-Moomba trophy.

Sculptured from sterling silver, it has been acclaimed as one of the best works of this world-famous artist. It is valued at \$500. The sterling silver salver also is valued at \$500.

The Organising Committee of the Mobil-Moomba Air Race is "highly delighted" with the total of 109 entries.

The Committee comprises representatives of the Royal Aeronautical Society, Royal Victorian Aero Club, Department of Civil Aviation and Mobil Oil Australia Ltd.

● 109 entries, page 11.

## Entries top century in RAS centenary race

**MOORABBIN:** Entries received for the Royal Aeronautical Society Centenary Air Race in March should result in a field of 109 light aircraft facing the starter.

The race will start from Moorabbin airport on March 12, and will be conducted over a two-day period for prize money totalling more than \$6000.

Race officials are pleased with the strong support the race has received from clubs and private owners. Entries from Queensland, NSW, Victoria, SA, and Tasmania were included in the final list when entries closed on January 21.

The manager of the Royal Victorian Aero Club, Mr L. McPherson, told AVIATION NEWS that nearly all models of popular light aircraft were represented among the entries.

"In addition to the usual Piper, Victa, Cessna, Beech groups, there are several newcomers," he said.

### AMPHIBIAN

AVIATION NEWS understands that one of these entries is a Lake single-engine amphibian. This four-seat American pusher design recently arrived in Victoria following a delivery flight from the US by its owner, Mr Bill Riley, of Colac.

Another likely "dark horse" for the handicappers will be a Piper Comanche 400, entered by Pipeair, and probably to be flown by Roy Goon and Bill Patterson. This powerful light-plane has been dubbed by overseas writers "a four-place fighter", and its appearance in the race field should cause considerable interest.

It is understood also that the field may include up

to five Mooney aircraft, of various models.

In the US Mooney has earned a fine reputation with placings in most of the major production light aircraft races during the past three years.

### RULES CRITICISED

In spite of the strong support, evident from the 100-plus entries, the Race Committee have been strongly criticised by several groups of enthusiasts concerning certain rules of entry.

Several pilots, who have lodged entries, told AVIATION NEWS they were not happy about the "out and return" aspects of the race routes.

The race will be flown in two daily sections, each starting and ending at Moorabbin.

The first day the aircraft will fly from Moorabbin to Lilydale, then to Swan Hill and Wangaratta, before returning to Moorabbin via Lilydale.

On the second day the route will be: Moorabbin-Melton-Nhill - Warrnambool - Tyabb - Moorabbin. Several pilots said they would have preferred a route which circled Victoria and where the competing aircraft overnighted at a country town.

These pilots suggested that the second day, race aircraft could depart Mildura for Nhill, Horsham, Warrnambool, Ballarat, Melton, and thence to Moorabbin.

The most contentious rule of entry, that banning aircraft built before

1955, also has come in for criticism.

Owners of a number of Austers, and the like, feel they have been slighted by the exclusion of their aircraft. Members of the Vintage Aircraft Club also are disappointed that their aircraft are unable to enter.

It should be remembered that a pre-1955 Auster won the 1964 Ansett race, while the number of vintage aircraft which took part added tremendously to the public interest, and to the overall color of the event.

...ING TO COMMERCIAL FLYING ...



MRS CORINNE DRUCE

# She's taken a step forward on flying

## "CAN'T BEAR TO THINK OF FAILING"

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Now Mrs Druce hopes to combine flying and photography, going to country rodeos or where there is action to do free-lance picture series. She came to Sydney the long way round, going to Hobart to join Mr Ernest Hales' Tahuna after the Hobart Yacht Race so she

could do a series on a yacht at sea, and flew back as a passenger in a Cessna going to Melbourne. Flying also brought Mrs Druce a very unusual holiday last year. She and another pilot and an instructor flew to the Gulf of Carpentaria where they stopped for shark fishing and croco-

because most pilots get their cross-country endorsement by flying round in circles."

Now straight flying has become a commercial proposition. Mrs Druce has turned to aerobatics as a sport.

She will continue with this aspect while she studies and at the same time get her hours up. She is already near the minimum requirement of 140 flying hours, but the more the better.

In every sport she has taken up, Mrs Druce has been joined by her three sons. Richard, who is still at home, and Neil and Rodney, who attend Geelong Grammar School.

### Water ski

They sail and water ski. The two older boys will be learning ski-ing this year through their school; all three ride and, as well as hunting, they take riding lessons every Saturday.

Their mother's flying has meant such trips as a weekend to a school friend's home in Moulmein, nearly 300 miles from Melbourne.

"It sounds crazy, but I would like my flying to be a kind of geography lesson for them, and I plan to see a lot of Australia by air."

"When I get my commercial licence I think I shall get a job as an instructor, perhaps working in the outback teaching graziers and their families to fly, and then maybe join a country airline."

"I believe the future of Australia is in flying."

**Footnote.**—Fashion has not been completely forgotten by Mrs Druce—she has adopted summer and winter uniforms in briny-nylon; stretch jeans and gay blouse for summer and tight slacks and pullover in brilliant colours and a matching forage cap, so eye-catching the aero club wanted it made their official uniform.



### WOMEN'S NOTES

BY ANNE CARTER



BERYL EDMONDS

Unfortunately Rosemary is unable to write the notes for this month as she has been seriously ill in hospital. Glad to hear she is convalescing at Terrigal.

Lyn Butler had her appendix removed by Dr. Brown, who kindly lent her his VHF set.

Shirley Harris, Alix Newbigen and the Bakers are kept occupied by listening to the "woops" radio procedures on their spy sets.

A party of women pilots welcomed home Rosalind Merrified after her third solo Trans Pacific crossing and Betty Fkoux, a Ninety Niner from U.S.A. who ferried another Piper Aztec. Among the welcoming group at Mascot was Mrs. Day, who was the first woman to fly from London to Dublin in a Gipsy Moth.

Congratulations to Beryl Edmonds for gaining her Restricted Licence and to Dianne Watson for passing four Commercial subjects. Weather has prevented Edna Grose from completing her Unrestricted Licence. Hope congratulations are in order by the next newsletter.

Saw Helene Mackey during her 3 day stay in Sydney. She has recently completed a further training course with TAA for hostessing on Boeings. Also congrats, for having 2 Commercial subjects to her credit.

Versatile Margaret Kently substituted for Andrea recently on 2GB. She gave an hour long interview about Australian Woman in Aviation.

HAPPY NEW YEAR TO ALL!

ROYAL AERO CLUB NSW.

MARCH 1966



### WOMEN'S NOTES

BY ROSEMARY ARNOLD

We're just back from the "woops" AGM in Melbourne and are recovering from the best "fly-in" yet. The week-end's activities were attended by 74 members, 26 of these from N.S.W. The Federal Committee was re-elected unopposed, so Esther Mather, Ross Goudie and Bev Siede continue as President, Secretary and Newsletter Editor, and Treasurer respectively, all Victorians - and Peg Kelman of Qld. remains our Vice-President.

The Nancy Bird Award was won by Rosalind Merrified, the A.W.P.A. Reliability Trial was won by Evelyn Koren of Victoria, and "yours truly" brought home 2nd prize, my co-pilot being Layne Glanville-Williams. Evelyn and I both flew C 172s and this was most heartening to our good friend, Arthur Shutt of MRB.

The Victorian girls' hospitality and organisation were tremendous, and the co-operation and enthusiasm of both D.C.A. and Royal Victorian officials proved to us they were "magnificent men".

The Dinner and Reception on the Saturday evening was attended by Their Excellencies Lord and Lady Casey, the Director General of Civil Aviation Mr.

D.G. Anderson, and many others including our President Mr. Peter Lloyd. It was a grand affair enjoyed by all, and a proud moment when Lord Casey presented the Trophies.

During the month Annette Murphy, Nancy Walton, Meg Skelton, Margaret Kentley, Layne Glanville-Williams and I attended a Reception for Lady Casey at the invitation of the Australian American Association, and Lady Casey discussed with us arrangements for May 6 "fly-in" to Canberra at the invitation of Their Excellencies. We are most excited!

Did you know that attractive little brunette doing her flight training at the Club packs a pistol? Carole Malaher is off to Adelaide in April to represent N.S.W. at the Aust. Pistol Shoot! Best of luck, Carole.

Welcome home to Beverley Shaw, who returned from overseas this month. We're glad to have you back, Bev.

I have a new Nav. aid that's wonderful in turbulent conditions or sudden diversions in flight on X/countries, and it's right at my finger tips. I call it "Rule of Thumb" - my finger nails I keep to measure ten n. miles in length and five n.m. across tip of thumb nail (WAC charts), from tip of thumb to first joint is 20 n.m. Span between first and second fingers measures 45 degrees, which covers most track errors! I have a conversion scale for VEC charts.

Dash it all - I've just broken off 2.1/2 n.m. on this typewriter!

The Sun, Wed., Sept. 21



BEFORE taking off, Mrs M. V. Mather pauses at the tail of a plane to plot her course.



NEATNESS after landing is most important. Here Mrs Moira Robinson straightens the propeller of "Powder Puff" after landing at Moorabbin Airport.

# EVERYONE'S SPROUTING WINGS

Moorabbin is our busiest airport



Lipstick for the pilot: Corinne Druce has had her licence for just a week ...

They come in their thousands to Moorabbin Airport every week-end — some to fly, some to work, most to sit and watch.

The 760-acre airport on Centre Dandenong Rd. has for years been a favourite Melbourne spot for a picnic or a drive and has now become Australia's biggest flying training centre and the busiest airport in Australia.

It was a happy day at Moorabbin three months ago when national airport traffic figures showed for the first time that it has passed its old rival, Bankstown, to take the title.

There were 245,760 take-offs and landings at Moorabbin last year compared with Bankstown's 213,316, Sydney's 65,907 and Melbourne's 48,004.

Pilots undergoing training accounted for most of the movements at Moorabbin. It is the base for the Royal Victorian Aero Club, the non-profit civilian training organisation.

Mr Bill Campbell-Hicks, a tough U.S.-educated Canadian, has been chief flying instructor at the club for 15 months.

He heads 14 full-time instructors, checks the progress of 371 trainees and keeps an eye on everything to do with club flying.

"We have 23 aircraft with us now," he said, "from the old Tiger Moth to the new Skylanes and Debonairs."

"You have to watch everything with a fleet like this — they're worth about £120,000 you know."

"Next year we will be buying our first twin-engine aircraft for the new advanced flying college. That will set us back about £30,000."

The trainees now with the club will pass out as private or commercial pilots or pilots with instructor ratings.

It costs about £350 and many hours of flying and work on the ground to become a private pilot.

## A pilot in six weeks

The RVAC full-time course can produce pilots in little more than six weeks.

A pilot must then fly a further 20 hours, which include navigation and cross-country experience, to gain an unrestricted licence. Until then, he can fly only within the confines of the airport's training area.

This is bounded by St. Kilda, Mornington, Koo-wee-rup, Pakenham and Lilydale.

The club's trainees include about a dozen women from 18 years upwards and men from 60 years down, in almost every occupation.

Mr Ted Mathews, a city engineer, gained his unrestricted licence only three months ago. At 58, Ted is one of the club's

by Graeme Kennedy

growing number of older members.

"I love flying and I take a Cessna up whenever I can for a bit of pleasure flying," he says.

"I paid 5/ for a joyride in a plane nearly 40 years ago, and made up my mind then to learn to fly."

"I started lessons in 1931, but they got interrupted, and I only found time to go ahead with them a couple of years ago," he said.

At the other end of the age scale is 13-year-old John Vagg, who has been visiting the airport since he was 10, and has been getting rides in club planes ever since.

He can't hold a pilot's licence until he is 17, but is undergoing the ground or theory course in preparation for flying training.

John sells newspapers during the week to save enough money to pay for the course.

## Aerobic woman

City public relations officer Miss Corinne Druce has had her licence only a week, but already has made plans for her flying future.

Miss Druce is the only woman entered in next week's club aerobatic competitions.

"I want to specialise in aerobatics and I want to fly around the world one day," she says.

Miss Druce skis on snow and water, is a keen yachtswoman, a good horsewoman and owns her own speedboat.

Television singer Toni Lamond and solicitor Mr D. J. Moroney are club fliers. Radio announcer Bill Acfield received his licence recently. HSV7 newsreader Brian Naylor is a pilot of four years' standing.

Brian received his licence at the Civil Flying School, which has about 200 trainees at the moment.

Motor racing driver Bib Sullivan gained his licence at the school and became so interested in flying he bought a twin-engine Beech Baron, which he regularly flies to interstate motor racing meetings.

Receptionist at the Civil Flying School is 18-year-old Miss Peta Davie, who has held a private licence for several months and is now training for a commercial rating.

She often flies with her father, 55-year-old Mr Darcy Davie, who first held a licence in 1939.

One of the best-known names at Moorabbin is that of Mr Arthur Schutt, who runs the Schutt Flying Academy.

"You'll find everyone flying these days, from butchers to barristers and doctors to dairymen," he said.

"We've got them all here, either learning to

fly, using their own aircraft or chartering from us."

"Some of our best customers are owners, trainers and jockeys flying out to country race meetings," he said.

One of Mr Schutt's 200 pupils is bandleader Lee Gallagher and another is Melbourne's Cultural Centre architect, Mr Roy Grounds.

"It was the safety and convenience of flying that appealed to me," Mr Grounds said. "I've got 400 acres of forest on the south coast of New South Wales and it used to take me 9½ hours to drive each way. I'd arrive worn out after driving with all the traffic, so I decided to learn to fly."

"I'll start my cross-country next week, and should have my unrestricted licence by the end of the year."

Mr Grounds does most of his training in a Cessna 172 and has bought himself a 182.

Brother and sister Hamish and Jill McKinnon will soon both have their licences. Hamish has a farm at Hamilton, in the Western District.

St. Kilda ruckman Jim Wallis, 23, last season flew to Moorabbin from Quambatook every Saturday morning. Wallis, a licensed pilot, flew down with a friend and arrived in time to play in the Saturday afternoon matches. He is a teacher at Quambatook.

The number of people taking out student pilot licences has increased by a third since 1963, and last year there were 6907 students in Australia.

Of the 2207 aircraft registered in Australia, fewer than 200 are used by the airlines.

With almost 1000 student pilots learning to fly at Moorabbin, the huge task of supervising them falls on the Department of Civil Aviation.

## New runways to be built

Head of DCA's permanent staff of 30 at Moorabbin is airport manager, Mr Bob Oldfield.

Mr Oldfield is responsible for the efficient running of all the airport activities and makes sure each of the annual 245,000 movements is safe.

"We were very pleased when we eventually passed Bankstown, but it had to come," Mr Oldfield said.

"Light aircraft flying is booming, and we at Moorabbin now have got to the stage where we cannot handle the traffic without extra facilities."

"Work has already started on our first parallel runway and the two others should be duplicated within three years," he said.

Moorabbin has three runways — the 3500 ft north-south, the 3600 south-east north-west, and the 3050 ft south-west north-east.

The duplicate north-south runway is expected to be completed by mid-next year.

Mr Oldfield has nine

air traffic controllers working with him. They ensure the safe operation of the hundreds of aircraft which fly in and out of Moorabbin every week-end.

Height limits vary from 2000 ft. over the airport to 7000 ft. in the Cranbourne aerobatics area.

One air traffic controller, Mr Ed Jackson, believes the job is more difficult at Moorabbin than at Essendon, or Mascot.

"In a busy hour on Sunday afternoon, we get as many as 90 take-offs and 90 landings," he said.

"The planes start going up at first light and don't stop until dusk, and it takes three of us up here in the tower to handle them."

"In the winter, the planes can't use the grass runways, so they have to stick to the single all-weather strip in use."

"I've seen as many as a dozen aircraft queued up waiting to take off, and as many in the air waiting to land," he said.

## A lively Sunday

It is on Sundays that Moorabbin really comes to life. Almost every aircraft available is in the air or landing or taking off.

The acres of lawns surrounding the airport buildings are dotted with sightseers and picnickers. Hundreds more line the safety fences near the runways.

For hours on end, they watch the brightly colored Cessnas, Beeches, Pipers and Victas taxi-ing, taking off, circling and landing.

Those with a few pounds to spend can go for a joyride.

The owners of the joyride aircraft take passengers for flights around the airport at week-ends to defray their own running costs.

Depending on utilisation and type, operating costs can vary from £2/10/ to £7 to £8 an hour.

Moorabbin airport has come a long way since it was decided in 1946 to establish a secondary civil airport in the Melbourne area.

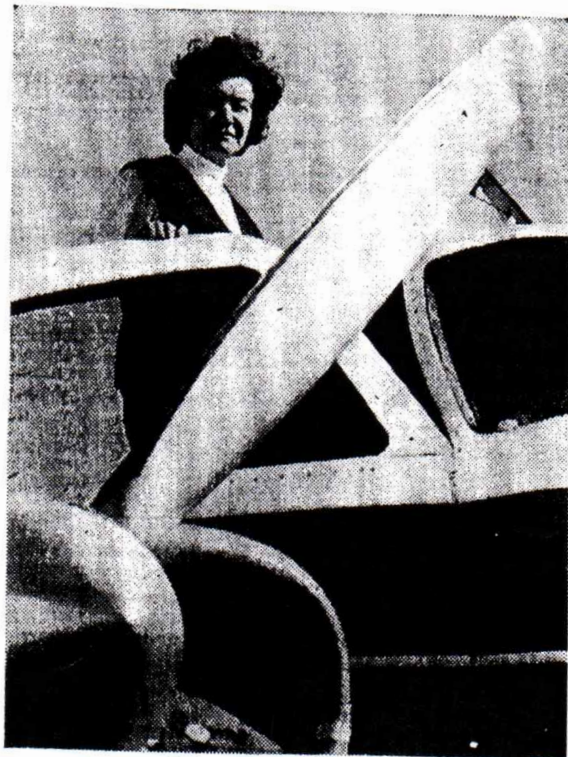
Commercial flying at Essendon was increasing rapidly, so the new airport site was chosen where it stands today, and flying operations began on December 15, 1949.

RVAC will next year establish Australia's first advanced flying training college where students will live in a new £30,000 accommodation centre.

The charter operators at Moorabbin are likely to take over Essendon when Tullamarine becomes fully operational in the early 1970s, leaving the bayside airport wholly to flying training.



MRS SHIRLEY HARTNETT, who hopes to fly solo before Christmas shows the controls of a plane to her baby son, Robert John.



STEPPING into a twin-engine Cessna 310 is Mrs Ruth Hodget, of Brighton, who has been flying for nearly 12 months. She and her husband, who is studying a navigation course, hope to spend their holidays flying in a plane similar to this one.

# WOME

## MOTHERS ON THE

### ONCE women pilots were frequent in aviation circles.

But now they have been accepted as aviators, and some have proved outstanding in this field.

With an increasing number of women becoming pilots, the old arguments about the ability of women in the air have subsided.

The Australian Women Pilots' Association, which has an active Victorian branch, was founded in 1950 by Nancy Walton.

It has a membership of 350 women, of whom 37 are commercial pilots, 16 are full-time instructors and two hold engineering licences.

Lady Casey is patron and a member of the association. Members of the association claim they are just as capable fliers as men.

The Federal president of the association, Mrs M. V. Mather, of Can-

terbury, is example of woman pilot. She began in 1936 — when she was 19 — and considered it a daring feat to fly a plane.

**Career**

"I would have made my career in flying, but we were not permitted to do so."

Mrs Mather said Mrs Math flying before but resumed months ago.

Since then she has been on a course with associations, one of annual meetings of the association last April.

The State of the association, Mrs Moira Ro Geelong, has organised a course near Geelong.

MRS HILL CALDWELL and Mrs Tom Willsallen will fly to Melbourne today in Mrs Willsallen's Cessna to attend the annual meeting of the Australian Women Pilot's Association.

They and other members who will fly to Melbourne, including Mrs Victor Richardson, Ann Carter, Rosemary Arnold, Mrs Lane Williams and Peg Kelman, will be competing in a reliability trial, the results of which will be announced at a dinner on Saturday night.

The patron of the association, Lady Casey, who is also a well-known aviator, will present the trophy and also one for the woman pilot who has contributed most to aviation in the past year.

MONDAY, MARCH 7, 1966

VICE-REGAL

Their Excellencies the Governor-General and the Lady Casey attended the fifteenth annual dinner of the Australian Women's Pilots' Association in Melbourne on Saturday evening.

His Excellency the Governor and Lady Cutler, attended by members of the personal staff, were present at the Australian Jockey Club's meeting at Warwick Farm on Saturday afternoon.

The Governor and Lady Cutler, attended by members of the personal staff, were present at the annual service of members of the Order of St. Michael and St. George at St. James' Church, King Street, yesterday morning.

A PAGE FOR WOMEN

Miss Freda Thompson and "Pa," the plane she will pilot at the week-end in the Moomba air race.

Up in the air about flying

"SOME TIMES, if you're caught in bad weather, you swear you'll never go up again," said Miss Freda Thompson at Moorabbin Airport this week.

She grinned. "But you always do."

Miss Thompson, blue-eyed, with light red-gold hair, and with several records to her credit, has been "going up" since 1950 when she got her licence as a pilot. She has held it continuously since.

In 1953 she became the British Empire's first woman instructor, and a year later had an adventurous flight from England to Australia, the first Australian woman to do the trip solo.

At the week-end, Miss Thompson will be among the 103 contestants in the two-day Moomba air race over Victoria.

"My navigator will be Mather Mather, another old-time pilot," she said.

They'll be flying over Victoria in "Pa," Miss Thompson's nickname for the Royal Victorian Aero Club Cessna 172P she'll be piloting.

Comfortable

It is a sparkling green and white machine with comfortable seating accommodation for four — in a small car, even to the vanity mirror on the front passenger's sun visor.

"It's a bit different from the old days of 'bugles and God help you,'" Miss Thompson said.

In those days her solo flight to Australia in her Moth Major made plenty of news when she was lost briefly in France, then she broke her propeller on telegraph lines and capsized in a Greek olive grove, and finally was reported missing between Darwin and Newcastle Waters.

"The day I made my unexpected landing in Greece was also the day the local Loch Ness monster was seen by some villagers."

"The town newspaper picked up the stories and my picture had the caption 'Lake Monster Appears,'" she said.

She crossed the Timor Sea in the fastest time recorded. The machine must have been my "funk" at the prospect of that 900 miles of sea."

she said in Darwin at the time.

Miss Thompson had no radio then.

"In fact, I loathe it even now. The charm of flying, to me, is the sense of freedom and challenge," she said.

Small planes are her love.

"Once I took the controls in a helicopter, but I had the poor old girl going round like a spinning top."

"Another time I was allowed to take over a four-engine commercial aircraft for an hour. I made the passengers air-sick because I couldn't stop it bucking up and down."



The Age, Saturday, March 5, 1966

Airborne nurse

A TRAIL of car headlights recently guided a Flying Doctor plane on to a paddock at night, so that a woman with severely crushed legs could be rushed to a hospital almost 100 miles away.

Yesterday the nurse on the plane, 24-year-old Robin Miller, of Perth, recalled the incident when she arrived in Melbourne for the annual meeting of the Australian Women Pilots' Association.

Robin is the daughter of Mr. Horrie Miller, one of Australia's aviation pioneers. Her mother is Mary Durack, the well-known Australian writer.

As a qualified nurse, Robin was working with the Flying Doctor Service in Perth on the night the emergency call came from the small town of Narrogin.

"We were dubious of landing as we knew there was no floodlit landing strip in the area. But as we flew over we saw a blaze of lights coming from one of the pad-

docks, where car headlights marked out a runway for us. We landed there without any trouble," she said.

Robin, who holds a private pilot's licence, has been awarded an Australian flying scholarship which will enable her to complete studies to gain a commercial licence in June.

"With the Government



Miss Robin Miller.

subsidy I will be able to study instrument flying, night flying, and cross-country navigation," she said.

A flying nurse service runs independently of the flying doctor service in envisaged by Robin.

"There is no flying nurse service at present, but it is desperately needed. There are so many isolated communities springing up in mining areas in Western Australia without a resident doctor or nurse."

"When a minor injury or burn happens there is no one to give him immediate attention. Often the injured have to be sent long distances to the nearest medical centre. A flying nurse service could deal with minor cases on the spot and decide whether expert medical attention was needed," she added.

With Mrs. Rosemary de Pierres as her co-pilot navigator, Robin came fifth in an air trial in Western Australia in October. "We were the only women in the race which covered about 700 miles competing against 49 other light aircraft," she explained.

From nothing to 21 aircraft

— in just a year

Most people associate Avis with rent-a-car operations. Few realise that, in fact, the company has the largest air charter operation in Australia, with a fleet of 21 aircraft.

This rapid growth has been achieved in little over a year. The air charter service started in January, 1965. Today Avis Air Services has charter branches in Sydney, Melbourne, Adelaide and Perth and will shortly open branches in Brisbane and Townsville.

Most of the fleet are six-seater Piper Astec, twin-engine planes with a cruising speed of 200 mph, full equipped for all-weather flying and with identical radio

equipment to that used by regular airlines. Avis, in building a national air charter network, has provided a service where normal airlines leave off, but in co-operation with these airlines.

Avis aircraft today are operating from as far apart as the Solomon Islands to Perth, undertaking assignments ranging from aerial survey to business executive charter.

Three of the Avis pilots are women, each highly

Miss Rosalind Merrifield, of Sydney, a senior pilot in the organisation, has just been awarded the Australian Woman Pilot of the Year award by the Australian Women Pilot's Association.

The Age, Friday, March 4, 1966

Control officer at airport

LIVELY red head Miss Olga Tarling, diverted ten large aircraft from Eagle Farm Airport, near Brisbane, recently while the runway was cleared to allow a light aircraft carrying a seriously ill man to land.

Yesterday she flew into Moorabbin airport for the annual meeting of the Australian Women Pilots' Association to be held in Melbourne at the week end.

As the first Australian woman to be appointed as a control officer with the Department of Civil Aviation, Miss Tarling said safety standards at Australian aerodromes were among the highest in the world.

"Equipment, calculations and aircraft movements are checked and double checked. We know the exact position of any plane at any time of the day or night," she said.

Miss Tarling began work as a teletype operator with air radio control in Townsville, but she soon became fascinated by aeroplanes.

"Soon I was taking private instruction in a Tiger Moth and gained my pilot's licence in 1952," she said.

She recalled that her only accident was during those

early instruction days. "After only 15 hours flying I became a little over-confident. As I came down on to the Townsville runway I did a ground loop and swerved on to a grass strip. Fortunately the only damage was to a lower wing of the craft," she said.

When Miss Tarling transferred to Brisbane aerodrome a year later she gained her commercial pilot's licence.

"Then I was able to get a job as co-pilot with a private airline on chartered flights carrying freight and passengers."

But the fascination of air control drew Miss Tarling back to the ground. "I caused a precedent at the Department of Civil Aviation when I applied for the post

of an air traffic control officer. They decided to take me on, and in 1961 I began training at Melbourne airport."

Her training included tower control, communications and route planning. "Though radar is used a great deal, there is still a need for a certain amount of mathematical calculations," she added.

Miss Tarling is now based back at Eagle Farm, where she controls aeroplanes varying in size from Tiger Moths to Mirages.

When not controlling planes she is usually in the cockpit of a plane, being controlled. "I still love flying and get up into the air at every opportunity," she said.



Miss Olga Tarling, of Brisbane, who flew into Moorabbin airport yesterday to attend the annual meeting of the Australian Woman Pilot's Association.

## Challenge Faces Girl Pilots

**T**WO 18-year-old Adelaide girls who have their feet firmly planted on the ground will soon have their heads high in the clouds, as they compete in a 1,475 mile air race during the Easter week-end.

The girls, Susan Williams, a science student, of West Croydon, and Christine Henderson, a secretary, of Seaton, will be competing in the Ansett-ANA air race against more than 35 pilots from all over Australia.

They will fly together, taking it in turns to navigate and pilot the plane over the course.

Christine gained her private licence in June 1962, at the age of 16, and was regarded at that time as being the youngest Australian girl to receive a licence.

A student at Cabra convent, she used to spend all her spare time training for the minimum 40 hour test which she had to undergo for the licence. She flew half of the 40 hours solo.

Nearly all Christine's family are interested in flying.

Her father was a pilot in the RAAF, her sister is a parachutist and her elder brother pilots his own Tiger Moth.

A sign on the front door of their house reads: "The Flying Hendersons."

Christine won the novice section of the women's reliability trial, conducted by the Australian Women Pilots Association before the \$5,000 race last year.

Both Christine and Susan will compete in this year's race.

Christine is able to fly Cessnas, Chipmunks, Piper Colts and Tiger Moths. Susan flies Cessnas, Chipmunks and the Victa Air Tourer.

Eventually the girls hope to get their commercial flying licences.

### Film Contest

Young film makers are reminded that their entries in the SA Film and Television Council's section of the international film contest, should be in the hands of the judges on or before March 1.



Young pilots, Christine Henderson (seated in plane) and Susan Williams study the map of the course for their big race.

# They're up in the air

**T**WO attractive Adelaide teen-agers with their heads in the clouds are heading for high adventure in a few weeks' time.

They are 18-year-olds Sue Williams and Christine Henderson, who have entered for the Brisbane to Adelaide air race at the end of March.

Melbourne will see them on March 29 when they make a scheduled overnight stop at Moorabbin.

At eighteen, when most teen-agers are still pestered for the use of the family car, both Christine and Sue are at home in the air with more than two years' flying behind them.

They are certainly the youngest women entrants in the race and as a team they believe they are the youngest entrants, of either men or women.



SUE WILLIAMS (left) and Christine Henderson check their aircraft before taking off for a practice cross-country flight.

*SUN 10 March 1964*

city and a commercial pilot's licence.

In her science course Sue is vitally interested in physics, and particularly the application of this subject to aerodynamics.

Her partner in the big air race, Christine Henderson, is even more serious about aviation. She works as a full-time secretary with an air charter firm at Adelaide airport, but she wants to make aviation her full-time career.

Her target is not only a commercial pilot's licence. Christine has a burning ambition to be Australia's first licensed women helicopter pilot.

### It's a goal

Says Christine: "There are women airline pilots in Russia and some other parts of the world. Why can't women aspire to this in Australia? I know it may never happen, but it is a goal worth striving for."

"That's one of the main reasons why Sue and I want to enter this race and win it."

How do two 18-year-old girls become experienced and enthusiastic flyers?

With Christine, the answer is simple — she comes from a flying family. Her elder brother is a very experienced private pilot who owns his own light aircraft. Her older sister, Kathryn, has made several

Sue "got the bug" when she was only 15. On a holiday she watched crop-dusters flying on a

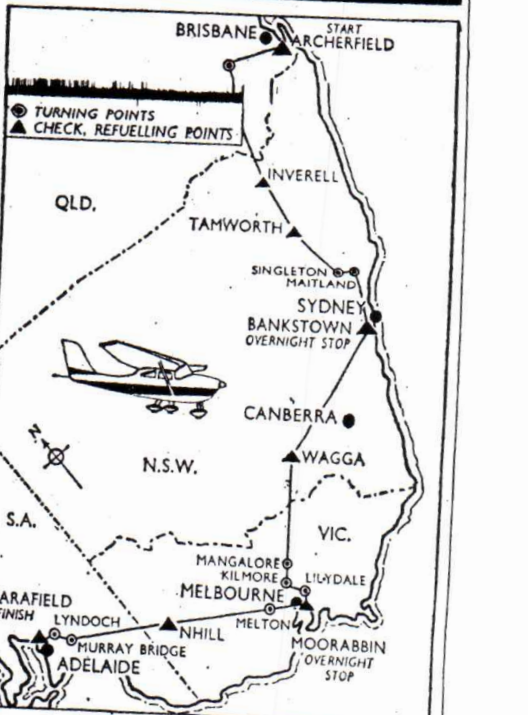
South Australian country farm and straight away she felt the urge to get into the air.

Her father promised her that if she won a scholarship to Adelaide University he would pay for her flying tuition. She went straight ahead and won the scholarship and, in a year, her private pilot's licence with the Royal Aero Club of South Australia.

The girls will be flying a four-seater Cessna, single-engine monoplane in the big race. They will fly carefully along the route from Adelaide to Brisbane in the week before the race starts on Saturday, March 28.

## A SUNDAY TELEGRAPH SPECIAL FEATURE

# ROUTE OF AIR RACE



## Women to try their luck

**A**t least 17 women will make a game bid to beat the elements as well as the men in the Brisbane to Adelaide Air Race.

Experts and race organisers feel sure that some of them will be among the prize-winners.

All the women fliers belong to the 14-year-old Australian Women Pilots' Association.

Membership has grown from an initial 40 to an impressive 270 since 1950.

Well-known woman pilot Nancy (Bird) Walton founded the Association and united all women in Australia who fly or glide.

Mrs. Walton, of St. Ives, will herself be an entrant in the air race, piloting a Victa 100 to what she hopes will be a fine win.

Miss Winifred Wells, of Perth, and Mrs. Helen Blackburn, of Adelaide, both commercial pilots, will fly together in a Cessna 172.

Sue Williams and Christine Henderson, both aged only 18, also come from Adelaide. They are commercial-licence students. They will take turns in flying and navigating their single-engine Cessna. Sue was second last year in a "Plot Of The Year" Contest.

The largest number of women entrants comes from Victoria. Freda Thompson and Esther Mather can claim seniority among the women, as they both flew in the first air race of this type in 1936.

Sue Folkes, Beverley Selde and Annette Murphy will fly a Beech Musketeer from the Civil Flying School, Moorabbin. Julie Hourigan, another Victorian entrant, will fly the first Victa Airtourer ever sold to an aero club, that of Latrobe Valley. From Swan Hill, in another Victa, comes Thea Bryan and her co-pilot, Nancy Telleron, of Colina. The only certain Queensland entry is Dorothy Herbert, from Charleville, in her own Cessna 182. New South Wales will be represented by Mrs. Nancy Walton and Marie Richardson, flying a Camden Aero Club Cessna 172 with Barbara Selby-Brown.

## Youngest co-pilots



**T**HESE TWO 18-year-old Adelaide girls will take it in turns to pilot a Cessna in the £5,000, 1,475-mile Easter air race between Brisbane and Adelaide. They are Christine Henderson, a secretary (left) and Susan Williams, a science student. They are the youngest competitors. While one is piloting the other will navigate.

# Young girls and veterans will battle through the skies

## It's our biggest air race

By JACK PERCIVAL

**MORE** than 170 light aircraft have been entered in the three-day Brisbane-Adelaide air race beginning on March 28, the biggest event of its kind held in the world.

The £1,125,000 worth of aircraft range from Australian-made Vicia Airtourers and sleek new Beechcraft, Cessna and Piper twin-engine types to a de Havilland Dove, largest plane entered.

Some of the planes are "vintage" models. These include ubiquitous Tiger Moths and a Mustang Fighter converted for civil use.

The competing pilots include a young North Shore girl in her early twenties and a veteran N.S.W. grazier more than 60 years old.

The flying experience of the entrants is varied—some have had less than 200 flying hours; one is a former airline pilot.

The race—for aircraft with at least a range of 250 nautical miles and a fuel reserve of 45 minutes—is sponsored by Mr R. M. Ansett, who has given prizes and trophies worth £5,000.

### Woman's prize

Mr Ansett flew a two-seater Porterfield aircraft in a similar race in 1936. The prize money he won—£500—enabled him to develop Ansett Airways until it was able to take over Australian National Airways.

He told me yesterday: "No big air race for light aircraft has been held in Australia since 1936. I got the idea when I read statistics which showed the rapid development of the light aircraft industry here."

"Since 1958 the number of light aircraft in Australia has increased by about 60 per cent to just under 1,600 machines. In the same period the number of pilots' licences, apart from airline, transport and helicopter licences, has grown by 45 per cent to 10,426.

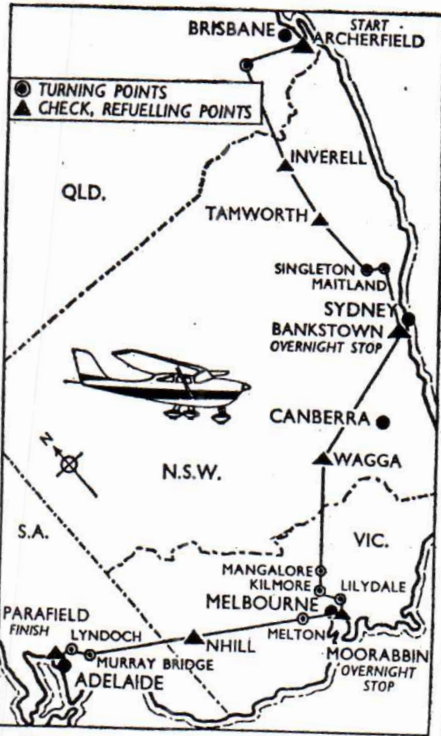
"There is still room for expansion. This air race will show many sections of the public the advances which have been made in Australia."

The race organising committee comprises representatives of the Federation of Aero Clubs, Department of Civil Aviation and Ansett-A.N.A.

Mr Ken Hammond, secretary of the Royal Aero Club of N.S.W. and a committee member, said that more than 60 planes have been entered from N.S.W.

Throughout their planning, the organisers have placed special emphasis on safety. The route enables the aircraft to fly over the best possible terrain.

Precautions have been taken to discourage "throttle benders." In the 1936 race



Map showing route of the three-day race.



Mr R. M. Ansett, when he won the Brisbane-Adelaide race in 1936.

Australian Air Taxis. She and a girl friend will fly in a Cessna.

Youngest N.S.W. woman competitor will be Miss Lynette Clancy, of Arunga Avenue, Roseville, who also will be flying a Cessna. She is one of a famous family of pilots. Years ago the Clancy brothers' home-made Baby Clancy plane was a star turn at flying exhibitions.

Most senior competitor in years is Mr T. W. Murray, a grazier of Burren Junction (N.S.W.), who will fly a Piper. He learned to fly about five years ago.

The aircraft in the race are normally used for a dozen flight utility jobs.

Their owners include service station owners, chain store managers, managing directors of factories, flying jackaroos, insurance salesmen, a wine and spirits merchant, an air-conditioning expert, crop dusters, a master builder and women who fill in census forms "domestic duties."

Out of the 170 planes entered, 97 are powered by Continental engines which will help with centralising servicing facilities.

One of the most interesting side issues will be to see how the locally made Vicia Airtourer performs against the latest imported machines.

More than a dozen Airtourers have been entered by private owners and the manufacturing firm.

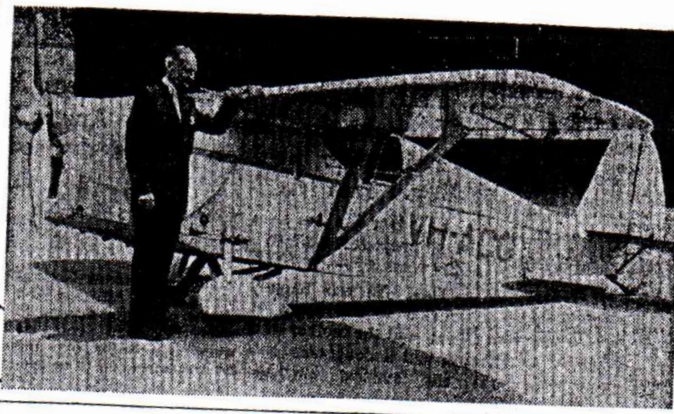
the late James Broadbent flew his aircraft at full throttle all the way.

Seven aircraft, each with a woman in command, will compete for a special woman's award of £200.

Major prize money will be awarded to the winner of the closed handicap event which is limited to private licence holders and commercial pilots who have not flown for reward during the past year.

Commercial pilots, excluding airline pilots, will compete in an open handicap.

The youngest woman pilot will be Miss Christine Henderson, 18, a secretary with South Aus-



Captain Peter Gibbs, chairman of the light aircraft race committee.

SUNDAY TELEGRAPH, MARCH 22, 1964

### A SUNDAY TELEGRAPH SPECIAL FEATURE



Mr. R. M. Ansett signs the first of the certificates, printed on goatskin, which will be presented to each Pilot-in-Command in the Brisbane-Adelaide Air Race.

In all capital cities along the route of the race the aircraft will use secondary airfields. This is to avoid conflicting with the air "lanes" of commercial airlines. Strict regulations pre-

scribe the altitude and air "lane" near cities. This is the exact route: MARCH 28: ARCHERFIELD - INVERELL - TAMWORTH, then on to BANKSTOWN. MARCH 29: BANKS-

TOWN - WAGGA-MANGALORE, then on to MOORABBIN. MARCH 30: MOORABBIN - NHILL and on to the finishing line at PARAFIELD, outside ADELAIDE.

# Federal body supports race

By G. A. (Peter) LLOYD, O.B.E., president of the Royal Aero Club of New South Wales and the Royal Federation of Aero Clubs of Australia.

The Aero Club movement of Australia will enter about 40 aircraft from a total of 169 entries in the Brisbane-Adelaide Air Race.

Seven of these planes will be flown by members of the Royal Aero Club of New South Wales.

The movement is strongly supporting the race because its aim is to teach more Australians to fly aircraft and to fly them well under all conditions.

In fact, most of this country's pilots learn to fly in the member clubs of the Royal Federation of Aero Clubs of Australia.

Although the majority of aero club members fly for pleasure or as a sport before deciding whether they will seek a career in aviation, most of this country's commercial and airline pilots today receive their training through the aero club movement.

Thousands of men and women members of aero clubs fly the hundreds of planes—from Tiger Moths to the most modern aircraft—owned by the member clubs of the federation.

The bigger clubs (like the Royal Aero Club of N.S.W. at Bankstown) own fully instrumented aircraft for the training of pilots up to airline standards.

The aero club fleets continue to grow as membership increases throughout the Commonwealth. (The RAC of N.S.W., for example, has a fleet of 17 planes at its disposal.)

Last year the club's members flew a record of more than 12,000 flying hours and are currently

flying about 1100 hours a month.

Throughout Australia, aero club members are flying more than 100,000 training hours a year under strict Department of Civil Aviation supervision and the highest standards of airworthiness in the world.

The Royal Aero Club of N.S.W. has more than 1500 members, at least two-thirds of whom are trained pilots. This represents an increase of 10 per cent on last year's figure.

Club membership has more than doubled in the past 10 years.

### Minimum age

More than 300 students are being trained or are doing advanced flying training at Bankstown. About 12 per cent of these are women and many are still in their teens. (The minimum age for learning to fly is 16.)

Last year 150 club members gained their flying licences.

Aircraft are available to members for elementary training, cross-country flying, aerobatics, formation and night flying, twin-engine conversion, instrument flying and radio navigation.

In recent years club aircraft have changed dramatically from the older open-cockpit wartime cabin aircraft with a good range and high flying speeds. This change has brought about the greatly increased use of club aircraft for members' personal transport, both for business and pleasure trips.

The new £80,000 runway which the Commonwealth Department of Works is building at Bankstown will enable the club to operate its aircraft under the severest weather conditions.

The RAC of N.S.W., like the other aero clubs formed in the capital cities, was established in 1919 by a small group of officers of the old Royal Australian Flying Corps.

When war came again in 1939, the larger clubs became elementary flying schools and it is only in the postwar years that we have seen the phenomenal growth of the aero club movement in Australia.

This is partly because of our population increase and rising living standards, but mainly because more and more young people are becoming air-minded in this age of flying.

They are realising, as the Lord Mayor of Sydney (Ald. Jensen) did on his recent flight over Sydney in a RAC of N.S.W. plane, that flying in a small aircraft is "probably the most thrilling of all recreations."

Participation in country tours, including trips away to other centres, throughout the State and Commonwealth, is a most important aspect of club life. These are run on a co-operative basis and all licensed pilots get their turn to fly.

I can safely say that in the immediate years ahead the aero club movement in this country faces an era of unprecedented development and growth—far more spectacular than it has known in its 45 years' history.

The Sun, Monday, March 9, 1964

## TWO FLEDGLINGS

# Girls, 18, in air race



Sue Williams, left, and Christine Henderson.

**TWO** 18-year-old girls are the youngest to enter the Brisbane-Adelaide air race which this year will begin on Saturday, March 28.

They are Sue Williams and Christine Henderson, of Adelaide, whose entry was sponsored by a soft-drink firm.

They will take turns in flying and navigating their single-engine Cessna.

Sue is studying for a science degree at Adelaide University, and is vitally interested in the application of physics to aerodynamics.

She got the flying "bug" as a schoolgirl when she watched aircraft crop-dusting on a farm in South Australia.

Her father promised to pay for her flying tuition if she won a scholarship to the university. She did.

### Helicopter next

Christine is a secretary with an Adelaide air charter firm, but intends to make flying her full-time career.

She is considering becoming Australia's first licensed woman helicopter pilot.

Her brother is a pilot. Her sister has made several parachute jumps.

Sue and Christine are keen to get commercial pilot's licences.

"There are woman airline pilots in Russia and other parts of the world," Christine said.

"Why can't women aspire to this in Australia? It is a goal worth striving for."

During the race the planes will stay overnight in Sydney on March 28, and in Moorabbin near Melbourne, the next day.



2 women

## Aust. solo hops

NEW YORK,

Saturday

(A.A.P.) — Two

women are flying

solo across the

Pacific in light

twin-engine planes

to Australia.

They left Hillsboro,

Oregon, yesterday.

Rosalind Merrifield, of

Sydney (pictured) and

Betty Faux, of Santa

Monica, California, will

be accompanied in a

similar plane by Peter

Ahrens, of Australia.

They are delivering the

planes to a Sydney rent-

a-plane service.

Miss Merrifield, a

veteran aviatrix, said

"Nobody's out to set any

records.

"It's just a case of get-

ting these planes to

Australia."



Rosalind Merrifield (left) with Peter Ahrens and American pilot Betty Faux at the end of a Pacific ferrying flight.

By JACK PERCIVAL

### A N.S.W. woman pilot will lead a team of four with three aircraft on an aerial survey of the Solomon Islands for the United Nations.

She is Beryl Young, 28, of Malabar, formerly chief flying instructor at the Cooma Aero Club.

Others in the Australian team will be Mr C. Forrest, in charge of operations, Mr Harold Hall, who will be standby pilot, and Mr Lind-

say Hill, engineer. They will be joined by specialists from America and Sweden.

The flying job, considered to be the most important yet given to an Australian woman pilot, is under contract to Avia, which recently appointed

three women pilots to executive posts to fly aircraft around Australia and anywhere in the world.

The Solomons operation will cover six islands, and its purpose is to determine the depth of the earth's crust.

The three aircraft, two Piper Aztecs and a Cessna 180, will be fitted with special equipment worth £200,000. The job entails precision line flying at 500 feet in difficult weather conditions.

Miss Young flew de Havilland Doves and Herons for Southern Airlines and was an instructor with the Royal Victorian Aero Club and the Exeter Aero Club in Britain.

Another top woman pilot, Miss Rosalind Merrifield, who recently made two solo trans-Pacific flights from America to Sydney, has been appointed a regular pilot with Avis. Her duties involve flying V.I.P. passen-

gers anywhere at any time. A third woman pilot, Miss Christine Davies, who flies for Connellan Airlines in Central Australia, has been offered a position to fly Avis aircraft.

The three women pilots will be paid salaries in accordance with the log of the Australian Airline Pilots' Association. They get about £3,000 a year, plus special flying allowances.

Captain Peter Ahrens, Avis flight superintendent, said yesterday, "The women pilots are most efficient. On their own initiative they have overcome all prejudices against them in command of aircraft."

"I say good luck to them."

The recent annual report of the Department of Civil Aviation drew attention to the growing number of women pilots on the Australian Air Register.

There are no women jet pilots in Australia, but a Department of Civil Aviation spokesman said, "If women are qualified there is nothing to stop the airlines from employing them to fly jet passenger aircraft."

**19-year-old**

A pretty brunette, Anne Carter, 19, of Balgowlah, is the only woman among 19 winners of Department of Civil Aviation scholarships granted this year to members of the Royal Aero Club of N.S.W.

Anne, who was a junior stenographer, worked as a waitress on a train for six months, earning £26 a week with overtime to pay for flying lessons.

Her scholarship will provide funds for 70 per cent of her flying training. She hopes to become an instructor.

This week, Mrs Rosemary Arnold, of Sylvania, a 31-year-old housewife with four children, became Australia's first certificated helicopter pilot.

A week ago, Captain Maria Atanassova flew a big Soviet Ilyushin jet airliner into London Airport. She is certificated to fly the 89-seat turbo-prop on international routes.

In a few weeks, Madame



BERYL YOUNG . . . leader of aerial survey.

Jacqueline Auriol, ace French woman pilot, will fly a Nord four-engined turbo-propeller airliner from France to Sydney to demonstrate it to Australian airlines.

There are no women jet pilots in Australia, but a Department of Civil Aviation spokesman said, "If women are qualified there is nothing to stop the airlines from employing them to fly jet passenger aircraft."

# Daily Telegraph

WEATHER: CITY: Cool and cloudy, a few showers in the morning, light south-east to north-east winds, slight seas. Temperature range: City 57 to 68. Liverpool 52 to 71. Details Page 36.

## FLYING MOTHER



SYDNEY mother of four, Mrs. Rosemary Arnold, seen at Mascot yesterday after qualifying as the first Australian woman helicopter pilot.

## Our first woman helicopter pilot

Mrs. Rosemary Arnold, 31-year-old wife of a Sydney building contractor and mother of four children, yesterday became the first Australian woman to qualify as a helicopter pilot.

She landed in her helicopter—a Hughes two-seater—at Mascot Airport from Bankstown yesterday.

Mrs. Arnold also holds a private pilot's licence for fixed-wing aircraft, with endorsements for four different types.

She has been flying nearly four years. "I want to get my commercial licences now for both fixed-wing and helicopters," said Mrs. Arnold.

"I want to be a commercial pilot—what I would like to do, I think, is demonstrate and sell helicopters and do some ferry flying."

Mrs. Arnold started flying in February, 1962.

"I kept it a secret at first—I did not tell anyone at home until I had gone solo."

Mrs. Arnold trained in fixed wing aircraft with the Illawarra Flying Service and then the Royal Aero Club of N.S.W. at Bankstown Aerodrome.

When she decided to try flying helicopters

early this year, pilots warned her that 'copters were hard work.

She got her helicopter licence within six weeks and with a total of 30 flying hours at £25 an hour.

She went solo after ten hours and yesterday passed her final test for the licence.

Her children—Grant, 12, Lyndall, 10, Vicki, 9, and Angela, 5—helped.

"They are very handy in the house, cleaning, washing up and even cooking," she said.

### Helicopter woman

Mrs Rosemary Arnold, of Sylvania, 31-year-old mother of four children has become the first woman in Australia to fly solo in a helicopter.

On September 1 she did four hours' dual instruction in a two-seater helicopter.

"I went solo only early this week," she said last night.

"I intend to do four hours a day until the end of this month, when I hope to sit for my helicopter pilot's licence."

# WOMAN'S TOP AIR JOB

THE SUN-HERALD, DEC. 12, 1965



## THE Royal Aero Club of N.S.W. has chosen Diane Watson as best pilot of the year.

She has won its Nordsvan Trophy flying against more than 70 men trained by the club in 1965 to the restricted flying level.

Twenty-four-year-old Diane, of Prince Street, Granville (above), got her wings last May. She has logged 95 flying hours, 45 of them solo.

She has won a Commonwealth Scholarship and will use it to get her commercial and instructor's licences.

Diane said her mother was the first woman

glider pilot in N.S.W., in the early thirties.

"Dad took up gliding, too," she said.

"But I hadn't given flying a thought until I was 19.

"I was at Narromine and a friend took me up for a flight. When we landed I decided to learn to fly.

"I started, then had to stop for three years, because I didn't have enough money. So I saved for three years, then went straight through with the course."

The Sydney Morning Herald, Sat., Nov. 6, 1965

## Overseas news in brief

### Polar flight

WASHINGTON.—Two Argentine Air Force De Havilland Beaver aircraft landed at the South Pole on Wednesday—the first fixed-wing aircraft ever to do so.

The ski-equipped plane landed after an 800-mile flight from an Argentine base on the Weddell Sea.

DAILY MIRROR, TUESDAY, DECEMBER 21, 1965

No sir, we can't let the men get away with everything! . . . Margaret (Meg) Skelton, who worked with Kinelab Laboratories until the other day, was one of six women pilots who escorted Amy Johnson on her arrival in Sydney on May 24, 1930. On the night of June 10, 1930, Amy was given a slap-up banquet at the Wentworth by C. C. Wakefield and Co., De Havilland Aircraft and Shell. Meg's licence to take her contraption into the air entitled her to fly "FLYING MACHINES." Like frinstance "Those Glamorous Girls in Their Flying Machines?"

# Challenge Faces Girl Pilots

TWO 18-year-old Adelaide girls who have their feet planted on the ground, will soon have their heads high in the air as they compete in a 1,475-mile air race during the Easter week-end.

The girls, Susan Williams, a science student, of Croydon, and Christine Henderson, a secretary, of Seaton, will be competing in the Ansett-ANA 1,475-mile air race against more than 335 pilots from all over Australia.

They will fly together in a Cessna 172, a single-engine monoplane, and will be navigating the plane over the course.

Christine gained her private licence in June, 1962, at the age of 16, and was regarded at that time as being the youngest Australian girl to receive a licence.

A student at Cabra convent, she used to spend all her spare time training for the minimum 40 hour test which she had to undergo for the licence. She flew half of the 40 hours solo.

Nearly all Christine's family are interested in flying. Her father was a pilot in the RAAF, her sister is a parachutist and her elder brother pilots his own Tiger Moth.

A sign on the front door of their house reads: "The Flying Hendersons."

Christine won the novice section of the women's reliability trial, conducted by the Australian Women Pilots Association before the £5,000 race last year.

Both Christine and Susan will compete in this year's race.

## Film Contest

Young film makers are reminded that their entries in the SA Film and Television Council's section of the international film contest, should be in the hands of the judges on or before March 1.

# They're up in the air

TWO attractive Adelaide teen-agers with their heads in the clouds are heading for high adventure in a few weeks' time.

They are 18-year-olds Sue Williams and Christine Henderson, who have entered for the Brisbane to Adelaide air race at the end of March.

Melbourne will see them on March 29 when they make a scheduled overnight stop at Moorabbin.

At eighteen, when most teen-agers are still pestering dad for the use of the family car, both Christine and Sue are at home in the air with more than two years' flying behind them.



SUE WILLIAMS (left) and Christine Henderson check their aircraft before taking off for a practice cross-country flight.

They are certainly the youngest women entrants in the race and as a team they believe they are the youngest entrants, of either men or women.

Both girls come from Adelaide.

Tall, brunette Sue Williams is a full-time university student with her sights set on a science degree from the Adelaide University and a commercial pilot's licence.

In her science course, Sue is vitally interested in physics, and particularly the application of this subject to aerodynamics.

Her partner in the big air race, Christine Henderson, is even more serious about aviation. She works as a full-time secretary with an air charter firm at Adelaide airport, but she wants to make aviation her full-time career.

Her target is not only a commercial pilot's licence. Christine has a burning ambition to be Australia's first licensed women helicopter pilot.

South Australian country farm and straight away she felt the urge to get into the air.

Her father promised her that if she won a scholarship to Adelaide University he would pay for her flying tuition. She went straight ahead and won the scholarship and, in a year, her private pilot's licence with the Royal Aero Club of South Australia.

The girls will be flying a four-seater Cessna, single-engine monoplane in the big race. They will fly carefully along the route from Adelaide to Brisbane in the week before the race starts on Saturday, March 28.

It's a goal

Says Christine: "There are women airline pilots in Russia and some other parts of the world. Why can't women aspire to this in Australia? I know it may never happen but it is a goal worth striving for."

"That's one of the main reasons why Sue and I want to enter this race and win it."

How do two 18-year-old girls become experienced and enthusiastic flyers?

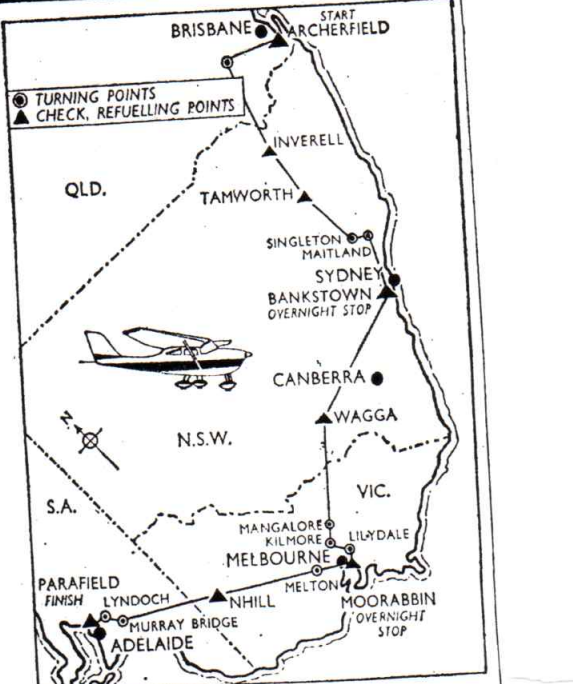
With Christine, the answer is simple — she comes from a flying family. Her elder brother is a very experienced private pilot who owns his own light aircraft.

Her older sister, Kathryn, has made several parachute jumps.

Sue "got the bug" when she was only 15. On a holiday she watched crop-dusters flying on a

## A SUNDAY TELEGRAPH SPECIAL FEATURE

# ROUTE OF AIR RACE



# Women to try their luck

At least 17 women will make a game bid to beat the elements as well as the men in the Brisbane to Adelaide Air Race.

Experts and race organisers feel sure that some of them will be among the prize-winners.

All the women fliers belong to the 14-year-old Australian Women Pilots Association.

Membership has grown from an initial 40 to an impressive 270 since 1950. Well-known woman pilot Nancy (Bird) Walton founded the Association and united all women in Australia who fly or glide.

Mrs. Walton, of St. Ives, will herself be an entrant in the air race, piloting a Cessna 172. Sue Williams and Christine Henderson, both aged only 18, also come from Adelaide.

They are commercial-licence students. They will take turns in flying and navigating their single-engine Cessna. Sue was second last year in a "Pilot Of The Year" Contest.

The largest number of women entrants comes from Victoria. Freda Thompson and Esther Mather can claim seniority among the women, as they both flew in the first air race of this type in 1936.

Sue Folkes, Beverley Selde and Annette Murphy will fly a Beech Musketeer from the Civil Flying School, Moorabbin. Julie Hourigan, another Victorian entrant, will fly the first Victoria Airtourer ever sold to an aero club, that of Latrobe Valley.

From Swan Hill, in another Victoria, comes Thea Bryan and her co-pilot Nancy Telleron, of Colona. The only certain Queensland entry is Dorothy Herbert, from Charleville, in her own Cessna 182. New South Wales will be represented by Mrs. Nancy Walton and Marie Richardson, flying a Camden Aero Club Cessna 172 with Barbara Selby-Brown.

## Youngest co-pilots



THESE TWO 18-year-old Adelaide girls will take it in turns to pilot a Cessna in the £5000, 1,475-mile Easter air race between Brisbane and Adelaide.

They are Christine Henderson, a secretary (left) and Susan Williams, a science student. They are the youngest competitors. While one is piloting the other will navigate.

The Herald — Page 3  
Fri., Mar. 20, 1964



Young pilots, Christine Henderson (seated in plane) and Susan Williams study the map of the course for their big race.

SUN 10 March 1964

# Taste for milk shakes leads to flying

A taste for milk shakes has started a N.S.W. grazier on a solo plane flight from the United States and led to his wife learning to fly.

The wife, Mrs. Kay Hackney, is seen below in the cockpit of a plane at AeroPelican yesterday.

Her husband, Robert, is flying a new Piper 260 aircraft from America.

Mrs. Hackney said yesterday that she and her husband were driving by the milk bar at AeroPelican when her husband decided he would like a milk shake.

"He started to ask about the planes and all of a sudden decided he wanted to learn to fly," Mrs. Hackney said.

Within a month, Mr. Hackney, a Central Western grazier, had received his ticket to fly.

He bought two planes and used Bathurst as a base to learn more about flying. He later sold the planes and went to the United States to buy a new one.

Mrs. Hackney thought she should learn to fly in case her husband needed her. She finds time to take lessons at AeroPelican although she has three children, aged 3 and 2 years and 9 months.



# Who's who... Woman flying instructor

A FORMER high school French teacher, Miss Carmel Brown, has been appointed Royal Newcastle Aero Club's first woman flying instructor.



MISS BROWN

There are believed to be pilot's licence and her instructor's rating.

Miss Brown, 23, has been a teacher at Maitland Girls' High School for the past three years.

She started her new job on Monday, and is one of two instructors at the club. The other is the Chief Flying Instructor (Mr. S. Hone).

Miss Brown learnt to fly with Manning River Aero Club at Taree, where she gained her private pilot's licence. She won a Government flying scholarship, and came to R.N.A.C., where she gained her commercial

The club hopes to launch a special learn-to-fly campaign this year. The campaign for women this year. The campaign will be handled by Miss Brown, under the guidance of Mr. Hone.

In the August-September school holidays last year, Miss Brown piloted one of two planes that flew from Rutherford Aerodrome on an adventurous 6000-mile journey around Australia.

THE SUN-HERALD, FEB. 13, 1966

# SEWING TEACHER NOW PILOT

A SEWING teacher has put aside her needles, thimble and tape-measure to become the captain of an aircraft in New Guinea.

She is Miss Eileen Steenson (pictured), who was sewing mistress at the Methodist Ladies' College at Kew, Victoria.

based at Goroka, in the New Guinea highlands, has engaged her to fly over what is regarded as one of the most hazardous areas for pilots in the world.

But between flying over mountain peaks up to 12,000 feet high she spends her spare time knitting and making dresses.

She is the only full-time woman pilot in New Guinea, and she learned to fly and got the necessary certificates on days off from the college.

Male pilots in New Guinea have accepted her as part of their aviation world. One said yesterday, "She has confidence and flies as well as most of us."

At Goroka Miss Steenson said, "When I got the offer from T.A.I. I just couldn't turn it down. Since I started flying here I have thoroughly enjoyed myself."



# LOOK—NO WINGS!

"EVERYONE asks me, 'When did it all start?' and I honestly don't know," said Mrs. Rosemary Arnold, Australia's first woman helicopter pilot. "But I remember that at the age of eight I used to make aeroplanes from balsa wood and hang them from the ceiling."

This seemed a promising start in the story of an exciting flying career, except that it seemed to stop right there for another eight years. Rosemary was 16 before she had her first flight.

"This was in a flying-boat from Grafton to Sydney, and I remember P. C. (now Sir Gordon) Taylor was the captain. I just went up and asked if I could sit in the cabin. I sat in his seat all the way."

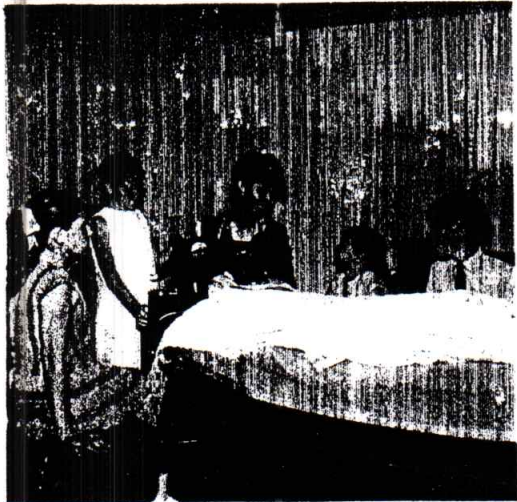
Once again her aviation story comes to a halt. Rosemary took up secretarial work when she left school and handling travel bookings from an office desk was the extent of her hand in flying.

At 18, Rosemary married, and the next eight years or so were devoted to raising a family.

"I had three children under three years, then I had another baby, making four under seven. During those years I took up the usual domestic interests. I studied millinery at the 'tech' until I ran short of babysitters, learned the guitar, did some church work, helped the school, but none of this amounted to much. I felt I needed an interest.

"Four years ago, with a couple of hundred pounds saved up, I thought, 'I'll go and make inquiries about flying.'"

Today, at 31, this diminutive blonde has 260 hours total flying time behind her, including about 100 hours solo and 40 hours in helicopters.



She kept her first flying lessons a secret from the family, because she wanted to prove that she could fly before she broke the news. She kept the secret until she flew solo.

During the years she has been flying, helicopters have had a great fascination for her.

"I think this rotary-wing type of aviation is only now coming into its own," she said. And the more people talked against her trying helicopters, the more she felt she wanted to try them.

"I made inquiries and decided to take the advice of a test pilot friend who said I should go and do four hours in a helicopter. At the end of this, he said, I would know if this was the sort of flying I was right for."

"I'm not a gambling person, but at £25 an hour for helicopter lessons I decided to risk £100. I rang an instructor and made inquiries."

"He asked me when I wanted to fly. I said right now. And he said OK. I gulped, and said, 'Give me time for a phone call home to organise the children.' So he said he'd wait half an hour. I dashed home, changed, and was back before that. One hour in the air was enough to convince me that I was meant for it."

"Helicopter flying is not as popular as fixed-wing flying, because it is more difficult, you have to handle a control with each hand. I used to wonder if I would ever be able to hover or do a spot turn. But I'm not a quitter and the difficulty was a challenge to me."

Her 40 hours of helicopter training were 40 hours of fantastic work, and getting her helicopter pilot's licence was as much a thrill for her children as for herself.

"Children are thrilled if mother is 'somebody,' an individual, not just part of the scenery," she said. "Not that I am knocking the housewife. Many women are brilliantly successful at housekeeping, but it wasn't a full life for me."

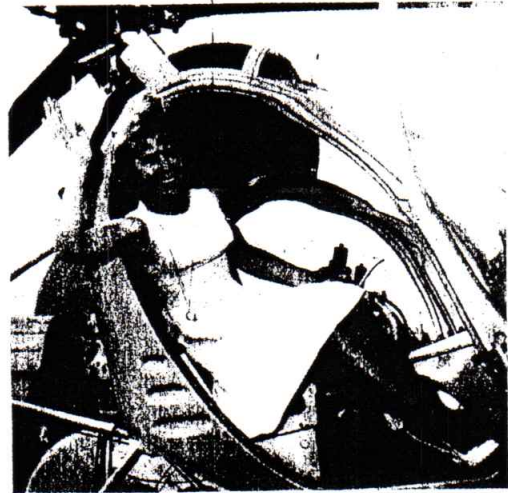
"I don't look on children as a tie. If you want to get out and about you can. My children, Grant, 12, Lyndall, ten, Vicki, nine, and Angela, five (pictured), can do everything around the house. They've made their own beds since they were two years old. The three eldest make their own lunches and do it willingly. I used to get up only to find they had done it before me." All the children do their own share of sweeping and dusting in the big family home at Sylvania, a suburb of Sydney.

"I have always taken the attitude that if they help me we can all get out together. And this is how it has always worked. When they were younger I had a fair amount of sickness—I think women get very rundown with small children—and it was at that time they learned to help."

"As a family we like to do things on the spur of the moment—you know, on a hot night, go down to the water and perhaps have hot dogs on the beach."

"One night I got the idea of going up to Camden to watch the parachute jumping. We piled in the car and off we went. It was really something. I will never forget the eerie, whirring sound in the complete stillness of the night as those bodies passed through the air. I don't want to take

Australia's first woman helicopter pilot tells reporter Pat Westcott how she achieved her greatest ambition.



it up myself, though. They come down with too much of a thud for my liking."

But aerobatics—ah! That's another matter.

"This is my true love," said Rosemary. "You are either a 'straight and level person,' keen on cross-country flying, or an aerobatic flier. I had been flying for three years before I did any stunts, and I thought, this is ridiculous. I haven't had the fun out of my flying that I should have."

She now works hard at aerobatics and described it as "really something."

"You become a far better pilot. The biggest thrill is streamer cutting. You throw a toilet roll out and as it unrolls you cut it in a certain time with the propeller or the wing. One week I used up 24 rolls. My best effort was two cuts in 22 seconds. Yellow paper is the best to see!"

You might think Rosemary hasn't a minute to spare from her housework and her flying. But she makes all her own clothes and everything her three daughters wear. When I met her she was wearing a turquoise dress, with a deep inverted pleat in the centre front, which she had designed herself.

"Tight skirts are out for wearing in the helicopter, which is also a lovely turquoise shade, but this style of dress is fine. I also had to evolve a hairstyle suitable for flying. For aerobatics I wear a helmet so I had my hair cut short, but I have a wiglet to dress up with."

Rosemary's next step is to get her commercial licences for both fixed-wing and helicopter.

"And then," she said, "I want to make it to the States and enter the famous Powder Puff Derby for women pilots."