

PHOTOS FROM JIM LINDSAY 2022

This was our new Beechcraft Baron taken at Chimbu in 1966. A great aircraft which speeded up people movements where necessary.



This is the cockpit scene on approach into Wanema in the Ramu, an interesting strip. It was 1400' long measured around the 'S'. You started take-off at the end, went around the first bend quite slowly, and then around the second 'S' when you



were approaching take-off. If it was wet, things could become very interesting quite quickly. Like Tapen, operations were limited to the Wren. The Wren at Tapen from the mission house. Notice the slope on the strip. It was around 900' long

as I recall but had a good slope so take-off and landing did not present any problems. The Wren was the only aircraft allowed to operate here.



The Wren at the top of the strip in Tapen, Ron and Else's station. At Tapen I was always met by a wonderful group of New Guineans which was very special. When I left, they lined up the length of the strip and I went along and shook everyone's hand. A wonderful memory.



This was the MAF company vehicle at Banz. It was a Vespa-powered machine which carried a C180 load of 600 lbs. The driver is Alan Collicut, the pilot at Banz who preceded me. These machines with modifications can be seen as Tuk Tuks all around Asia and the Middle East.



Tex Mansur, Laurie Darrington and me at Banz. Laurie took over from me when I left.



This was a photo of the Wren at Madang. It was a short strip aircraft and the extra bits to assist in short strip operations can be plainly seen. The little elevator behind the prop was very handy for placing coffee on.



Tex Mansur at Banz.



The strip at Monono with a church service in progress. The strip was 1197' long at 6200' elevation. It sloped up from 4% at the beginning to 16% at the top so stopping and take-off was never a problem. However, you had to be right with your touch-down point or things could become ugly, particularly after rain. It was an amazing strip, built into the ridge, not along it.



The photo of the instrument panel was a Cessna C185 on climb out of Wewak heading for the highlands. Bit different to the cockpits of today.

