



*Fabric covered wooden structures were not suited to tropical weather conditions in New Guinea and, coupled with unreliable engines, there was a high turnover in aircraft. Bristol Tourer G-AUEB of the Bulolo Goldfields Aeroplane Service Ltd at Wau was in service for a short three months before being written off in an accident at Wau on 17 Apr 1928.*

Nov 1926 R.J.P. Parer and E. Gallet floated the Bulolo Goldfields Aeroplane Service Ltd (MTNG) and obtained DH 4 G-AUCM from the Larkin Aircraft Supply Co, Melbourne; held an option on space aboard ss *Melusina* in an attempt to have the first aircraft based and operating in the Mandated Territory of New Guinea, but were unable to raise sufficient funds for payment; space taken over by Guinea Gold (NL) who shipped their DH 37; DH 4 loaded aboard a later ship, the ss *Marsina*, departing Sydney on 17 Mar 1927; flying delayed by lack of spare tyres; test flown at Rabaul MTNG on 19 Apr 1927 but overturned on landing, causing more damage; Gallet suffered a broken collarbone and returned to Australia; repairs completed, test flown on 17 Jun 1927 and departed for Lae MTNG on 23 Jun 1927 with passenger C.L. Burlington, covering the distance in 4 hrs 15 mins; immediately commenced services to Wau MTNG; Nov 1927 purchased Bristol F.2B Fighter G-AUEB from Ken Frewin and DH 9 G-AUFS *The Lachlan* from Matthews Aviation, Melbourne; 27 Dec 1927 Bristol arrived in Port Moresby aboard ss *Morinda*; assembled at Ela Beach, Port Moresby, tested on 2 Jan 1928; DH 9 arrived and both aircraft departed for Lae on 12 Jan 1928, the first direct flight; DH 9, Parer and G. Fonteneaux (rigger) and Bristol, C.D. Pratt and M.T. Moss (engineer), took approximately 3 hrs; 17 Apr 1928 flown by Basil Daish, the Bristol crashed at Wau and was written off; BGAS continued with the DH 9 and DH 4 until Oct 1928 when the company was disbanded; Parer retained the aircraft, forming Morlae Air Line in Oct 1928 with P.J. McDonald; Nov 1928 arranged purchase of a DH 9c then being phased out of Royal Australian Air Force service; registered to Parer and McDonald as G-AUKI on 13 Feb 1929; McDonald had applied for a subsidy of £12 000 for three years from the Department of Home and Territories, but this was rejected; Apr 1929 inaugurated Port Moresby-Lae service; averaged just over 2 hrs 30 mins flying time at a fare rate of £20 per hr; Jul 1929 reformed as a limited liability company, Morlae Air Line Ltd; 13 Jul 1929 Parer was taking the Lt Governor of Papua and his niece for a joyflight and had just become airborne when the engine in G-AUKI failed, hit trees and effectively wrote the aircraft off with no injuries to anyone; Sep 1929 a further request for a subsidy was denied; the company was lost from the scene in late 1930 and replaced by a new organisation in Dec 1930 known as Pacific Aerial Transport Company.