

15.—FENDALTON**FINAL**

GILMOUR (Ind. Lib.)

• HOLLAND (N.)

NEWMAN (L.)

16.—FRANKLIN

• MASSEY (N.)

PARSONS (L.)

17.—GISBORNE

DUDFIELD (N.)

KEELING (L.)

18.—GREY LYNN

FAULKNER (N.)

• HACKETT (L.)

LEE (D.L.)

19.—HAMILTON

GRANVILLE (L.)

• ROSS, MRS. G. H. (N.)

20.—HASTINGS

• CULLEN (L.)

JONES, S. I. (N.)

21.—HAURAKI

PEACOCK (L.)

• SUTHERLAND (N.)

22.—HAWKE'S BAY

BEATTIE (L.)

• HARKER (N.)

23.—HOBSON

LANE (L.)

• SMITH, S. W. (N.)

24.—HURUNUI

• GILLESPIE (N.)

SMITH, A. J. (L.)

25.—HUTT

HEATLEY (N.)

• NASH (L.)

SIMPSON (R.S.)

26.—INVERCARGILL

DENHAM (L.)

• HANAN (N.)

27.—ISLAND BAY

CHILDS (N.)

• McKEEN (L.)

SMITH, R. (Com.)

28.—KARORI

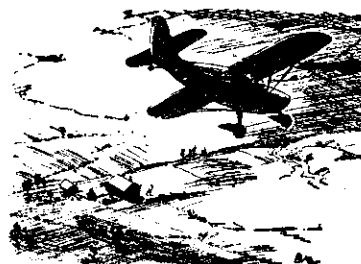
• BOWDEN (N.)

HARRIS (L.)



NEWS COLUMN

In the isolated settlements of Australia's vast hinterland there is no doctor who can be round in a few minutes when an emergency occurs—at least, there was no doctor. Thanks to the Flying Doctor Service, settlers separated from a doctor by hundreds of miles can now get medical assistance in sometimes less than an hour, sufficient time to prevent a tragedy.



Today all homesteads possess a war surplus combination radio transmitter and receiver. These transceivers facilitate communication, and all calls for Flying Doctor Service come by this means. The Flying Doctor is ready to attend a call day or night.

Day or night, the mercy aircraft must fly "blind"—there are no landmarks, beacons, radio aids or direction finders which in inhabited areas Air Control stipulate as necessary to safe flying. Pilots must therefore have experience, and plenty of nerve.



Above all, their aircraft must be 100% reliable—lives often depend on the safe arrival of a doctor. No ordinary fuel can guarantee reliability of the sort the Flying Doctor needs. Shell provides aviation fuel and oil to aircraft of the Flying Doctor Service.

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Another in the Series
**THE SHELL COMPANY
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