

## PRESIDENT'S UPDATE

This Anzac Day we will again be marching in commemoration of our NGVR soldiers who bore the brunt of the Japanese invasion in Rabaul/ New Britain and the Goldfields area on the NG mainland during the early months of the Pacific War, when no other military force was facing the enemy north of Port Moresby. With outdated WW1 weapons and without artillery, air and logistical support they soldiered on until relieved mid 1942. Although theirs was a small contribution to the war, these men achieved important goals, they are our heroes and they defined PNGVR's motto "through trials to triumph".

It is the Army's turn to lead the Brisbane parade this year but because of the Government's present redevelopment activities on the north side of the river , final instructions for the parade are yet to be finalised. When available these will be emailed to those on my email distribution list and letters will be posted to those without. In the meantime, please plan to assemble near where we usually do at the top end of Margaret Street around 9.30am. The March will be followed by our usual NGVR memorial service in the Hall of Memories and our reunion at the Exchange Hotel on the corner of Edward and Charlotte Streets, Brisbane.

Ongoing refurbishment work of Anzac Square, beginning the day after Anzac Day, has caused a relocation of this year's Montevideo Maru Memorial Service to the Ann Street entrance to Anzac Square directly in front of the Eternal Flame. The Service will commence 10am sharp, Sunday 1st July followed by the usual complimentary morning tea at the nearby Adina Hotel on the corner of Ann and Edward Streets, Brisbane. As this is Queensland's only public commemoration of this great tragedy when 1,053 Australian Prisoners of War and Civilian internees died in service of their country by friendly fire early in the morning of 1st July 76 years ago, this will be a maximum effort with representatives from the 3 levels of Government, all Services and kindred organisations present. Detailed instructions will be given in our next issue of the Harim Tok Tok.

On 3rd March 2018 an unusual presentation was made in conjunction with the presentation of a magnificently restored Bert Hinkler's 1926 Armstrong Siddeley Car to the Hinkler Aviation Museum in Bundaberg. Warwick Fisher, a member of PNGAA presented a small bottle of Dewar whiskey to the Museum. This bottle was bought to Australia by Capt Bert Hinkler on his epic January 1928 record single flight from

London to Australia from Lord Dewar to HV Jaques who presented it to 1st Anti-Aircraft Brigade Officers Mess for the officer first to shoot down an enemy aircraft in anger. The trophy was won by Lieut Peter W Fisher, Warwick Fisher's father , at Rabaul 20th January, 1942. Warwick's father had been in contact with the Museum but his untimely death prevented the presentation until now. Lt Peter Fisher was second in charge of the 2 by 3.7 inch Anti- Aircraft guns on Frisbee Hill under Capt Selby which was part of Lark Force. Incidentally, the Museum is a must see if you are visiting Bundaberg. For some years, our NGVR Military



Warwick Fisher and whiskey bottle, 3/3/18

Museum has been a hidden gem to the public at large. However, this is changing as word of mouth advertising and our modest marketing programme are taking traction. Group visits to the Museum by organisations, both for profit and non profit, of up to 50 people each visit are occurring.

Many of these are retired folk, from retirement villages or care centres, Probus clubs and the like and from children, school, scouts, cadets and guide groups. The special group visits are usually for a half day incorporating either a luncheon or morning tea.

How often do we hear adult children say 'Dad never spoke to us about the war'. With the 76th Anniversary of the Pacific War being remembered this year, now is a good time to speak to your families about the fine work of your association in supporting our Museum. Perhaps you

should suggest to your children/ grandchildren that their school might like to visit the Museum? Whilst there is plenty to interest all age groups, the school curriculum in upper primary and years 9/10 in high school has a focus on WW2 and a visit to the museum would be an enjoyable day out whilst complementing their studies. And whilst one of their highlights might be seeing grandad involved on the day, the Museum volunteers are always looking for assistance, especially on days with larger numbers. If anyone is available to help, please contact Paul Brown on 0402 644 181 or Colin Gould on 0424 562 030.

Please remember that all members and friends are invited to attend the Association's committee management meetings which start at 10am on the Saturdays advised on the rear of our newsletter. Bring your lunch along and enjoy a chat over lunch after the meeting. The meetings are as much social as they are business.

Our thoughts and prayers continue to be with John Holland and Jessica Harrington.

**Phil Ainsworth , March 2017**

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## EARLY DAYS FLYING IN NEW GUINEA Flt Lt WILLIAM JOHN ROBINS (John) 04662

I was born in Tauranga, in the Bay of Plenty, New Zealand, on 8th Feb 1913. Both my father and grandfather were called William. I was one of 6 children, 3 boys and 3 girls. I was the oldest boy but had an older sister. The youngest, a boy, was born in 1925. My father was a farmer.

I went to school at Tauranga – there were no busses in those days and we walked to school - barefoot in the summer. Money was scarce and there was not always enough to buy everyone new shoes. Interestingly enough even when I was a lot older I used to go barefoot whenever I could. We never worried about going barefoot as New Zealand does not have snakes and spiders like you see in Australia.

When I left high school at Tauranga, I worked at home for a couple of years but then was able to get a job on Taumarunui, a North Island farm. It was all sheep and cattle work – no milking cows – and fencing was a large part of our work. The owner of the property was very accurate with his fencing, and used to line three sticks up with the first post, then put a strainer post up, then down into a gully with another three sticks and, when the job was finished it was very straight and beautiful to see.

I was there for about two years and returned to Tauranga where I ran into an Australian horse breaker by the name of Bill Murdock. We had a big stock yard on our property and brumbies used to be rounded up on the plains and Bill would walk among the wild animals just talking quietly to them. He would then approach them slowly and gently run a stick down their flanks. He was able to saddle them and ride them quite soon. I was always amazed at how quickly he would tame a horse – he was so gentle with them.

### I move to Australia

After about a year Bill decided he was going back to Australia to work on stations up in North Queensland. He assured me I could get a job anywhere with him but I was not so keen on jumping the rattler as he used to do.

We came over by boat in April, 1934 – steerage of course. It was interesting – you just walked into the Shipping Company, paid your 5 pounds and walked straight on to the ship. In later years when I went backwards and forwards a few times to New Zealand the procedure was the same.

I went into an employment agency in George Street, Sydney, run by two lovely old ladies. When I walked into it there were dozens of people waiting. Things were still bad after the depression. One thing that was not made public in those days was that people were so desperate they would walk down the streets of Sydney with a brick inside a sugar bag and break shop windows so they could grab what they could.

I was asked what jobs I could do and replied that I was used to working on farms and could handle sheep, cattle and horses and do fencing and general farm work. After a couple of days I was asked would I go out west to a station.

### I move near Hay in South Western New South Wales

I got a train out to Hillston, about 100 miles north of Hay, and was met by one of the station hands and taken out to 'Merungle', near Booligal. Anyone who has been in that country will recognise the saying "Hell, Hay and Booligal", and will also know of 'One tree plain' between Hay and Booligal – the description fits. 'Merungle' was a beautiful station and I worked mainly around the house, chopping wood and rounding up near wild cows and calves and milking the cows. It was not an easy job having to put a wild cow into a bail and putting on a leg-rope so she could be milked. The milk would then be taken into the

house and put into large pan inside a fly-proofed room with natural materials roof so that the cream would rise. When the cream was skimmed off it could be used for making butter, cooking and eating. I also assisted around the kitchen and had to look after the chook pen. The homestead was completely fenced and had a vegetable garden as well as a flower garden and fruit trees. The men's quarters was the original homestead on the property. There was a big windmill and a tank near the homestead and a dam further out fed by the windmill where the stock could drink. During the winter it was not uncommon for smaller puddles of water to freeze over.

I still recall the boundary riders, when they came in to sleep, used to put paper down all around their bed so that they could hear snakes slither over the paper if one came inside. We used to catch crows then by putting a piece of meat inside a long wire tunnel – the crows would walk in to get the meat but could not find their way out again.

### I set out for Queensland

I was at 'Merungle' for just over six months and realised that 10 shillings a week and keep was not going to make me rich. One of the station hands took me into Hillston and I caught the train to Roto, a station on the Broken Hill – Sydney line. I had with me my swag in which I had a .44 Winchester rifle and a blue heeler dog, and went to Sydney to stay with some friends.

At Coogee Junction I purchased a Speedwell bicycle, put my swag on it, brought a carrier which fitted on to the back axle, put two water bags on, one for odds and sods and the other larger one for water and set out for Queensland.

After a while the dog would get a bit sore footed running on metal roads so I would travel up to 60/70 miles a day. I used to talk to farmers on the way and always was able to get odd jobs here and there when I wanted one. I did general farm work, ploughing and sewing crops etc.

I eventually arrived at Wallangarra, on the Qld border about Christmas, 1934. I worked for orchards on the Qld side of the border, mainly setting fruit fly traps, or fruit picking etc. One of the chaps had a fruit run around the district. I used to run around for him on a regular basis. He travelled all around Wallangarra township and district, even down into New South Wales.

### I go Ring Barking

I then heard from a young chap, Anderson, that there was some work going ring-barking out in the south-west. I then swapped my bicycle for a horse and saddle with a chap who only needed a bicycle to go to a fruit packing shed. I travelled past Texas, Goondiwindi, Talwood (on the NSW/Qld border) to the job.

The mosquitoes out there were just as big as the fabled Hexham Grey's of the Hunter River, and did I have some trouble with them. They would nearly lift you out of bed at night. It was not so bad away from the river beds, but the mossies also troubled the horses something fierce.

I got to the job and was able to get work. After about 6 months there, about September/October I started to get 'Barcoo Rot', which is an infection from rubbing your arms and knuckles against the trees you are ring-barking and also from the barbs of the prickly pear which was so big out there it was growing up in the trees themselves. The trees were not hardwoods but pine. Only occasionally did we find a hardwood which the locals called an 'ironwood' and these we left.

I then wrote into one of my friends at Wyberba, between Wallangarra and Stanthorpe asking if there was any chance of work around there as I did not want to go back with the sores from the 'Barcoo rot'. I then went back and got a contract to cut 500 fence posts and 50 strainer posts.

I had to fell hardwood trees, most of which were leaning the opposite way to which I wanted to fell them. I used to saw with a 5ft (1.75m) cross cut saw which had a bit of rope on one of the handles to help me pull it back. I would then put in small wedges and, as the cut got

bigger, bigger ones. I used hardwood wedges as they would not come out – when the wind blew a steel wedge could pop out, which was not only defeating the purpose of where I wanted to land the tree, but was also dangerous if you were in the way.

When the trees were on the ground I would strip the bark off them and cut them into 6ft (almost 2m) lengths and then split them into post sizes. When I had the 500 yellow jacket posts ready I had to get them down into the gully where a truck could pick them up. I then made a flying fox by getting some No 8 fencing wire wrapped around two big trees, one at the top of the hills and one at the bottom. I had some chain around the lower tree about 6ft from the bottom tree. Then I put some fencing staples into the posts, slid them down the flying fox and the chain could take the staples out. Then to snig the posts further away I cut some fishbone posts, put some cross members on them and made a sled on which I could drag out between 6 and 12 posts at a time.

I then got the work of putting in the posts as trellises for the growing of grapes. I got rid of the sores here by taking very small bunches of sultana grapes back to my hut with me at night and eating them.

### **I return to New Zealand briefly**

I then proceeded home and spent most of my time felling still more trees, splitting more logs and putting up more fences.

I had always wanted to fly, so, after some months, my father told me I had better find out just what was entailed in getting a pilot's licence. I wrote to Sydney and found out that I would have to do 100 hours at 1 pound 15 shillings per hour plus dual instruction would be 8/10 hours at 2 pounds 15 shillings per hour.

### **I get my Pilot's licence**

I returned to Australia and had my first flight on 25th October, 1935, and it lasted for 25 minutes. I worked part time jobs and studied for my Commercial Licence while I was obtaining my Private Licence. I got my Private Licence in December, 1935. I actually had completed my written section for my Commercial Licence when I was still a few hours short of the 100 required for my Private Licence.

In December that year there was a Centenary Air Race from Coffs Harbour to Adelaide. Day 1 was from Coffs to Sydney, day 2 Sydney Wagga Wagga, day 3 Wagga Melbourne (Essendon airport) day 4 Melbourne to Adelaide. The chap who owned the aircraft I flew in was the son of the Swiss Consul in Sydney. His interest lay in making radios and he wasn't the best at flying so I went along with him in his brand new aircraft. By this time I had what was called an A Class licence which allowed me to fly non-paying passengers.

The fuel companies, Shell, Vacuum Oil etc in Adelaide were great hosts of the pilots in the race and looked after us extremely well in Adelaide. There was even a major motor race down at Victor Harbour. We stayed in Adelaide for a few days only and then flew back to Sydney.

While I obtained as much part time work as I could my father used to send over a cheque from time to time to help with my lessons. I still recall opening my first cheque account at the Bank of New South Wales, Head Office, Sydney. I lived with relatives of my mother in Sydney at the time as there was no money to throw around.

In 1936 I obtained my Commercial Pilot's Licence.

### **I move to New Guinea**

In 1937 two jobs came available and I applied for and was accepted for both. One was Assistant Instructor with the Aero Club in Sydney and the other with Guinea Airways in New Guinea.

I went back to one of my relatives who had been a mining engineer for Bulolo Gold Dredging in New Guinea and his advice was to take the Guinea Airways job as it would only be a matter of a year or two before I was on to large aircraft. His idea was that I would stay on small aircraft at the Aero Club.

I went by ship from Sydney to Port Moresby in 1937. In Moresby I was met by Jack Turner, a Ford pilot for Guinea Airways, and I sat in the cockpit of a Ford aeroplane for the first time as we flew from Port Moresby to Lae.

The General Manager for Guinea Airways was Eric Chater who was also a pilot and had flown all their aircraft. I was staying at the Guinea Airways single men's mess and a very comfortable one it was too.

Every day I would fly with one or other of the pilots to study the terrain. Mainly I flew with Bertie Heath to Bulolo and occasionally in one of the big Junkers aircraft into Wau.

There was no instrument flying in New Guinea in those days – the pilot had to know the mountains, valleys etc by sight.

The pay with Guinea Airways was very good. Once you got onto the big Junkers you were on top money. I started off in 1937 on 600 pounds (\$1200) per year with a living allowance of 120 pounds (\$240) p.a. and there was no taxation in New Guinea in those days.

### **Flying in New Guinea**

My first flying in New Guinea was in the Gypsy Moth, the smallest aircraft we had. I had to do circuits and bumps and gradually flew out further and further. Then I was given a 100 lb (46kg) bag of rice and told to fly it into Bulolo on a nice clear morning. I went around the Wampit and into Bulolo where I picked up some mail and some small items and flew back to Lae. That was the commencement of my New Guinea flying.

I really enjoyed flying in New Guinea. I flew the Gypsy Moth for a while, then the Fox Moth which had belonged to Sir Douglas Mawson who had it at the South Pole for a while. It had floats on it when it arrived and I eventually ended up with one of the floats as my canoe when we put land undercarriage on it. It was a wonderful aircraft to fly and I flew it for many months. It ended up in the Wau area, as a lot of flying was done out of Wau to the smaller outposts – Upper Watut, Snake Creek, Bulwa, Surprise Creek, Roma (a most difficult strip). I would do these runs day in and day out for many months.

Guinea Airways had two float planes which used to fly between Port Moresby and places like Samarai, and different stations in the Papuan Gulf.

I then graduated to the Stinsons which were a bigger and more comfortable aircraft with a battery starter. In the Stinson you actually sat inside the cabin like a car.

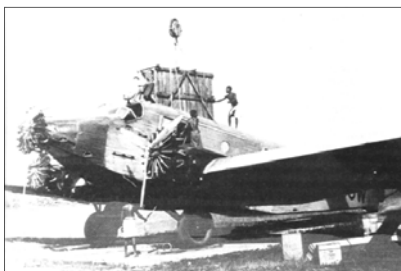
I flew Stinsons for some months and was then put on to the single engine Junkers and eventually on the small Fords which had Wright Whirlwind motors in them. From there I graduated to the bigger Ford which had three Pratt and Whitney motors and eventually, after another year or so, on to the three engine Junkers, the biggest aircraft Guinea Airways had flying in New Guinea.

By this time I had flown into just about every airstrip in New



Loading a stripped down car through the cargo hatch of a Junkers  
31





Above. Loading a crated horse into a Junkers 31. This aircraft was later destroyed by the Japanese. Below. Securing the cargo hatch of a Junkers 31 after loading

Guinea. The single engine Junkers flew to Mt Hagen, Bena Bena, Chimbu, Kainantu etc. Fortunately I had been able to manage without any communications, wind socks etc. Very seldom did I have to stay overnight, with the exception of Mt Hagen which was much further away from Lae or Madang. If I had to overnight in Mt Hagen I would stay with one of the Leahy brothers.

At one stage I had to pick up George Greathead, a Patrol Officer in the Bogadjim area, south of Madang. George had made a beautiful airstrip – on either side he had the natives dig drains and then planted yellow and green crotons around the strip – you could see it from miles away. Later on he did the same thing in Mt Hagen when he was stationed there. George Greathead would meet me in Bogadjim on his horse.



Stinson

There were many private airstrips in New Guinea at the time. The Missions all had their own strips and aircraft and the Leahy brothers had a private strip outside Mt Hagen called 'Mogai'. It was not uncommon for me to get a call as I was arriving into Mt Hagen "Kuta calling Gormus" (Mick Leahy calling me) "You must stay here overnight – make sure you bring up plenty of medicine".

Most of my flying was out of Lae but occasionally I would be stationed for brief periods in Madang from where I would take loads into Mt Hagen, Chimbu, Bena Bena etc.

On one occasion I had to fly into Wabag. There was a Patrol Officer there who was with the famous Taylor, Black expedition who had contracted beri-beri or some such. We had to lift him in a blanket into the Junkers and take him to Madang to the hospital. All his skin was peeling off but he survived. It was our practice to airdrop supplies into expeditions such as that. I personally did not do much airdropping as Tommy O'Dea would normally go in with the Ford. The biggest problem was finding the patrol as they were not always where they thought they were. Anyway they would put up smoke and place out markers so we usually found them.

One of our big problems was with the loading of the aircraft. Each load was supposed to be supervised by an expatriate load master, but occasionally they would get distracted and the loading was not always right. One of the loads which always caused difficulty was the big slabs of steel going to Bulolo. They were very heavy – 6/8ft long (over 2m) and 4/5 ft wide (1.5m). However they didn't look much like a load when you looked in from the back door and on a couple of occasions the natives came in with another load and placed in on top of the steel. Funnily enough in the big Junkers it was not so noticeable on takeoff but more when you were trying to sneak up say, the Snake Valley, between the mountains that you noticed how

sluggish the Junkers handled. On more than one occasion when the airport staff at Bulolo jokingly asked me if I had any more weighbills (2 loads on board) I would have to admit that the Junkers was a bit sloppy coming up through the gap at 6,000 ft.

The big Junkers was a beautiful aircraft to fly.

#### To be continued

**This is John's story as told to Bob Collins.**

*Ed note. From Feb 1931 to Feb 1932 Guinea Airways carried 3,947 tons of freight and 2,607 passengers. The combines airline services of the UK, France and the USA were recorded as only carrying 2,670 tons of freight in the same period. By 1942 when the Japanese invasion put an end to civil flying Guinea Airways had carried more than 73,480 tons of machinery, trucks and equipment.*

#### The following is an extract from James Sinclair's book "Middle Kingdom—A colonial history of the Highlands of Papua New Guinea.

"In May 1940 author Frank Clune spent three days at Mt Hagen. Clune flew into Mt Hagen in a Guinea Airways Stinson Reliant piloted by John Robins. Describing his welcome at Mt Hagen, Clune said "Never before had I had the experience of being a god. I hope I didn't disappoint the reverent multitude. As we stepped off the plane we were greeted by ADO George Greathead ... and by goldminer Danny Leahy. Kept back by the police was a throng of not less than 5,000 naked savages ... they soon surged forward and surrounded us. They knew Johnny Robins, and greeted him with shouts of glee, as they struggled with one another for the privilege of touching him, somewhere or anywhere...."

Johnny and I were the guests for those three days of Danny Leahy in his bungalow on a hill, 6,000 ft above sea level, where he was mining for alluvial gold. Mounted on a bay mare he led the way uphill to his home, while Robins and I trudged behind with a line of carriers and a horde of sightseers, some of whom with business acumen, offered to sell us the spears and stone battle-axes they carried, in exchange for steel razor blades. .... George Greathead had arranged a big singsing in our honour, 8,000 natives had assembled. They marched up in a phalanx of tribes, 300 rows of about 27 men abreast. Stone axes in hand, they stamped forward, knees bent, yelling loudly, their heads bulging with hair, and adorned with beads, bird-of-paradise feathers plumes, white cockatoo or blue pigeon feathers. Around their necks some had goldlip pearl shells, dinner-plate size, the edges limned with red clay. Noses, foreheads and faces were daubed red, others blue and white. Between the rows of armed warriors marched rows of savages thumping kundu drums and loudly chanting to a frenzied melody. It was primitive, barbarous....land magnificent."



A United States Marine Corps MV-22B Osprey lands on HMAS Canberra off Hawaii during exercise Rim of the Pacific (RIMPAC) 2016

Two elderly ladies had been friends for many decades. Over the years, they had shared all kinds of activities and adventures. Lately, their activities had been limited to meeting a few times a week to play cards.

One day, they were playing cards when one looked at the other and said, "Now don't get mad at me... I know we've been friends for a long time but I just can't think of your name.. I've thought and thought, but I can't remember it. Please tell me what your name is."

Her friend glared at her.

For at least three minutes she just stared and glared at her.

Finally she said, "How soon do you need to know?"

## EMU PLUMES

During the great shearers strike of Queensland, in 1891, the Queensland Mounted Infantry (QMI) was called out to aid the civil powers.

QMI patrolled the western plains and, to defeat boredom, the troopers would ride down the emus which at that time were in great abundance.

It was the Gympie Squadron which first seized on the idea of wearing the feathers in their hats, a design said to be attributed to Lt-Gen Sir Harry Chauvel. Before the strike was ended, the entire regiment was wearing them.

By the early days of WW1 all the Queensland regiments of the light horse were wearing the feathers in their hats but, in 1915, a non Queensland brigade, 3 LH Bde, arrived in Egypt wearing the plumes.

After a dispute, the Minister for Defence, Senator Pearce, ruled that all units of the Australian Light Horse would wear the plumes and today they are also worn by members of the cavalry regiments too.

WOI C.J. Jobson, former RSM Ceremonial and Protocol, ADF.

## Horsed Artillery From Jes Hansford.

This is the second article of writing, once the rebuttal of the shootings of horses is complete. This deals with artillery horses, magnificent animals that I have seen in England with the Royal horse artillery. When I visited in 1995 the Royal Arsenal at Woolwich Barracks and presented some articles, the Committee granted me Honorary Life Membership of The Royal Horse Artillery. I'm not sure if this makes me an Earl or a Duke or something but it doesn't come with any money or a pension. My father was a lead driver in the 21st Field Artillery Brigade after the First War, and I was in 21 Fd. Regt from 1953 to '57, rather a coincidence. So you'll see when reading the script herein what these animals meant to the gun teams and reinforces what I saw when watching the actions of the Royal Horse Lead Drivers to their horses, absolutely amazing! All the Royal Horse Artillery members are volunteers and there is a waiting list to join to get their souls disturbed by typical British NCO's and officers.

### Reliance on Horses

Major world nations used horses to move guns leading up to WW2.

Australia mechanized as did USA and Britain but Germany persevered with horses.

In the Ardennes Offensive [Battle of the Bulge] 16 Dec '44 to 16 Jan '45, the area was in fact a lightly held, battleworn US troops rest and new troops breaking in area.

US Intelligence estimated that a German horse drawn artillery regiment in support of German infantry only faced them in this sector.

However, because of inclement weather and other factors, the Germans were able to move massive forces into the area undetected.

At 0500hrs. 16 December 1944, the whole 60 or so kilometres of front erupted in a massive artillery bombardment, causing one senior US military officer to comment ' they sure worked those Regimental horses to death covering that whole front.'

### Artillery Horses

Australian Artillery units pre WW2 were horse drawn until mechanized in the early 30's

The horses were all ' Walers' a term applied to all military horses as they were purchased to a strict set of conditions and were originally sold in New South Wales.

Artillery horses were selected to be bought at 4 years of age for which size and weight were more important.

Field and horse artillery requirements ranged from a minimum of 15 hands at purchase to a maximum of 16 hands 1 inch at full age with wheelers averaging an inch less than leaders. These selected horses included strength, strong, smart, usually not expected to haul a gun and limber faster than a trot. Wheelers must be active light weight cart horses, have thick shoulders and strong legs with particularly strong hindquarters and loins.

The limber and guns had no brakes so these horses were the brakes.

### Pushers and Pullers

The pullers and packhorses, those gun team members have deeds recorded of them on film , in paintings and models.

Big strong horses which worked hand in hand with their soldier comrades for they were part of the team, living and dying together.

In France, the First Australian Division Artillery drivers were quick of hand and had a sharp eye out for their lives and the horses depended on it. Each gun horse was carefully selected. No rogues in a team. Each horse must be strong and big yet nimble sure footed and obedient. The outside horse relied upon commands from the 'whip', a wooden handle held by the lead driver. Each touch on the neck, the mane being shorn close, (stroking) he responded to immediately, the following horses and riders responding to the stroking motions of the lead drivers on the horses necks.

The comforting wooden handle laid across the horses shoulders would have him leaping into his collar and instant action.

The wheel horses controlled pole and limber and gun.

The riding soldiers never struck their horses as this could cause accidents.

Teams were in charge of the lead driver and only he could initiate the use of the 'whip', the others following and horses obeying immediately.

The gun team horses all wore blinkers for obvious reasons, both front hooves were branded with the Unit numbers and letters

### Saluting

Lead drivers saluted for the team.

The method was to hold the 'whip' in the right hand, the short end flush with the little finger and the long end protruding past and in the fork of the thumb. The hand is cranked at the wrist then brought up to the temple, the 'whip' laid across the eyebrows, the fingers now vertical and touching the right temple.

## Veterinary Care

The care of artillery [and other] horses was extremely important. Australian Veterinary officers took great care of them and any horse that required attention was nursed most carefully with the help of the veterinary sections attached to each unit.

## Disposal

AWM Records prove the lies spoken about the disposal of the Australian horses after the cessation of hostilities are false.

These well trained animals were sensibly sold/transferred to British and Indian Armies in 1919, who were also trained in the same mould as the Australian handlers and carers. A lot of money was at stake for repayments after the cessation of hostilities in 1918.

By way of explanation of the term Hand, horses are measured in hands.

A hand measurement is 4 inches. [Collins Australian English Dictionary].

*References: AWM records  
Jes Hansford Kempsey 0438988120*

**Thanks Jes. In the book "Keepers of the Gate" Harry Dolan gives an exciting version of being a 'head driver' of horse drawn artillery at Ypres during WW1.**

## Aircraft Carrier USS Gerald Ford

This is the Super carrier USS Gerald R. Ford (CVN-78) and it is the biggest Naval ship ever built. It is the Super carrier USS Gerald R. Ford (CVN-78). At 1,106 feet long with 25 decks tall, when it enters the water approximately 100 thousand tons of water gets displaced. CVN-78 weighs just under 100,000 tons. In a time of war, the ship can carry 508 officers and 3,789 enlisted crew members for a total of 4,297 humans living on the CVN-78. Depending on the size of the aircraft, it will hold at least 75 planes/helicopters (or more). Two separate nuclear reactors power the four propellers to a top speed of 35mph. Each one of the 4 propellers weigh 30-tons (60 thousand pounds).



The ship produces 15,000 meals a day to feed the floating city. Her massive flight deck spans over 5-acres. Within the carrier are 10 million feet of electrical cables and an additional 4 million feet of fibre optic cables. CVN-78 is coated with "Haze Grey" paint—200,000 gallons of it.

An individual ship costs around 10 billion dollars (US) with an additional \$4 billion for research.

## Scanlan, John Joseph (1890–1962)

John Joseph Scanlan (1890-1962), soldier and public servant, was born on 19 October 1890 in South Melbourne, son of Victorian-born John Andrew Scanlan, coachbuilder, and his Irish-born wife Mary Josephine, née McMahon. He was educated at the Christian Brothers' College, St Kilda, and having reached sub-matriculation standard, gained appointment to the Customs Department as a shipping clerk. In 1910 he joined the 5th Battalion (Victorian Scottish Regiment) (Volunteers) and after two years was promoted sergeant and transferred to the newly formed 60th Battalion. In July 1913 he was commissioned second lieutenant in the 58th Infantry (Essendon Rifles).

Scanlan volunteered for the Australian Imperial Force in August 1914, joining the 7th Battalion as a second lieutenant, and embarked from Melbourne on 19 October. In Egypt he was promoted lieutenant on 1 February 1915 and that month was part of a back-up force in operations against the Turks advancing across the Sinai towards Suez. He was with the three leading platoons of the 7th Battalion at the Gallipoli landing on 25 April and was fortunate to survive. As the four boats carrying the Victorians approached the beach they came under withering enemy fire. Scanlan landed unscathed, but of 140 men only 3 officers and about 35 men were unhurt or lightly wounded. The rest lay in the boats, dead, dying or gravely wounded.

Scanlan himself was slightly wounded next day, but remained on duty. On 8 May, however, during the advance towards Krithia from Cape Helles, he received a bullet through the chest when advancing across open ground through a rain of fire. He spent more than a year convalescing in Egypt and Australia.



This harsh baptism of fire failed to dim Scanlan's military ardour and on 1 August 1916 he again embarked for overseas service. Arriving in England on 14 September, he joined the 59th Battalion. It had lost heavily in July in the battle of Fromelles, France, and was resting. Scanlan was promoted captain on 1 November and a series of staff appointments, interspersed with regimental service, followed. He was briefly adjutant of the 58th Battalion, staff captain, 8th Brigade, for six months (he was promoted major on 20

February 1917) and more briefly with the 15th Brigade and 5th Division Headquarters. In December he did fine work organizing, improving and supervising the 59th Battalion's defences during a sixteen-day stint in the Wytschaete-Messines area, Belgium, and for a few days, early in 1918, commanded the 57th Battalion. On 6 February 1918 he was promoted lieutenant-colonel and given command of the 59th Battalion. Then aged 27, he was one of a small number of remarkable Australians who had risen by 1918 to command battalions while still only in their twenties.

A prudent and positive leader, Scanlan commanded the 59th during the brilliantly successful Australian counter-attack at Villers-Bretonneux on the night of 24-25 April. At Ville-sur-Ancre on 24 July he led a composite force which overcame an enemy strongly armed with machine-guns and outnumbering the Australians four to one. Other successes followed: in the operations east of Villers-Bretonneux on 8-9 August; at Mont St Quentin on 2 September; and in the attack on the Hindenburg line on 29 September. During this six-month period he won the Distinguished Service Order, a Bar to the D.S.O., and was thrice mentioned in dispatches.



Scanlan returned to Australia in May 1919 and on 1 August his A.I.F. appointment ended. He was appointed secretary of the Victorian Prices Commission in October, but left to farm near Swan Hill. During the Depression he was in charge of the sustenance workers' camp at Broadmeadows, and was later assistant officer-in-charge of the Sustenance Department. In 1936 he went to Tasmania as deputy governor of Hobart gaol. He had been placed on the reserve of officers, Australian Military Forces, in July 1920 and on the outbreak of World War II was called up for full-time duty as commanding officer of the 6th Garrison Battalion. In September 1941 he was promoted temporary colonel and appointed **Commander 'New Guinea Area' (or 'Lark Force')**, as the garrison of Rabaul was known.

Scanlan took over the force on 8 October. It comprised an A.I.F. battalion and some militia, totalling about 1400. After a series of punishing air raids, the Japanese attacked in overwhelming strength on 23 January 1942. There was some spirited resistance, but the defenders' task was hopeless. Scanlan had issued an order on New Year's Day exhorting his men to fight to the last and declaring that there was to be 'no withdrawal' (this order which had originated at Army Headquarters, Melbourne, was obviously unrealistic) but was obliged like the remaining survivors to flee along jungle tracks. He reached the Tol area shortly after the Japanese had massacred about 160 Australians and received a Japanese message urging him to surrender and 'beg mercy' for his troops. Influenced by the massacre of his men, Scanlan gave himself up. He did so 'in a blaze of glory', wrote a survivor, 'complete with summer-weight uniform, collar and tie, red gorgets and red cap band. He was wearing new boots and had cut his hair and shaved his beard ... He certainly looked every inch a colonel and the effect was in startling contrast to our ragged shorts and shirts, battered boots and scrubby beards'.

Jack Scanlan spent the remaining three-and-a-half years of the war as a prisoner at Rabaul and in Japan, where he was shipped with other officers and nurses in June 1942. In 1943, while still a prisoner, he was appointed governor of Hobart Gaol, a position he accepted in 1946. Survived by his wife Annie Isobel, a son and a daughter, he died in the Repatriation Hospital, Kingston, on 6 December 1962 of coronary occlusion.

**This is the second article of persons who played a substantial part in the development of Papua and New Guinea over the years. The article is by A.J. Sweeting and is published in the Australian Dictionary of Biography.**

On the Lighter Side ...

AT AN OPTOMETRIST'S OFFICE:

"If you don't see what you're looking for, you've come to the right place."

ON A PLUMBER'S TRUCK:

"We repair what your husband fixed"

ON AN ELECTRICIAN'S TRUCK

"Let us remove your shorts."

ON ANOTHER PLUMBER'S TRUCK

"Don't sleep with a drip. Call your plumber"

AT A CAR DEALERSHIP

"The best way to get back on your feet – miss a car payment"

OUTSIDE A MUFFLER SHOP

"No appointment necessary. We hear you coming"

AT THE ELECTRIC COMPANY

"We would be delighted if you send in your payment on time. However, if you don't, YOU will be de-lighted"

IN THE FRONT YARD OF A FUNERAL HOME

"Drive carefully. We'll wait."

IN A BRISBANE RADIATOR SHOP

"Best place in town to take a leak."

SIGN ON THE BACK OF A SEPTIC TANK TRUCK

"Caution - this truck is full of Political Promises."

IN A VETERINARIAN'S OFFICE

"Be back in five minutes. Sit. Wait."

SIGN IN A SHOE REPAIR STORE IN PERTH THAT READ.

"We will heel you. We will save your sole.

We will even dye for you."

## WIRRAWAY DOWNS ZERO

Much has been written about the vulnerability of the Wirraway which the RAAF used in the early days of the Japanese invasion of New Guinea. In Rabaul they were shot out of the sky during the first air raid. However during the 'Battle for the Beaches' at Buna, Gona and Sanananda the Wirraway was highly successful as an Artillery Observer.



*The following is taken from "To the Bitter End" by Lex McAulay.*

"There was one other air combat with a unique result.

Pilot Officer J. Archer with Sgt J. Coulston as observer in a 4 Squadron Wirraway, had not heard the call to return to Popondetta

to avoid the air raid. They dutifully carried out assigned reconnaissance then flew back and, at 11.35, at 1,000 ft, Archer saw a lone single-engine aircraft circling the Gona wreck.

Archer thought this aircraft was friendly and decided to make a mock attack on it. He dived, but then saw the red circles of Japan on the wings. Archer fired a 5 second burst from the front quarter and the Zero went down into the sea, just off the coast, east of Haddy's Village. The pilot had been shot in the head.

It was the only victory by a Wirraway. Archer received the US Silver Star, 'for doing the impossible' - destroying a Zero and bringing his aircraft and observer back. The combat was witnessed from the ground at three separate locations and confirmed the destruction of the Zero. The enthusiastic watchers in 21st Brigade recovered parts of the Zero and sent souvenirs to the aircrew. 2/27th Bn presented Archer and Coulston with a samurai sword, 2/14th Bn delivered the parachute."

## Report of the Last Fuzzy Wuzzy Angel Passing on is Incorrect.

A local chief from the Kebara village in Kokoda in Papua New Guinea's Northern Province, has opposed newspaper reports that the last of Papua New Guinea's famous Fuzzy Wuzzy Angels had died during Christmas last year.

Benjamin Ijumi is the son of a World War II carrier, and since 1994 has been coordinating the Fuzzy Wuzzy Angels Program in the country, and closely working with the Australian Veterans Department and various Returned and Services League Rotary Clubs of Australia.

Chief Ijumi who had finished school in 1969 had taken interest in the cause his father had helped and fought for, and had since been following the Fuzzy Wuzzy Angels history.



He told NBC News that there are many so called Fuzzy Wuzzy Angels still alive and living across the country.

"The perception that of the last Fuzzy Wuzzy Angel is incorrect. There are many Fuzzy Wuzzy Angels still alive and

living around the country. One of them still alive is Francis Simeni from Botue village in Kokoda, the other is Redmond Lasibori from Kelaton village and another is Onesmus Konene from Seremi village in Oro Bay LLG, all from Northern Province. "All of these men and the many others across the country are living testimonies of the Fuzzy Wuzzy Angels."

Meantime, Chief Benjamin Ijumi says, the Government of Papua New Guinea must establish a veterans agency and department to honour the many men who have fought in World War II in the country.

According to Ijumi, 10,000 men in Kokoda, had been initially recruited by Captain Kienzle of the Australian army during the war, as Fuzzy Wuzzy Angels, about 20,000 in the entire Northern Province and about 55,000 across the country.

Chief Ijumi says apart from the Fuzzy Wuzzy Angels or carriers, there were also veterans who were trained and fought alongside the Australians and the allied forces during the war. He says a veterans department would be responsible for looking after the welfare of these men, as well as making them recognized and appreciated for their various roles, just like in Australia.

"There are so many Fuzzy Wuzzy Angels still alive in Northern Province and across the entire country. We need to do more research and the government must look at this. "The government must help people like us who've been doing this over the past two decades."

"Because of my interest in the Fuzzy Wuzzy Angels, I've taken on this job of documenting their history, and I've been able to help the Department of Veteran Affairs in Canberra and veterans RSL clubs in Australia."

"I want to see the government support this program and even set up a veterans department so our history of the war and those involved in it can be properly documented for the people of Papua New Guinea."

Ray Payne OAM Veteranweb Network  
raypayne@veteranweb.asn.au

## Pride of PNG inspired by his war hero great-grandfather

Officer cadet Mark Rakatani will carry the memory of his great-grandfather and the hopes of his nation's defence force onto the parade ground at the Australian Defence Force Academy today.

He will be the first soldier from Papua New Guinea to graduate from the elite military campus of the University of NSW in Canberra when, with more than 250 young officers including 14 foreign students, he marches out in front of thousands of family and friends.



Officer Cadet Mark Rakatani with a portrait of his great-grandfather Sergeant Major Katue MM at the Australian War Memorial in Canberra.

Mark Rakatani comes from a long line of warriors.

His great-grandfather, Sergeant Katue, is regarded as one of the finest Papuan soldiers of World War II, fighting deep behind enemy lines in the jungles against the Japanese invaders. As a member of the then Australian



Captain Tom Grahamslaw ANGAU, briefing Sergeant-Major Katue of the Papuan Infantry Battalion and native police of the Royal Papuan Constabulary

Army's Papuan Infantry Battalion (PIB) he was already in action against the Japanese before the Australian 39th Battalion -arrived at the front.

At Buna-Gona, soon after the Japanese landed in July 1942, Katue penetrated the Japanese lines three times to -gather vital -intelligence before he raised a small local force and stayed behind enemy lines to terrorise the invaders.

Katue, whose portrait by war artist William Dargie is in the collection of the Australian War Memorial, was the first Papuan soldier decorated for the Kokoda campaign, awarded the Military Medal for his courageous actions. According to the official history of the PIB, Katue also urged local leaders not to support the Japanese. "At one village Katue was told by a village councillor that they would support the Japanese because the Japanese were paying them for their work and issuing -rations to the women," it says. "When Katue shot the councillor and his main supporter, he was ringed by angry men with bush knives and spears. He ordered them to disperse and they took refuge in the bush."

After 73 days in the jungle he arrived at headquarters in Port Moresby festooned with the stripes, badges and insignia of the 26 Japanese he had killed and with a terrified enemy prisoner in tow.

Mr Rakatani said his great-grandfather's record was inspiring and he was acutely aware of the history and of his own responsibility to help set the future direction for PNG military officers. "I hope what I have achieved will be a motivation for more -people to come through."

He said he looked forward to getting involved in more complex operations at home after his final year learning infantry warfare at the Royal Military College, Duntroon, in 2018.

"There is a lot of effort being put into that so we have a of specialised cell to train our troops in line with the capabilities of Australia so we can at least bring something to the table," he said. "We are the best jungle war fighters, but we need to be more integrated into modern-day warfare."

A keen sportsman and dedicated Melbourne Storm and Queensland Reds fan, he played rugby league and rugby union for the academy. He said the thing he missed most about home was the food, especially his favourite dish, "mumu", pig cooked on hot stones under the ground.

Watching in Canberra today will be his father, Colonel John Rakatani from the PNG Defence Force, who spent several years in Australia and was an instructor at RMC for two years.

Many of his colleagues are now senior officers in the Australian Army, including its most senior woman and commander of the Australian Defence College, Major General Simone Wilkie.

The Australian 14 Dec 2017.



### Federal Court Ruling from Australia

A seven year old boy was at the centre of a courtroom drama yesterday when he challenged a court ruling over who should have custody of him.

The boy has a history of being beaten by his parents and the judge initially awarded custody to his aunt, in keeping with the child custody law and regulations requiring that family unity be maintained to the degree possible.

The boy surprised the court when he proclaimed that his aunt beat him more than his parents and he adamantly refused to live with her. When the judge suggested that he live with his grandparents, the boy cried out that they also beat him.

After considering the remainder of the immediate family and learning that domestic violence was apparently a way of life among them, the judge took the unprecedented step of allowing the boy to propose who should have custody of him.

After two recesses to check legal references and confer with child welfare officials, the judge granted temporary custody to the England Cricket Test Team, whom the boy firmly believes are not capable of beating anyone.



Carriers on the patrol hack their way through the jungle with a policeman leading, crossing flat land, and crossing rivers.



L. A Porter carries out a supply drop on a marked clearing. R. A pig awaiting cooling for the evening meal.



L. Building a cane suspension bridge R. Patrol Officer Keith Black conducting a census.

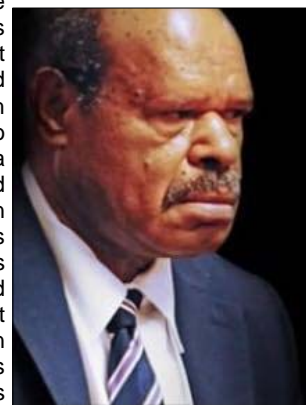
### Kiaps

Further to the article re Kiaps in last issue of HTT here are some photos taken by Patrol Officer Keith Black on a West Mianmin Patrol West Sepik District 1970. This area of the Telefomin Sub District was restricted territory at the time of the patrol because of an unstable law and order situation which meant only Kiaps were allowed to enter the area. The patrol was mounted to establish whether the restriction could be lifted due to an improved situation. Kiaps had been attacked and some killed in previous years whilst mounting patrols in some parts of the Telefomin Sub District .

### PNG Chief Justice attacked over sorcery issues

Chief Justice Sir Salamo Injia became the victim of a sorcery related attack that almost turned fatal in the Enga province yesterday. The Chief Justice was on his way to Wapanamanda from his village in the Tsak valley when he was attacked by a neighbouring Tribe over a sorcery related issue.

He had flown to Enga over the weekend and he was making his way to catch a flight back to Port Moresby when he was ambushed and attacked. In an interview with the Post-Courier, Sir Salamo who was traumatized did not give a detail account of the attack but said the hired vehicle that they were in was badly damaged and was beyond repair. He and four of his close protection officers received injuries from the attack but managed to escape and are back in his village. He had a wound on his left hand from the attack. His tribesmen wanted to mobilize and retaliate but the Chief Justice said " I am a state property so let the State enforcement agencies take control of the situation." From sources, he was taken to Kungumanda Foursquare hospital where he was treated with cuts to his arm.



Enga Governor Sir Peter Ipatas has also condemned the attack and called on the Government to reconsider the deployment of Australian Federal police back in.

*New Guinea Post Courier 9 Jan 2018*

### The Versatile Junkers 31

John Robins's story is only one of the many describing the versatility of the Junkers aircraft. In 1937 the Papuan Administrator ordered the opening of the Lake Kutubu Patrol Post in Papua. In an endeavor to lower the cost of bringing in supplies over the extremely rough country to Lake Kutubu, a Junkers W34 was chartered from Guinea Airways and converted to a seaplane



by the addition of battered, corroded floats which had been in storage since 1928.

Its first attempt to fly off from Kikori harbour had to be aborted because of a leaking fuel pipe (the Junkers was very old) and the second because of a leaking float. The third flight failed because the tail of the Junkers was slightly damaged and had to be flown out for repairs. On 24 October 1937 the heavily loaded Junkers finally made the first landing on Lake Kutubu, and so began a series of historic flights.

By 12 January 1938 the last flight (28 in all) had been made carrying in some 24,000 lbs of necessary supplies plus several VIP Administration personnel. The two Officers who were to open the patrol post, Ivan Champion and Bill Adamson, plus police personnel had to walk in as the aircraft charter cost was considered too expensive for them to fly.

*Source. Extracts from "Middle Kingdom A Colonial History of the Highlands of Papua New Guinea" by James Sinclair.*

### The Edwards Shield

The photo of 7 PI C Coy PNGVR Madang in HTT Vol 108 shows Sgt Lionel Fox holding the Edwards Shield.

When PNGVR was formed in 1951 the first CO, Lt Col McLeod called for suggestions from the public for the design of a Regimental Badge. Designs were to be limited to two colours. The final choice of design was left to the last CO of the NGVR, Col W.M. Edwards.

The accepted design had a St Edwards's Crown at the top, a laurel wreath coming out of the crown as a circle on each side culminating in a bow, with PNGVR at the base; in the circle of laurel were two crossed .303 Lee Enfield rifles.

Col Edwards later presented the Edwards Shield for intercompany proficiency in tactics and drill.

In 1960 and 1961 C Coy PNGVR held the shield and 7 PI C Coy was allowed to keep it as they had won the Inter Coy competition in 1960.

I left Madang in 1962 but some time during 1962 or 1963 Capt Peter Harbeck, who had commenced the Mt Hagen/ Banz/ Minj 9 PI C Coy, PNGVR walked, with several of his Platoon members from Mt Hagen to Madang and claimed the title of "Best Platoon in C Coy". I understood they flew back to Mt Hagen with the shield.

*Bob Collins, Editor. Some of this information was obtained from "PNGVR a History" by Bob Harvey-Hall.*

### Working Bee Museum. Sat 20 January

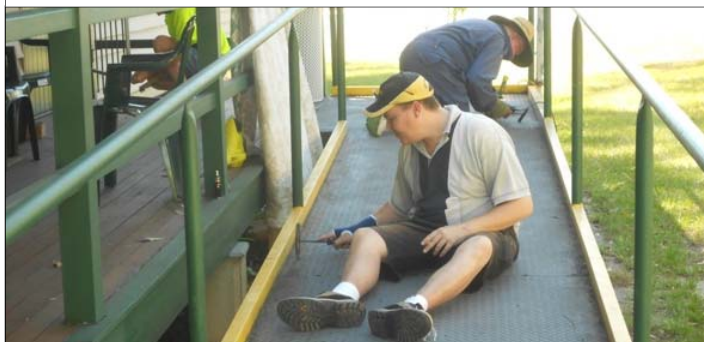
WOW, our most successful working bee at the museum ever!

Thanks go to Paul Brown, Peter Rogers (The Elder) , Peter Rogers (Jr) Doug Ng, Bob Collins, Mike Griffin, Kieran Nelson, Tony Boulter, Kerry Glover, John Batze , Barry Wright and Col Gould.

Special mention to Peter Rogers (Jr) for catering and cooking the bar-b-q lunch as well as ramp cleaning work; Mike Griffin for spending most of the day on his hands and knees scraping down the ramp; Doug Ng who spent most of the day at the top of ladder successfully painting outside until a large wasp nest under the eaves put a temporary stop to his brush work; Kerry Glover for donating a number of potted Bromeliads for the museum grounds; Paul Brown for his work allocation guidance



**Above.** Lunch at the working bee *Photos Barry Wright*  
**Below.** One of the most difficult and demanding jobs—Peter Rogers (Jnr) and Mike Griffin scraping down the ramp ready for painting.  
**Ed note.** I have more photos of husbands dusting and vacuuming however dare not print.



without any yelling and use of his trailer to remove piles of rubbish.

And to everyone else who did such great job in taking everything out of our container and cleaning it and sorting the contents out.

**WELL DONE EVERYONE. A great team effort.**

*Colin Gould & Paul Brown—Acting Museum Curators.*

### Bunnings Sausage Sizzle

On Sat 3rd Feb the Association carried out a sausage sizzle at Bunnings, Oxley.

Due to the illness of John Holland, Colin Gould and Paul Brown organized the day with a morning shift and afternoon shift. The morning shift commenced at the Museum at 6am to load the drinks and equipment for the BBQ which commenced at Bunnings at 7am. Cooking finished at 3.30pm and it was then necessary to clean up and return stores to the Museum.

The following is an email circulated by Treasurer Douglas Ng, "It is with pleasure that I wish to confirm my counting at Bunnings, Oxley to be 100% correct; that is, the Net Profit for the Sausage Sizzle on Saturday is **\$1,499.90!**

Thank you one and all who contributed to the successful outcome. Special thanks must go to Colin Gould and Paul Brown for organizing the Sausage Sizzle which went without any unusual dramas, although Paul and Mike had to buy more bread and sausages mid afternoon!

For the selling exercise, it is interesting to note that the whole Committee was there including our hard working Peter Rogers Junior.

The above amount is a welcoming relief due to the fact that we have spent over \$10,000 for the Museum's security in the last few months plus about \$5000 spent for the 2 air conditioning compressors which were seized up due to lack of use!



Between our 2 bank accounts we have approximately \$2000 from which we have to pay NSA \$500 for rent in the next few months and \$1,300 for Museum insurance in October. In the meantime we are expecting accounts for electricity and water from NSA.

As long as we have no unexpected expenses, the small buffer in our bank accounts will be OK. In April, I will be sending the subscription renewals. Museum visit and book sales should assist our income. Also, maybe, we might be lucky to be given some Sausage Sizzle selling dates from Bunnings, Oxley!"

*Note: No investigation was carried out into the missing 10c.*

## Mount Kadovar and Biem Island Volcano Eruptions



From Top. Kadovar erupting. Kadovar at night. Biem Island Location map. Biem Island is also known as Bam Island

A dormant volcano that first began erupting on January 5 exploded on Friday, forcing the evacuation of hundreds of people from the Kadovar island in Papua New Guinea.

At least 1,500 residents had been evacuated on Sunday and were brought to the Papuan mainland, about 15 miles from the Kadovar island. They were provided with around 87,000 kina (\$26,274) in funding to help them, the agency told Reuters.

Additional financial help to supply the evacuees with basic goods and accommodation was pledged from Australia. The Australian government is contributing 25,000 Australian dollars (nearly \$20,000) in humanitarian supplies to Papua New Guinea, Australian foreign minister Julie Bishop wrote in a tweet.

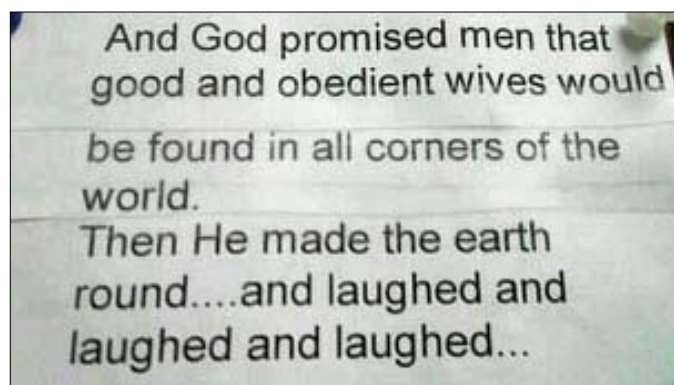
Biem Island, close to Kadovar also erupted on 6 Jan resulting in the evacuation of more than 3,000 people. On the map Biem is shown as Bam Island.

Sources Internet - "Papua New Guinea today" - "Location Maps"



Rabaul citizens at Plaque in Rabaul for the commemoration of the Toll Massacre in 1942 in which some 150 Australian soldiers and civilians who had surrendered to the Japanese were massacred.

Thank you Susie McGrade—2nd on right.



## Did you Know?

During the early 1960's Madang was the leading airport for freight in Australia and PNG.

In 1964 Madang had 31,304 tons carried, ahead of Melbourne with 28,372 tons and Sydney with 25,232 tons.

Goroka was the second PNG airport with 15,211 tons, Mt Hagen third with 10,280 tons with Lae and Port Moresby trailing.

In 1965 Madang had 57,071 tons carried with 42,920 out of Sydney and 39,093 out of Melbourne.

It was commonplace for 10 and more DC3s and Bristol Freighters to be loading and unloading at Madang at the same time.

However the opening of the Highlands Highway to unrestricted traffic from Lae to Mt Hagen had a catastrophic effect on airline freight from Madang to the Highlands and in 1966 only 24,700 tons was carried with 16,020 tons in 1967 and 9,638 tons in 1968. Despite problems with closures due to heavy rain on the Highlands Highway, from that time on it became the principal method of getting supplies to and from the Highlands.

Source. "Middle Kingdom" by James Sinclair





## Kokoda Track blocked off by protesting landowners

Landowners from part of the Kokoda Track say they will stop tourists from undertaking the famous walk unless the Papua New Guinea Government meets their demands.

A group of landowners want the Government to review the Kokoda Initiative, a joint funding agreement with Australia, and give them money it promised for certain projects.

They have blocked the access road to the start of the track at Owers Corner.

Spokesman James Enage said the group was protesting because government funding was not translating into benefits for landowners. "Parents here are struggling for school fees," he said. "In some of the health centres that are built along the Kokoda Track there are no health workers, there is no medicine."

Mr Enage said the landowner group had presented the Government with a list of recommendations that needed to be acted upon before the blockade would be lifted.

"Until the Government provides a response that addresses those and until the current Government comes and talks to us and we all reach an amicable solution, then this will reopen," he said.

Mr Enage was previously the chief executive officer of the Kokoda Track Authority (KTA), the management agency which oversees trekking company licences and trekker permits.

The PNG Government recently announced it was reviewing the KTA, after sustained criticism from tour operators about poor

management of the track and trekking.

But Mr Enage denied the landowner action was linked to that. "The Kokoda Track [Authority] review is actually a separate issue altogether," he said.

The PNG Government is holding a meeting to discuss the landowner's demands.

The chief executive of the PNG Tourism Promotion Authority, Jerry Agus, said he was confident the blockade would be lifted before the start of the trekking season, in March. "This is an issue that PNG Government agencies will deal with and we are hoping that we can sort this issue out very quickly," he said.

The president of the Kokoda Tour Operators Association, Sue Fitcher, agreed. "Our information is that key stakeholders and government agencies are working with landowners to resolve their concerns," she said. "Our overall concern is protecting and presenting this unique place and its people to the world at the highest possible standards."

Australia's Department of Foreign Affairs and Trade, which oversee funding for Kokoda Track initiatives, defended its aid.

"Australia has delivered tangible and lasting benefits to track communities through the Kokoda Initiative, including delivering road upgrades, health services, classrooms and water and sanitation facilities," it said in a statement.

The department said it was monitoring the blockade situation and urged people with trekking bookings to check arrangements with their tour companies.

"The current advice on the Smartraveller website recommends trekkers confirm that their trekking company has contingency plans in place, should the track be blocked," the department said.

*Source: ABC News Online 7 Feb.*

## Protesting landowners end blockade of famous trek

Protesting landowners in Papua New Guinea have ended their blockade of the famous Kokoda Track.

The PNG Government has agreed to the group's key demand — to review a joint aid program with Australia in exchange for the track being reopened.

The landowners claimed the aid program, the Kokoda Initiative, was not being run properly and they were missing out on the economic benefits of the track.

Protest leader James Enage said landowners were happy with the Government's response.

"We are very confident with the approach that through the review [the demands] will be considered," he said.

The blockade had lasted almost three weeks and was threatening to delay the official start of the trekking season next month.

Provincial Governor Robert Agarobe had implored the protesters to end their blockade.

"Let's open the track, we got trekkers, trekking companies out there who



Anzac Day Ela Beach Port Moresby, 1967. PNGVR on parade. Photo by Rick Gray, the redhead at end of 4th rank from left.

want to finalise and book their trekkers to come for this trekking season," he said.

Mr Agarobe said the Government would consult and involve landowners more in the future, to prevent any further protests on the track.

"Reputation is everything and I think we should avoid this moving into the future," he said.

"This is very unnecessary."

The protest began after the PNG Government started a review of the Kokoda Track Authority (KTA) — the management agency for the trekking industry.

The review was launched after sustained criticism of the track's management from tour operators.

Papua New Guinea's Tourism Promotion Authority chief executive Jerry Agus said the closure had the potential to damage the track's reputation.

"The word closure of Kokoda Track definitely has negative implications on tourism industry in this country because you don't only have Kokoda Track in the entire world, there are other alternative tracks that people can go to," he said.

But Kokoda Tour Operators Association president Sue Fitcher said the standoff ended before it could have a lasting impact.

"If we are going to entice more Australians to trek Kokoda, we need to have confidence that the track will remain open, that it's business as usual, so this kind of disruption does have the potential to be damaging, [however] I don't think it has been so on this occasion, to any extent," she said.

*The New Daily / ABC 24 Feb.*

*Murphy, a furniture dealer from Dublin, decided to expand the line of furniture in his store, so he went to Paris to see what he could find. After arriving in Paris, he visited some manufacturers and selected a line that he thought would sell well back home. To celebrate the new acquisition, he decided to visit a small bistro and have a glass of wine. As he sat enjoying his wine, he noticed that the small place was quite crowded, and that the other chair at his table was the only vacant seat in the house. Before long, a very beautiful young Parisian girl came to his table, asked him something in French (which Murphy could not understand), so he motioned to the vacant chair and invited her to sit down. He tried to speak to her in English, but she did not speak his language. After a couple of minutes of trying to communicate with her, he took a napkin and drew a picture of a wine glass and showed it to her. She nodded, so he ordered a glass of wine for her. After sitting together at the table for a while, he took another napkin, and drew a picture of a plate with food on it, and they left the bistro and found a quiet cafe that featured a small group playing romantic music. They ordered dinner, after which he took another napkin and drew a picture of a couple dancing. She nodded, and they got up to dance. They danced until the cafe closed and the band was packing up. Back at their table, the young lady took a napkin and drew a picture of a four-poster bed.*

**To this day, Murphy has no idea how she figured out he was in the furniture business!**

## A SMALL CONTRETEMPS

I was detached for temporary duty from my unit in South Vietnam - 161 Independent Reece Flight - to Bravo Troop 3/17 Air Cavalry based at XiAn for six weeks. On arrival, I found myself billeted in an air-conditioned wooden hut (a very pleasant change from the hot, smelly, leaky tent I'd been in for ten months) with two friendly, gung-ho US Army pilots, Bill and Leroy.

These two had been flying together in an OH-6A Cayeuse (nicknamed the Loach, or Light Observation Helicopter) a week previously, with Bill as the pilot and Leroy the co-pilot. They were at low level in open paddy fields, which meant being extremely vulnerable. The safest option was going flat out (100 knots, or about 180 km/hr), at ten feet above the terrain. The Cayeuse was armed with a 7.62 minigun firing at 2000 or 4000 rounds per minute, depending on how hard you squeezed the trigger. Slung on a wire behind the pilots was a large number of grenades of all types.

Flying top cover was a Bell AH1-G Huey Cobra, with another pilot, Paul, who I later flew with and actually ran into years later when I visited a National Guard unit in the States. He was flying as front seat co-pilot/gunner, and fortunately had his camera with him.

Bill and Leroy spotted a likely target, and came over it at full bore. Leroy had two white phosphorous (WP) grenades to mark the spot, and threw one out. Sadly, he had the pin out on the second one and dropped it into the chin bubble of the Loach, out of reach behind the pedals.



Above. The Cayeuse about to crashland with WP smoke pouring from the chin bubble and guns blazing.

Left. The wreckage of the Cayeuse at Xian



Leroy thought quickly, and put his size 14 boots over the grenade, which duly went off and produced a shower of burning WP and enormous amounts of white smoke, completely filling the cockpit. Although their Nomex suits and helmets and visors almost completely protected them from the WP, neither could see a thing.

There is a psychological syndrome called Negative Habit Transfer, where in a high stress situation, you tend to revert to what you are used to, rather than what might be the best thing. Bill had a lot of time in the UH-1 Iroquois, where the cyclic stick in front of the pilot has a two-position trigger, the first being intercom, the second to transmit on the radio. Bill instinctively squeezed this to let the Cobra above him know that he was in deep trouble.

Sadly, in the Cayeuse, the identical cyclic switch is wired up to the mini-gun, with the trigger selecting the rate of fire. All Bill transmitted was a stream of 7.62mm ball at 4000 rounds per minute into the flooded paddy. No doubt it looked spectacular, so Paul sitting 1500 feet above took the amazing picture. It is even possible to see the grenade burning in the chin bubble.

The Cayeuse hit the ground and rolled and bounced around for a fair while before Bill and Leroy could extricate themselves. I think perhaps they just stepped out, as I took the second photo of the wreckage which had been brought back to XiAn. It is almost unbelievable that they had no more injuries other than a couple of minor face burns from the WP. The Cayeuse was a great helicopter...

Oh, and Leroy proudly showed me his boots, the soles of which were pitted with small holes - still smoking...!

**Thank you Committee member Peter Rogers DFC.**

*By the time a man is wise enough to watch his step, he's too old to go anywhere. Don't worry about avoiding temptation. As you grow older it will avoid you. My luck is so bad that if I bought a cemetery people would stop dying.*

## Earthquakes in PNG

Today both our dailys, The National and PC, have their front pages filled with the reports of damages caused by the 7.5 magnitude earthquake that has wrought havoc in the highland provinces especially Hela, SHP and few parts of WHP in the early hours of yesterday .

In the past twelve hours PNG has been hit with 12 more quakes measuring from 4.9 to 6.1 magnitude and most centering around the Mendi area. The majority of these quakes are happening during the night. The magnitude 6.1 quake hit around 1 am PNG time early this morning and there are no signs of these quakes abating yet.

There have been some landslide reports and buildings destroyed in Mendi town but a lot of the quakes are in more remote areas so it will be weeks before we know.

A report just came in at 10.20 am today that two quakes have struck 103 km and 110 km West-South West and South West of Porgera measuring 4.8 and 4.7 on the Richter scale.

The papers according to the people on the ground interviewed reported that the earthquake of such magnitude has never been experienced in the highlands before and this is first of its kind. As it is reported, life lost toll may go up to 20 or so which at the moment is not confirmed except only four deaths confirmed



according to The National. The damages of properties and lost of government services in these affected areas are quite catastrophic that the costs to be borne by the owners and government to rebuild and restore will be in millions.

The natural disaster has affected the operations of oil and gas giants Exxon Mobil and Oil Search which consequently are losing millions now. The people who have lost their properties and loved ones are in severe shock.

Source Internet sites 26/2/18.

Latest information at 6 Mar indicates 66 confirmed deaths with another 25 not yet confirmed.



This Tear Drop 9/11 Memorial is located in Bayonne, New Jersey, right across from New York City. On the other side of Hudson Bay from The Statue of Liberty.

This 100 foot tall monument was given to the U.S.A. back in 2006 by the Russian people in memory of all those that lost their lives on September 11, 2001.

The break in the cracked facade forms the shape of the two towers.



The giant suspended tear drop symbolizes all the tears the world had shed in response to this terrifying day. It is a shame that such a beautiful memorial is given barely any attention.

### How Army's new Battlefield Command System will work

A revolutionary new Battlefield Command System (BCS) that will change the way the Australian Army fights was launched in Canberra recently.

Director Land C3 Systems Program Officer Colonel Mick Toohey said the systems delivered under the Land 200 Program would be a "real game changer for Army".

"The BCS will enable Army combat commanders to make smarter, faster and safer decisions – smarter decisions by having shared, real-time situational awareness – faster decisions via the rapid distribution of the right data to the right people at the right time – and safer decisions by reacting quickly to automatic alerts and blue-force tracking, reducing the chance of fratricide," he said.

Colonel Toohey said the BCS comprised two subsystems – a **Battle Management System (BMS)** and a **Tactical Communications Network (TCN)**.

"BMS enables commanders to monitor, direct and review operations in real time," he said.

"Digital maps can be overlaid with combat data, including messages, orders and blue- and red-force tracks that are updated constantly, either automatically or manually by operators and or staff. Software will be enhanced to support simultaneous, collaborative planning by larger numbers of staff in brigade- and divisional-level headquarters."

Colonel Toohey said the TCN was a secure, mobile communications infrastructure that supported the BMS data and other combat systems data, such as the Army field artillery tactical data system, and also provided voice services.

"At the heart of the TCN are the Harris AN/PRC 158 radios. These are state-of-the-art, highly secure, multiband and multichannel radios," he said.

"In the past, one green box equalled one radio channel. The 158 radio provides two channels in one box, significantly reducing the space and power required to integrate the radio into the vehicles.

"The multiband capability on these radios allows the communications planners to trade off the data throughput for the range between radios. The general rule is the higher the data capacity, the shorter the range – the lower the data capacity, the longer the range.

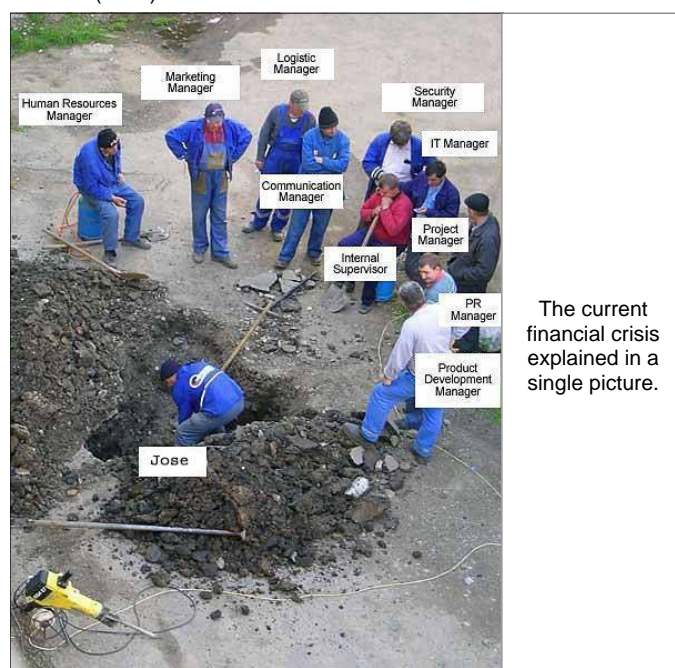
### Abrams first cab off the rank

Colonel Toohey said the revolutionary aspect of the Land 200 capability was the Weapon Integrated BMS (WINBMS).

"WINBMS provides a collaborative engagement and collective defence capability by integrating the platforms' weapons and sensors with the BMS.

"The M1A1 tank will be the first platform to receive this capability," he said.

"Tank WINBMS is the Army's first step into a direct-fire land combat system and, importantly, it will inform the integration of the capability into the future Land 400 combat reconnaissance vehicle (CRV).



The current financial crisis explained in a single picture.

"CRV is expected to be delivered with additional sensors, like a laser warning system, which will increase the survivability of the crew but, when integrated with the WINBMS, will increase the survivability of the larger tactical formation."

Colonel Toohey said the BCS would be integrated into additional Army vehicles, including 59 M1A1 tanks, seven M88 armoured recovery vehicles, 150 medium-heavy cargo trucks, 276 protected mobility vehicles – light, and 57 protected mobility vehicles – medium.

"As a package, it's almost another third of the Army that will be equipped with the Land 200 Battlefield Command System capability," he said.

Chief of Army Lieutenant General Angus Campbell said the Battlefield Command System was all about coordinating and commanding the use of Army's people so that decisions could be made more quickly and actions taken in a more coordinated way.

"It is the improved quality of command and control of all aspects of our operations, so it's not about high-end warfare, not about counter-terrorism, it's about everything we do."

Source Contact newsletter 56.



Patrick Hamilton's photo of Sean with Don behind

### SEAN DORNEY

A sell out crowd of about 150 people, mainly journalists attended a dinner at Wests Rugby Club, Brisbane on Saturday 26th February. The guest of honour was Sean Dorney in recognition and celebration of his long and valued contribution to journalism in Papua New Guinea and the Pacific. Sean, with his humorous and self deprecating style of speech, and the many other speakers ensured this was a night of laughter and merriment. Member Don Hook, a former foreign correspondent, travelled to Brisbane for the event. Andrea Williams and I accompanied Don as his guests. May Sean and his wife Pauline have a long and enjoyable retirement.



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A reliable source for medal work is National Medals, [natmedals@bigpond.com](mailto:natmedals@bigpond.com), Ph 07 3871 0600 Ask for Greg Faux, mobile 0419 196 172. Located at 13/200 Moggill Road, Taringa, Brisbane, 4066

### New Guinea Volunteer Rifles and Papua New Guinea Volunteer Rifles Ex Members Association Inc,

Includes former members of the PIR, PIB and NGIB.

For correspondence contact Secretary, Colin Gould, email [pngvr@optusnet.com.au](mailto:pngvr@optusnet.com.au), phone 0424 562 030 (The Secretary, P O Box 885, Park Ridge, Qld, 4125)

For Military Museum enquires contact Colin Gould (above) or Paul Brown email [paulbrown475@gmail.com](mailto:paulbrown475@gmail.com), Phone 0402 644 181

(NGVR/PNGVR Military Museum, Corner Boundary Road & Fulcrum Street, Wacol, Qld, 4076)

Membership fee payments to Treasurer, Doug Ng, email [douglasng@inet.net.au](mailto:douglasng@inet.net.au), phone 0413 014 422

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[www.pngvr.weebly.com](http://www.pngvr.weebly.com) (all back copies of HTT may be obtained from our website)

Facebook Master: Kieran Nelson, email [kieran.nelson@bigpond.com](mailto:kieran.nelson@bigpond.com), phone 0412 236 013

<https://www.facebook.com/groups/ngvrandonpngvrarmyarmymuseum/>

Harim Tok Tok Editor: Bob Collins, email [bob-collins@bigpond.com](mailto:bob-collins@bigpond.com), phone 0413 831 397

President: Email [p.ainsworth@kingco.com.au](mailto:p.ainsworth@kingco.com.au) to get on members electronic distribution including Harim Tok Tok (you will receive it in colour, earlier and can adjust the print size to suit)

Informative and Topical articles on PNG.

Keith Jackson's Blog. [Keith Jackson & Friends: PNG ATTITUDE](#)

NGVR/PNGVR service recollections are copyright.

### FUNCTION DATES

**Sat 24 March:** Executive Committee meeting from 10.00am

**Wed 25 April:** Anzac Day  
(March, Commemorative Service & Reunion)

**Sat 26 May:** Committee meeting

**Sun 1 July:** 10am R&MvM Comm Service  
Brisbane Cenotaph, Ann St, Brisbane

**Sun 1 July:** R&MvM Comm Service  
National Memorial, AWM, Canberra  
Details to follow when available

### MUSEUM EVENTS

**Sat 7 April:** Museum open day 10.00am to 1.00pm

**Thurs 19 April:** Museum tour & morning tea from 10.30 am and a Bar-B-Q lunch for a Sunshine coast group.

**Assistance required.**

Please angle park alongside the fence just inside the main gate as the groundsmen are trying to improve the lawn area around the buildings



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QUEEN'S COLOUR

# NEW GUINEA VOLUNTEER RIFLES and PAPUA NEW GUINEA VOLUNTEER RIFLES Ex Members Association Inc



REGIMENTAL COLOUR

PER ANGUSTA AD AUGUSTA – Through Trials to Triumph

## BATTLE HONOURS Rabaul Wau South-West Pacific 1942-43

(Association) ABN: 79 434 396 499  
(Military Museum) ABN: 85 845 181 461



The President Mr Phillip Ainsworth,  
and members of the Executive Committee cordially invite Members & Friends  
to attend the

## 76<sup>th</sup> Anniversary Montevideo Maru Memorial Service

Commemorating and honouring the tragic loss of 1,053 Australian military and civilian personnel who were taken prisoner during the Japanese invasion and occupation of Rabaul and surrounding areas in January 1942, and who lost their lives as prisoners of war during the sinking of the Japanese prison ship "Montevideo Maru" off the Philippines coast on 1 July 1942.

This tragedy remains the largest single loss of Australian lives at sea.

**Date:** Sunday 1 July 2017  
**Venue:** Brisbane Cenotaph, Ann Street Entrance Area  
**Time:** 9:45am for 10:00am Service *Private Wreaths welcome*

Complimentary Morning Tea: 10:45am  
Adina Hotel (Cnr Edward & Ann Street, opposite Central Station)

The new location is due to the unavailability of our usual venue because of the ongoing refurbishing of Anzac Square commencing 26<sup>th</sup> April until end of year.

We will need to be out of the service area by 10:45am as the reserve forces day committee service is commencing at 11:00am.

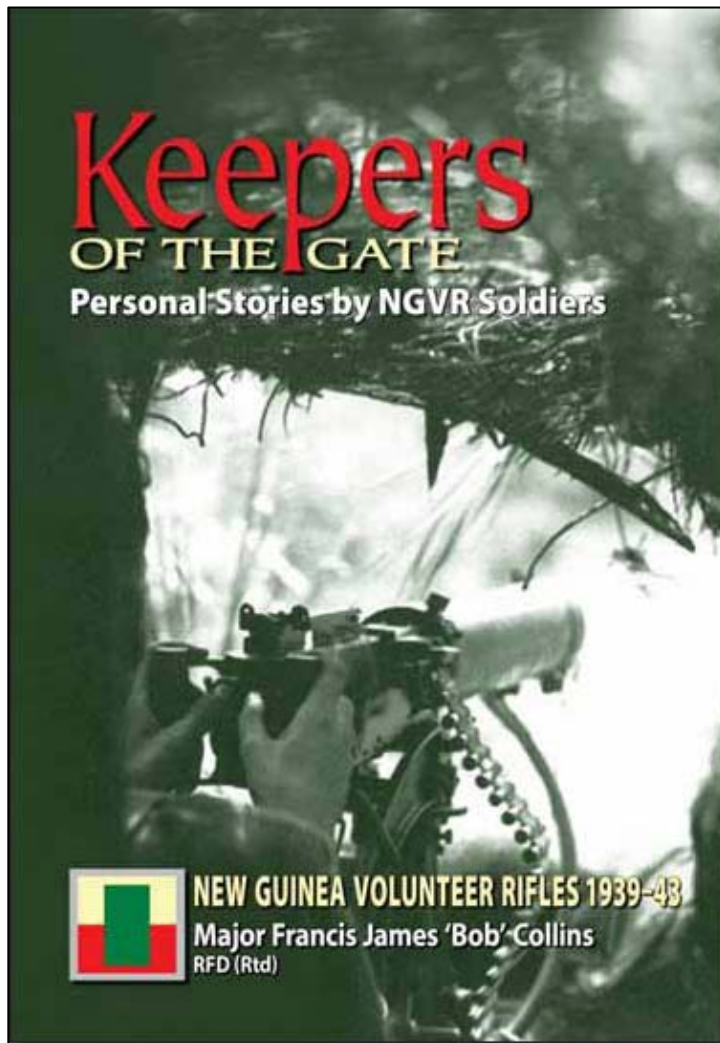
*Your RSVP by 20<sup>th</sup> June will assist for catering purposes.*

Colin Gould, MBE (Secretary) Mob: 0424 562 030 Email: pngvr@optusnet.com.au  
Paul Brown (Welfare Officer) Mob: 0402 644 181

Email: pngvr@optusnet.com.au PO Box 885, Park Ridge QLD 4125

# LEST WE FORGET





## Who were the Keepers of the Gate?

The New Guinea Volunteer Rifles (NGVR) — one of the few Allied military units engaging the Japanese in New Guinea in early 1942. With aggressive patrolling and reconnaissance the gate to the New Guinea Goldfields and central range south to Port Moresby and Australia remained closed to the enemy. Armed with WWI light infantry weapons, no air or artillery support, few rations, minimal ammunition supply, meagre medical services and limited communications, this poorly trained force was used to exhaustion and disbanded.

Many of the men never served again due to the deprivations suffered; others, after rest returned to New Guinea and served in the Australian New Guinea Administrative Unit (ANGAU) and units which needed their PNG knowledge and experience.

This is not a history of NGVR. These are the stories of thirty-seven NGVR soldiers—stories which reveal why they were in New Guinea as civilians at that fateful time, their wartime and postwar experiences and the effect on them and their families.

The stories were written as told to Bob Collins, who served in PNGVR, the postwar CMF unit in Papua New Guinea. He met many ex-NGVR men and saw many areas where NGVR operated on the frontline.

We are grateful to this small band of courageous and adventurous men, the Keepers of the Gate — our front line of the Pacific War — and these stories are a legacy these outstanding men deserve.

To: NGVR & PNGVR Ex-Members Association, PO Box 885, Park Ridge QLD 4125

**Purchase for \$40.00 per copy including postage anywhere in Australia**

Please send me ..... copies of **KEEPERS OF THE GATE** at the purchase price of \$40.00  
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Kieran Nelson: [kierannelson@bigpond.com](mailto:kierannelson@bigpond.com) (email) – 0412 236 013 (mob.)