

## PRESIDENT'S UPDATE

Our 80th Anniversary Commemoration Service and Luncheon celebrating the formation of NGVR was held on a warm sunny windy day at Wacol on Saturday 7 September. Over 60 members and friends attended. Speakers included Patron Major General John Pearn, Padre Ron MacDonald, Vice-president Bob Collins and President Phil Ainsworth. It was an informal event with much time allocated for meeting and talking with fellow members, friends and guests. The organising committee headed by Secretary Colin Gould is congratulated for the success of this important Association function (more information on page 13).

Doug Ng, Ralph Seeto and Jesse Chee attended the 10th Anniversary Australian Chinese Heritage War Memorial Rededication Service on 6 July 2019 at the Sunnybank RSL. The service commemorated the contribution of Australians of Chinese Heritage to the defence of Australia in wartime and peace. The service was followed by a dinner to raise funds to assist selected secondary students with schooling expenses - it was a great success with over 200 in attendance.



L to R: Doug Ng, Cnr Angela Owen & Ralph Seeto

Vice-president Bob Collins represented and laid a wreath on behalf of our Association at the Kokoda Day Commemoration Service held at the Cascades Gardens Kokoda Memorial, Gold Coast on Thursday 8 August 2019. This annual service is always well attended at this outstanding monument.

Mike Griffin represented and laid a wreath on behalf of our Association at the Sherwood /Indooroopilly Kokoda Day Commemorative Service on Sunday 18 August 2019, see photo on page 15. The speaker was Dr Genevieve Nelson, CEO of the Kokoda Track Foundation. The ode was spoken in Tok Pisin by Rachael Pye.

Member Gil Harvey-Hall represented our Association at the 77th Anniversary of the Battle for Australia (BFA) commemoration service at the Chermside Historical Precinct on Wednesday 4 September. Speakers included the Queensland State Governor, a representative for the Chief of Australian Navy and the President of the BFA Association. This well attended service was followed by light refreshments.

Our Association's AGM will be held in our Wacol Museum at 10am, Saturday, 26 October followed by light refreshments – support your Association, come along and catch up with former comrades and friends. Attached are details with nomination and proxy forms.

Once again our Museum has been selected to participate in Brisbane's Open Day from 9am to 4.30pm Saturday 12 and Sunday 13 October. A selected number of Brisbane's historical buildings and institutions are open to the public on these days. Saturday 12 October is also open day for the Enoggera Barracks. Museum curators Paul Brown and Colin Gould require assistance to guide public visitors through the Museum and to sell merchandise. Please contact either Paul on 0402 644 181 or Colin on 0424 562 030 if you are able to help for a few hours, half a day or a full day.

Although the annual Exercise Steele Tuff is scheduled for the weekend 23 November at Wide Bay, we are waiting for confirmation and details from 9 RQR. You will be advised by email when it is available.

Since the last HTT, our Association has lost another two significant members, Bill McGrath and Denis Samin. Bill was the sponsor and publisher for Ian Down's NGVR History which has done much to

pass on the story of this little known militia unit and he contributed to the Association and Museum through his knowledge and literary and history contacts. Denis, a former RPNGC officer, served in PNGVR in its later years, 1969-73, and he presented his RPNGC sword, which is used in our official functions, to the Association. Members Bob Collins, Paul Brown, Ian Thompson, Glen O'Brian, Kerry Glover and Mal Zimmermann formed a guard of honour as Bill's coffin left the Chapel. Unfortunately, to our knowledge, no Association representative attended Denis's service in Victoria as we were not informed of his passing until after the event. Their stories may be read on pages 15-16.

Please remember our Wacol Museum is open to the public on the first Saturday of each month from 10am to 1 pm. Come along and help Paul and Colin and earn a cup of coffee/tea for your assistance.

**Phil Ainsworth, September 2019**

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**Capt Herbert Thomson "Bert" KIENZLE, MBE, MID.  
P461 19.6.1905—7.1.1988**

The name of Bert Kienzle is synonymous with the battle over the Kokoda Track during 1942.

Captain Herbert Thomson "Bert" Kienzle was born in Fiji in 1905 of Samoan, English, German descent. In the First World War he and his family were all imprisoned in internment camps at Bourke and Molonglo because of their German names but in the Second World War, Bert would play a vital part in the success of the Kokoda Campaign.

Less well known than his role in Papua is Kienzle's connection to Canberra. Kienzle's father Alfred, German by birth but a naturalised British citizen, was a merchant in Fiji when Bert was born. His mother died when he was young and his father later married an Australian. When World War 1 began Alfred Kienzle was interned as an 'alien' and sent to Trial Bay near Kempsey. When he was joined by his family, including Bert, they were sent to the internment camp at Bourke in outback New South Wales. Conditions there were harsh and when the Molonglo Camp was built near Canberra for internees from China who never arrived, the families at Bourke were transferred there in May 1918.

Bert Kienzle turned thirteen just before he and his family arrived at Molonglo. He and the other children were able to attend school, play sport and swim and picnic by the Molonglo River. There was a library and community hall with a piano bought by the internees, who also set up a theatre and held dances and concerts. They lived in draughty wooden huts which could not keep out the southerly winds off the Snowy Mountains, but still their accommodation was better than that of most new arrivals in Canberra who lived in humpies and tents.

Despite the armistice of 11 November 1918 the internees at Molonglo were not immediately released. Kienzle spent just over a year in Canberra as it would take until 22 May 1919 before he was allowed to leave Molonglo. Today the site of the Molonglo Camp is covered by the suburb of Fyshwick

In 1927, Bert had moved to Papua to work on rubber plantations and in 1941 when Pearl Harbour was bombed he was managing a gold mining operation and establishing his own rubber plantation in the Yodda Valley, near Kokoda. Bert was already fluent in Motu the lingua franca of Papua at the time and was well liked and respected by the local people so he was the obvious man to put in charge of the carrier and labour lines being assembled at Sogeri for preparations being made along the Kokoda trail.

Over the period of the ensuing battles, Bert earned accolades including "The Architect of the Kokoda Trail" and "The King of the Angels" and historians would say of him that without his presence the outcome of the whole operation may have been very different.

he arrived in the Australian administered Papua in about 1927 where he established a rubber plantation and worked as a mine manager in the Yodda Valley near Kokoda. During the Second World War, his organisational skills helped the Australians defeat the Japanese in Papua.

Shortly after the Japanese



occupied Lae on the north coast of New Guinea in March 1942 Kienzle joined the newly formed Australian New Guinea Administrative Unit (ANGAU) and walked the Kokoda Track for the first time. As an ANGAU officer he guided the first Australian troops (B Company of the 39th Battalion) along the track to Kokoda where they arrived in mid July. He took charge of hundreds of Papuan labourers whom he organised on the line of communications along the track. To walk the track would take at least a week. Kienzle realised that a relay system, where the Papuan carriers worked stages of the track rather than the length of the track, was the most efficient use of their labour. The shorter the distances over which the Papuans worked meant that they carried less rations for themselves and more of the supplies and equipment that the soldiers needed for fighting.

Kienzle established staging points along the track at Ioribaiwa, Nauro, Efogi, Kagi, Eora Creek and Deniki, but the most important depot he established was at a place he called Myola near the top of the Owen Stanley Range. The Papuans regarded the place as taboo, but Kienzle recognised the potential of its dry lake beds and open spaces. Myola was the logistical turning point in the Kokoda campaign as it was the only place in the mountains where large quantities of supplies could be successfully air-dropped and where small planes could hope to land. It was the ability to supply troops in the remote jungle of the rugged Owen Stanley Range that helped determine the outcome of the battle over the Kokoda Track.

It was Bert who located and named the Myola Lakes whose use as a drop zone for supplies proved a logistical turning point in the Campaign. It was also Bert who named Templeton's Crossing after Captain Sam Templeton

With the outbreak of war with Japan in December 1941, Kienzle evacuated his family and reported to Brigadier Basil Morris but was advised to "return to Yodda and carry on operations awaiting further orders." On 25 January, an order was issued "calling up" all "able-bodied white men". Withstanding this, Kienzle was directed to continue operating the mine until the end of March, when he was ordered to wind up operations and report to Port Moresby, enlisting on his arrival, with the rank of warrant officer.

New Guinea Force Instruction No 13 assigned to Australian New Guinea Administrative Unit (ANGAU) the task of, "the construction of a road from McDonald's [Corner (just beyond Ilolo)] to Kokoda and the maintenance of supplies to the forces of the Kokoda District.... The road was to be commenced no later than 29 June 1942. ANGAU was responsible for the recruitment and management of Papuan labour in support of the Allied war effort. Newly promoted to lieutenant, Kienzle was assigned this task.

Of the plan to build a road, Bert Kienzle later said, "Some twit at headquarters had looked at a map and said 'We'll put a road there'." It has been described as a "pipe dream". Historian, Peter Brune describes it as "one of the most ludicrous" orders ever given. Author, Peter Fitzsimons, reports that Morris, now Major General, commander of New Guinea Force, "just didn't want to hear" that the task exceeded reasonable expectations, "So after a little argy-bargy the senior man had pulled rank and ordered Kienzle, as a bare minimum, to evaluate it." Lieutenant Noel Owers, a surveyor with New Guinea Force, had been given the task of surveying a route to Kokoda. Owers prepared a report outlining a route to Kagi (about halfway to Kokoda).

Kienzle arrived at Ilolo, to take charge of the 600 or so natives that had been conscripted for the task from



indentured plantation labour in the local area. Captain "Doc" Vernon handed him a letter he had already passed through the chain of command expressing deep concern for health and hygiene at the camp. Kienzle was faced with a force that was sullen and unhappy. There was a high rate of desertion and intertribal violence threatened to flair. His first actions were to explain the task before them in their own language and then address the issues of accommodation and hygiene, after which, morale of the force was greatly improved. Work then commenced on clearing the track forward towards Uberi (Owers' Corner).

With recent knowledge of the track, Kienzle was to guide B Company of the 39th Battalion, under Captain Sam Templeton, to Kokoda. This was in compliance with orders for the forward defence of Port Moresby centred on the Kokoda area under the code name "Maroubra". The company departed Illolo on 8 July 1942 and arrived at Kokoda on 15 July. In the

improve the supply situation by developing an air strip at Myola 2.

In recognition of his contributions, Kienzle was mentioned in dispatches,[1] and awarded the MBE (Military Division) for his work in this capacity. [48] Analysing the campaign, historian, Karl James, states, "The Australians also had the benefit of a better organised carrier and supply system. This was largely due to the efforts of one man, Lieutenant Bert Kienzle."

He continued to serve along the Kokoda Track and at Buna–Gona, until he was evacuated sick on 22 December. He was promoted to Captain effective 16 January 1943. After leave in Australia, Kienzle was posted to Soputa as OC ANGAU Labour Mambare District. Kienzle applied to join the AIF for deployment overseas with the 7th Division. His application was declined in a reply dated 7 April 1944, which, ironically observed that he was too old to face the rigors of tropical warfare. He was, however, granted leave to be identified as a member of the AIF, in recognition of his service. He was discharged in December 1945.

Kienzle is credited with naming "Templeton's Crossing" in memory of Templeton, who was killed during the fighting around Kokoda. In a contemporaneous newspaper article, he was described as "the man who blazed the Kokoda Trail". In an article appearing at the time of the 25th anniversary commemorations, he was described as: "a key man in the jungle campaign". Author, Peter Fitzsimons observed that: "Kienzle's facility with the natives was crucial because they were indeed particular and they would provide the key manpower" for the campaign. Author, Peter Brune, having already made a dedication to the contribution of Kienzle in naming a chapter of his book "Bert and the Doc", went on to say: "We have seen the enormous contribution of Bert Kienzle. It is all too easy to isolate his effort in one chapter. His contribution was ongoing and insistent". Karl James said of Kienzle: "[He] was one of the outstanding Australian personalities of the campaign." He goes on to reiterate the sentiment of fellow historian, Alan Powell, who considered that, "no man on the Kokoda Track did more to ensure the Australian victory than Kienzle."

### Later life

Following the war, Kienzle rebuilt his home and worked to re-establish his agricultural holdings, introducing Angus cattle, in 1952, to diversify his operation. At one time, he owned Papuan Airlines and served as a director of the Papua New Guinea Development Bank. He sought to have the wartime contributions of the indigenous population more fully recognised. He was instrumental in having a monument commemorating the contribution of the native carriers erected at Kokoda. It was officially unveiled on 2 November 1959, 17 years after the retaking of Kokoda by Australian forces. He worked closely with Brigadier Sir Donald Cleland and Lady Rachel Cleland to have a monument erected to honour those Papuan and New Guinea servicemen, police and carriers who served during the campaign in Papua New Guinea. It was unveiled at Three-Mile Hill, Port Moresby, on 3 November 1967, as part of the 25th Kokoda anniversary



Bert Kienzle on his plantation later in life.

course of this journey, Kienzle identified staging points along the trail and commenced to establish supply dumps. Events quickly overtook the planned deployment, with the Japanese landing at Buna–Gona from 21 July 1942. Additional deployments were made to meet the threat of the advancing Japanese force and with this, the supply situation became increasingly critical. The carrier force was insufficient for the task. Attempts were made to supplement what could be carried forward by air drops. Unreliable maps or poor visibility in the drop zone meant that supplies were often misdropped. In heavily jungled areas, many supplies were lost. Parachutes were in limited supply. As a result, only essential equipment, ammunition and medical supplies were dropped with parachutes. Rations and other supplies were "free dropped". Packaging was primitive and inadequate. The rate of recovery was low and the rate of breakage high – on average, 50 percent. Kienzle recognised that a better drop zone was needed than what was afforded at either Efogi or Kagi. From pre-war flights across the Owen Stanleys, Kienzle recalled seeing an open area near the crest of the range. On 1 August, he set out from Isurava to find it. On 3 August, he identified the smaller of two dry lake beds, which he called Myola. Kienzle immediately requested that dropping begin at Myola and set about establishing it as a supply camp. Author, Raymond Paull credits the discovery as being "the key to the conduct of the Kokoda campaign", while Peter Brune describes it as the "logistical turning point of the campaign".

In late September, he was appointed commanding officer, line-of-communication Kokoda and attached to Headquarters 7th Division. During the Australian advance, Kienzle worked to

commemorations. He was made a Commander of the Order of the British Empire in 1969 for services to private enterprise and the country. In the early 1973, he instigated and sponsored the Annual Kokoda Trail Race.

Following independence in 1975, his plantation estate was compulsorily acquired in 1979. He retired to properties at Tweed Heads, New South Wales and Allora (near Warwick, Queensland), Australia. He died on 7 January 1988 while on a visit to Sydney. He was cremated and his ashes interred at Allambe Gardens on the Gold Coast. He was survived by his wife and four of their five children: Their eldest son, Carl had died as a result of burns in 1947.

In 1995, Australian Prime Minister, Paul Keating, opened the Herbert Kienzle Memorial Museum at Kokoda, as part of a set of facilities jointly funded by the government and Rotary International.

*This article and photos were taken from Wikipedia and Kokoda Historical on the Internet.*

### The story of the Last Post

The sound of a lone bugler playing the Last Post has become one of the most distinctive sounds in the world. Eerie and evocative, it exists beyond all the usual barriers of nation, religion, race and class, charged with the memory of generations of the fallen. But it wasn't always like this.

The Last Post was first published in the 1790s, just one of the two dozen or so bugle calls sounded daily in British Army camps.

"At that time soldiers didn't have wristwatches, so they had to be regulated in camp," says Colin Dean, archivist at the Museum of Army Music in Kneller Hall. "They had to have a trumpet call or a bugle call to tell them when to get up, when to have their meals, when to fetch the post, when to get on parade, when to go to bed and all other things throughout the day."



The soldier's day started with the call of Reveille, and came to a close with the First Post. This

indicated that the duty officer was commencing his inspection of the sentry-posts on the perimeter of the camp. The inspection would take about 30 minutes, and at the end there would be sounded the Last Post, the name referring simply to the fact that the final sentry-post had been inspected. For decades this was the sole use of the call, a signal that the camp was now secure for the night, closed till morning.

It was not until the 1850s that another role began to emerge. It was an era when many military bandsmen, and most bandmasters, were civilians and were under no obligation to accompany their regiments on overseas postings. So when a soldier died in a foreign land, there was often no music available to accompany him on his final journey. And, necessity being the mother of invention, a new custom arose of charging the regimental bugler to sound the Last Post over the grave.

The symbolism was simple and highly effective. The Last Post now signalled the end not merely of the day but of this earthly life. And, as the practice developed - back home now as well

as abroad - it was then followed by few moments of silent prayer and by the sounding of Reveille, the first call of the day, to signify the man's rebirth into eternal life.

A further dimension was added in the first years of the 20th Century. The end of the Boer War saw the rise of war memorials across the country, some 600 of them. This was a break with the past. The traditional British way of commemorating a victory was to erect a statue to the general or the commander. But these monuments listed the names of the dead, both officers and other ranks, the men the Duke of Wellington was said to have called "the scum of the earth".

There was a new mood of democracy abroad and the war memorials reflected this. And every time a memorial was unveiled, it was to the sound of the Last Post being played, now the symbol not only of death but of remembrance

By the time that World War One broke out in 1914, the Last Post was already part of the national culture. During the war, it was played countless times at funerals in northern Europe and other theatres, and it was played at funerals, memorials and services back home. It was already becoming a familiar sound, but with mass enlistment and then conscription, the walls that had long existed between the civilian and the soldier broke down completely, and a piece of music that had once belonged exclusively to military culture was adopted by a wider society.

*'The Last Post' AWM.*

One day a florist went to a barber for a haircut. After the cut, he asked about his bill, and the barber replied, 'I cannot accept money from you, I'm doing community service this week. The florist was pleased and left the shop. When the barber went to open his shop the next morning, there was a 'thank you' card and a dozen roses at his door.

Later, a cop comes in for a haircut, and when he tries to pay his bill, the barber again replied, 'I cannot accept money from you, I'm doing community service this week.' The cop was happy and left the shop.

The next morning when the barber went to open up, there was a 'thank you' card and a dozen donuts at his door.

Then a MP came in for a haircut, and when he went to pay his bill, the barber again replied, 'I cannot accept money from you. I'm doing community service this week.' The MP was very happy and left the shop. The next morning, when the barber went to open up, there were a dozen MPs lined up waiting for a free haircut.

And that, my friends, illustrates the fundamental difference between the citizens of our country and the politicians who run it. #

As Margaret Thatcher said: "Both politicians and nappies need to be changed often and for the same reason!"

And that, my friends, illustrates the fundamental difference between the citizens of our country and the politicians who run it.

### Unexploded WW11 bombs found and disposed of at sea by PNGDF.

Eighty Six unexploded ordinance (bombs) have been found and disposed of at sea by the PNG Defence Force Engineering Battalion in Lae last Friday.

The bombs were found at the Wanof area in the Wampar local level government, Huon-Gulf district. The active bombs were discovered by Mainland Holdings Ltd when clearing its 20,000 hectares of land for an agriculture venture. MHL safety officer Reuben Bota liaising with the Morobe emergency control office and the Engineering Battalion at Igam Barracks which resulted in the safe removal of the unexploded ordinances (UXO) from the area.

The bombs were of different sizes ranging from 3kg to 20kg. According to the soldiers the bombs were from World War II. Officer in charge of the battalion Steven Jacob said the bombs dropped during the war did not hit any hard surface to trigger explosion, instead they landed and sunk into the swampy soils of Wanof.

OIC Jacob said more of these bombs are in the soil and will be found as Mainland Holdings continues to clear the area for sorghum farming. He said the Wanof area was the base for US soldiers during World War II. "This was the first place (Wanof) US army established their troops camp while coming into the mainland from Manus US base during the war in the Pacific" he said. He said airstrips and runways were established in the area and it became the centre for the US force during the war before expanding into PNG.

"There will be a lot of these remains, like bombs, machines guns and other remains found for they have sunk into the soil and are buried in this part of the Markham valley," OIC Jacob said. He said Mainland Holdings cleared only 20 hectares of land of the 20,000 and found the 86 active war remains. "Like I said there will be more discovered as the company continues to clear the land," he said.

Workers of MHL at Wanof said they were scared at first after finding the remains. One of the farmer said he was relieved after the bombs were safely removed. According to MHL, work has been paused to allow the safety officer and his team to complete their checks and removal of the bombs safely before work commences.

*PNG Post Courier 28th June. 2018*

### Norseman Aircraft

The Noorduyn Norseman is a Canadian single-engine bush plane designed to operate from unimproved surfaces. Distinctive stubby landing gear protrusions from the lower fuselage make it easily recognizable.



A Gibbs Sepik Airways Norseman overturned at Mt Hagen 1956

Originally introduced in 1935, the Norseman remained in production for almost 25 years with over 900 produced. A number of examples remain in commercial and private use to this day. Norseman aircraft are known to have been registered and/or operated in 68 countries throughout the world and also have been based and flown in the Arctic and Antarctic regions. (Wikipedia.)



A Norseman three bladed Hamilton Standard constant speed propeller being carried by a labour line through a coconut plantation to Malol, near Aitape, PNG to replace a propeller with a bent blade that happened during a forced landing of a Gibbs Sepik Airways Norseman on the beach at Malol after an engine failure in 1956. Photo Bob Blakely

It was used during WW2 by US and Canadian forces and post war a number were used in Papua New Guinea. Gibbs Sepik Airways purchased a number and used them extensively.

Bob Blakely comments "They were designed and built in Canada to provide an aircraft that could service remote areas that were not serviced by the main stream airlines. They could be mounted on wheels, floats or skis. They had a very strong tubular steel welded fuselage and wooden wings covered by fabric and a very wide undercarriage track. They were fitted with a nine cylinder radial engine and a constant speed propeller. The aircraft and its engine were low maintenance and it was easily repairable in the field after any sort of accident. The empty weight was around 4400 pounds. Max take off weight was 7400 pounds. It could be fitted with optional fuel tanks to give a ferry endurance of about eight hours. For ordinary freight work in PNG, say, flights less than 30 minutes, it could carry about a ton of cargo. It used 25 gallons of 91 octane petrol per hour. The Gibbs Charter rate in 1956 was 40 Pounds an hour Bobby Gibbs knew what he was doing when he reequipped from Austers into Norsemans. DeHavilland Canada decided to challenge the popularity of the Norseman and they built the DH Otter. It was of similar size, shape and weights. It was fitted with a variation of the Norseman's P & W R1340 engine. It was all metal construction. Qantas introduced several of them into their PNG operations. For a number of reasons, the DH Otter was never a competitive threat to the Norsemans".

*Internet—Noorduyn Norseman*

### Kokoda Schools get new Classrooms

Gorari and Kebara villages in Sohe District, Oro Province have celebrated the opening of new classrooms provided by the Australian Government through the Kokoda Initiative.

The new double classrooms provide over 140 elementary and primary students with a more comfortable learning environment, and encourage girls and boys to attend lessons and stay in school. To provide clean water, a 9000 litre water tank has been attached to each building.

Launch ceremonies were held at both schools on 31 August, attended by students, teachers, local officials, community members and representatives from the Australian High Commission.

Before the new classrooms were built, both schools worked with limited resources to cater for the growing numbers of students. Gorari Elementary students previously sat on the ground in an open classroom made out of bush materials. Construction began at both sites in February and was completed within three months. Kebara Primary enlisted strong

community support to build student desks and chairs and complete maintenance work on the old classrooms. The new classroom is now being used by students in grades 7 and 8 as they prepare for high school.

Each classroom cost around K400, 000. This included all building materials, labour, logistics and furnishings. Seven construction workers from each village were employed on the project, contributing to the development of local trade skills and injecting funds into the local economy.

The classrooms are part of a K10 million education infrastructure package funded through the PNG Australia Partnership across the Kokoda area. The package includes eight new fully-furnished double classrooms, five classroom building upgrades and nine new staff houses.

The Kokoda Initiative is a long-standing partnership between Australia and Papua New Guinea. The partnership supports remote villages along the Kokoda Track as part of its continuing commitment to provide communities with better access to quality health and education, protect the environment and improve track safety for locals and trekkers.

*Post Courier 5 Sep 2018*

### B17 in water PNG

As part of an award winning portfolio of photographs submitted in the 2007 OzTec underwater photo competition I entered three photos taken of planes on PNG.

Two were of Blackjack a B17 bomber that had to ditch off Cape Vogel. The entire flight crew survived the ditching and the plane settled into 48m of water crushing her nose on the reef as she descended. This an intact B17 except for anything that

the crew could jettison prior to ditching (Waist Guns). The first photo shows the sheer size of the B17 as Cherie Deacon models with a couple of obliging banner fish near the tail. Interesting that at 48m

there is little oxygen in the water and rust has not been as rampant as if the wreck was on the surface. The tail gun sights and tail guns can still move showing the diver how the guns were at the gunners feet and he sighted along a rod that swiveled with the guns. The front on shot shows the sheer size of a B17 and at 48m you only have a limited time of 12 minutes to descend photograph and begin your ascent. (Ascent takes approximately 45minutes as you stop several times to allow the nitrogen absorbed by your body to permeate out.) spare air cylinders are usually provided at 10m and 5m for those heavy breathers by reputable operators. This is not a dive for novice or the faint of heart due to the depth.

*David von Schill*

There was a power failure in a Dublin Department Store last week and more than 300 people were stranded on the escalators for over 3 hours.

### Last member of real-life Great Escape team dies aged 99

Tributes have been paid to the last surviving member of the real-life Great Escape team after his death at the age of 99. Former squadron leader Dick Churchill was one of the 76-strong group who escaped from the Stalag Luft III camp in Germany in 1944. The site is now part of Poland.

Their feat of courage became one of the most famous stories from the second world war. Churchill, who lived in Crediton, Devon, died on Wednesday.

The chief of the air staff, Sir Stephen Hillier, said: "On behalf of the RAF as a whole, I would like to offer my condolences to the friends and family of Flt Lt Richard 'Dick' Churchill, one of the RAF personnel involved in the Great Escape.

"He was from a selfless generation who offered bravery and sacrifice to secure our freedom. He will be sorely missed."

Churchill's death follows that of the Australian pilot Paul Royle, who died in Perth, aged 101 in 2015. The survivors kept in contact through the Sagan Select Subway Society newsletter, of which Royle and Churchill were the last two recipients.

Churchill had previously said he thought sharing his surname with the wartime prime minister Winston Churchill kept him alive, in case the Nazis wished to use him as bait with a powerful potential relative.

Churchill said he had been inundated with requests from journalists, historians and autograph hunters following his part in Operation Escape 200, later known as The Great Escape.

The plan took shape in the spring of 1943 when Squadron Leader Roger Bushell, who had been a lawyer, hatched a strategy for a major breakout. Bushell, who came to be known by the codename Big X, created an escape committee and inspired the Allied prisoners' attempt to free more than 200 men.

Some 600 prisoners helped dig three tunnels, which were referred to as Tom, Dick and Harry, with the hope that one of the routes would be successful. The plan was for the escapees to come out at the other end with civilian clothes, forged papers and escape equipment.

On the night of 24-25 March 1944, 76 men took advantage of a moonless night to attempt a getaway through tunnel Harry, which was concealed under a stove.

Of the 76, 73 – including Churchill – were recaptured by the Germans within three days when Adolf Hitler became aware of the breakout and ordered locals to search their land and buildings. Two-thirds of them, including Bushell, were executed on Hitler's orders.

A spokeswoman for the RAF Benevolent Fund said it was believed that there were at least two



A reconstruction of one of the tunnels showing the trolley system.

more living RAF veterans who were held at Stalag Luft III. They named them as Charles Clarke, who was not involved in the escape, and Jack Lyon, who was in the tunnel when the plot was uncovered.

*The Guardian. 16 Feb. 2019.*



Bundi  
Airstrip In  
South of  
Madang  
Province  
5223 Ft.  
Photo Judi  
Forsyth

### **Kiaruvu Airport taken without a shot.**

Gary Scully

It was one of the most extraordinary actions of the Pacific War: a company of barefoot troops from the New Guinea Infantry Battalion (NGIB) and a platoon of Australians routing an entire Japanese marine battalion without a shot being fired. It was also one of the final actions of the war in Papua New Guinea.

The raid on Kiaruvu airport, one of many exploits by men of the PIR is a tale well worth telling, for its own sake and as a superb illustration of the calibre of the force that had its genesis in the anxious days of June 1940 and which now provides the backbone of Papua New Guinea's defence.

Kiaruvu was deep within enemy territory, near Yangoru station on the southern side of 1200 metre Mount Turu which forms part of the mountain barrier separating the Sepik River region from the sea.

It was listed on old maps as an emergency landing ground. The Allies needed it as a base to establish a perimeter within the underbelly of the Japanese defences in the Aitape-Wewak area.

Allied Command planned to occupy the airstrip with the 2/7 Australian Infantry Battalion. But first it needed to be taken by stealth. That is where the NGIB came in. A Company of the 2nd New Guinea Infantry Battalion was assigned to the job, backed up by a platoon of 2/7 Battalion. To reach the airstrip meant an advance across many miles of unmapped country from Hayfield airstrip, south of Maprik.

But let the man who commanded the operation take up the story - Colonel Ron Garland, MC and Bar, now a full-time official of the Australian Returned Services League in Sydney:

*Men of the NGIB were chosen because of their ability to penetrate enemy positions, to operate behind enemy lines, because of their bush-craft, their skill in ambush and silent operation.*

*The trek to Kiaruvu took us*



NGIB troops on their way to  
attack Gisananbu Photo AWM

*four days and we had to cover our tracks by repeated ambush. I think we set up as many as eight ambush positions on the way in.*

*To make it more difficult, the Japanese knew we were in the area - news of our coming had been passed on from village to village by garamut (a hollow-log, talking drum of the Sepik) and the Japanese had local people with them who were translating the drum messages.*

*To confuse the issue, we had to change direction several times en route. By the time we got close to Kiaruvu we reasoned that the Japanese knew of our objective. We knew full well they'd be waiting to ambush us.*

*There were two ways in - one down a creek bed that offered good cover.. That was the most likely spot for an ambush because it was the logical approach. The other was over kunai (tall grass) ridges which would leave us partly exposed. We decided to try the ridges, to go for the element of surprise.*

*Sure enough, the Japanese were concentrated in force down by the creek bed and when they saw us coming over the ridges, silhouetted against the skyline, they must have thought a whole army had been sent against them. They got out fast, without firing a shot.*

It was a full Japanese marine battalion which pulled out - part of the 18th Japanese Army commanded by Lieutenant General Adachi - leaving the small force of New Guinea and Australian infantry to seize all their major objectives - the airstrip itself and key positions in the surrounding hills.

The men feasted on the rations the Japanese left behind and waited for the main body of the Australian 2/7 Battalion, a day's march behind, to join them.

But the story didn't end there. Kiaruvu's capture had cut the main Japanese line of communication between the inland and the coast. Adachi, understandably, was furious that one of his crack battalions had been cleared out of such a strategic objective by a force of little more than 100 men -- and without a fight.

He began moving up heavy re-inforcements to surround the air-strip, the Australian battalion, and the men of the NGIB who'd captured it. Meanwhile an airdrop supplied the surrounded Australian battalion with artillery. After 10 days of perimeter skirmishing the stage was set for a major, and certainly bloody, battle in which a concentrated Japanese force was to make every effort to win back the airstrip.

Then, far away in Japan itself, the sky exploded over the cities of Hiroshima and Nagasaki and the war in the Pacific came to an abrupt end.



PIB troops on parade.  
Photo Geoff Hancock

According to Ron Garland it took the Japanese surrounding Kiaruvu a few days to realise the war was over. Then the resistance around the perimeter gradually melted away as the Japanese marched into Wewak to lay down their arms.

For Ron Garland the action meant a bar to the Military Cross he'd earned as a commando in the Wau-Salamaua campaign. For the NGIB it was the climax of a bitter war that gave the people of Papua New Guinea battle distinction in their own fighting unit.

At war's end the record showed that units of the PIB and NGIB killed 2,209 enemy for the loss of only 63 of their own troops. Three PIB troops had won the Distinguished Conduct Medal, one the George Medal, 12 the Military Medal and seven were mentioned in dispatches.

The Pacific Islands Regiment was born in June 1940 when the first company of the Papuan Infantry Battalion was raised with volunteers from the Royal Papuan Constabulary and from men recruited from Kokoda and other districts in Papua. By the time Japan entered the war the unit had expanded to a battalion headquarters, a headquarters company and two rifle companies with a strength of more than 300.

But habits died hard. It was probably the only infantry unit in World War Two whose members preferred to go into action barefoot.

In July 1942 the infant fighting force received its baptism of fire. It harassed the flanks and rear of Japanese troops advancing up the Kokoda Trail from Awala. Then, after a short respite, the battalion advanced with the Australians back up the Kokoda Trail, providing reconnaissance and deep penetration patrolling.

The PIB had an active life of 5½ years, operating almost constantly in support of Australian and American troops in all but one of the PNG campaigns, serving with particular distinction in Bougainville.

The distinguished history of the PIB was vividly recalled during a visit to Papua New Guinea by Queen Elizabeth and the Duke of Edinburgh. One of the highlights of the royal tour was the ceremony at Sir Hubert Murray Stadium, Port Moresby, in which Queen Elizabeth presented a new Queen's Colour to the First Battalion, Pacific Islands Regiment. It was symbolic of the PIR's new status since Papua New Guinea achieved independence in September, 1975.

The PIR passed from Australian to local command as part of the Papua New Guinea Defence Force under Brigadier General E.R. Diro, OBE. As Brig Gen Diro and the Queen sat side by side, troops of the First Battalion marched by in proud review. The old Queen's Colour, presented in March 1971 by Lieutenant General Sir Thomas Daly to replace original colours presented in 1956 by Field Marshal Sir William Slim, was trooped slowly from the parade ground to the tune of *Auld Lang Syne*.

The new Queen's Colour was draped over the drums of the regiment, consecrated, blessed and dedicated. Then, men of the First Battalion marched past in slow and quick time, advanced in review order and came to the salute with a precision that would have done credit to one of the Queen's own guards' regiments.

All Queen's Colours derive from the sovereign who personally approves their design as a recognition of distinguished service in battle. They embody the history, spirit and traditions of the regiment to which they belong.

The history of the Pacific Islands Regiment very nearly ended with the close of World War Two. The PIB and NGIB were disbanded in 1946. But then, in 1951, it had its revival. The PIR

was reactivated with one battalion to become the Australian Regular Army component in the Territory of Papua and New Guinea. A second battalion was added in 1965.

In 1962 the Australian army command began to see the inevitable shape of the future. The then commander, Lieutenant Colonel (later Major General) J.W. Norrie, began a selection program looking for the men who would become the officers of tomorrow, against the time when the people of Papua New Guinea would take command of their own army.

Among the leaders of the PIR who came out of that selection process was the man who now commands the Papua New Guinea Defence Force, Brigadier General Diro.

The Pacific Islands Regiment now plays an integral role within the Defence Force. Its units are engaged in constant patrol activities along the incredibly rugged border between Papua New Guinea and West Irian. In this role they also provide an important link between people in extremely remote areas and the government in Port Moresby.

Gone are the days of the barefoot soldiers of World War Two. Today the better-armed, better equipped and better educated soldiers of the Pacific Islands Regiment are providing the nucleus of a defence force of the future.

*Gary Scully was a journalist with the Australian Broadcasting Commission. He worked in PNG and other Pacific Countries on special assignments in 1976 when this article was written. He died in 2011.*

**When you think about it God had to be the best inventor of all time. He took a rib from Adam and turned it into a loudspeaker.**

### Mary Babnick BROWN

In 1944 Brown was the first woman to have her hair used for military aircraft bombsights. She saw an advertisement in a Pueblo newspaper in 1943 that said the government was looking for hair from women for the war effort, although no details were given as to how it would be used. The ad said only that they wanted blonde hair that was at least 22 inches long (56 cm), and which had not been treated with chemicals or hot irons. The women's hair collection for use as bombsight crosshairs was a clandestine operation even though they found the hair through a newspaper advertisement.

The Army Air Force had tried several different materials for the crosshairs of the Norden bombsight, a carefully guarded, state-of-the-art instrument that aimed bombs at their target. The bombsight was used on the B-24 Liberator, B-29 Super Fortress and B-17 Flying Fortress military aircraft. It was so secret that it was surrounded by booby-trapped charges that the crew were ordered to detonate if it appeared that the bombsight might be seized by the enemy.

According to Doug Adams, black widow spider webbing had been tried for the crosshairs, but it could not withstand the variations in temperature to which the bombsight would be exposed. In contrast, fine blonde human hair that had not been treated with chemicals or heat was found to be reliable in a wide range of climatic conditions, including at 20,000 feet and





Norden  
bombsight and  
crosshairs.



out. She normally wore it wrapped around her head in a braid, and as a result was known as the "lady with the crown".

The government purchasing agent at the Washington Institute of Technology told her that her hair would be used for meteorological instruments. She sent off samples, and they concluded that it would be appropriate for the crosshairs. Brown agreed in 1944 to have it cut. The government offered to pay her for it in war savings stamps, but she refused, seeing it as her duty to help in the war effort. She ended up feeling traumatized by the loss of it, and cried for two months afterwards.

As well as being used for bombsight crosshairs, Brown's hair was also used in scientific equipment to make precise measurements of humidity, paramount in the production of military aircraft and other war equipment. Brown's hair was the first woman's hair used as crosshairs in military aircraft bombsights.

Brown received a special achievement award on 17 Nov, 1990, from the Colorado Aviation Historical Society in a ceremony at the U.S. Air Force Academy. She was inducted into their Hall of Fame *Wikipedia*

A Teddy Bear is working on a building site. He goes for a tea break and on return finds that his pick has been stolen. He is angry and reports the theft to the foreman. The foreman grins at him and says. "Oh! I forgot to tell you. Today's the day the Teddy Bears have their picks nicked."

## PLUTO (Pipeline Under the Ocean)

PLUTO, the WW2 Pipeline Under the Ocean (the English Channel really), was designed to supply fuel from storage tanks in southern England to the Allied armies in France, without which any territorial gains would soon be lost.

### Background

A reliable supply of fuel for the advancing Allied forces, following the D-Day landings, was of the highest priority. Planners knew that the future invasion of Europe would be the largest amphibious landing in history and without adequate and reliable supplies of fuel, any advance would at best slow down, and at worst, grind to a halt. A loss of momentum could jeopardise the whole operation as German forces would have opportunity to regroup and counter-attack.

Conventional oil tankers and 'ship to shore' pipelines were in danger of cluttering up the beaches, obstructing the movement

below freezing.

Brown's hair was 34 inches (86 cm) long and had never been cut, chemically treated or heated with irons. It was her most prized possession. She washed it with "pure soap" twice weekly and combed it twice a day; it stretched down to her knees when she combed it

of men, armaments and materials and, in all circumstances, were subject to the vagaries of the weather and sea conditions. They were easy targets for the Luftwaffe. The idea of a pipeline under the English Channel was an innovative solution that stretched the boundaries of knowledge.

Oil storage facilities, located near the English Channel, were vulnerable to attack by the Luftwaffe. To reduce the risk of losses, a network of pipelines was an early priority and already under construction. The network was designed to carry fuel from less vulnerable storage and port facilities around Bristol and Liverpool to the English Channel. This network would later be linked to the planned pipeline at Shanklin on the Isle of Wight and Dungeness further to the west. The terminals and pumping stations were heavily disguised as bungalows, gravel pits, garages and even an ice cream shop!

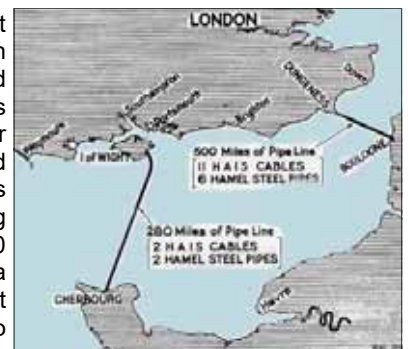
### Design Specifications

The design, manufacture and testing of couplings to join sections of pipe together also presented complex problems. The aim was to achieve leak-free joints in a relatively straightforward process that was quick to complete and did not require highly qualified engineers and sophisticated equipment.

Hundreds of miles of pipeline were needed and there were concerns over the supply of lead and the time available for manufacture. The cable was usually manufactured in continuous lengths of 40 miles, weighing 2000 tons. The weight of the cable, pressurised with water for laying, was around 67 tons per nautical mile. In regular use it could operate safely at a pressure of 1,500 lbs per square inch and was tested to destruction at a pressure of 3,500 lbs per square inch, leaving a considerable safety margin.

### Trials

Some setbacks followed. It took much longer than expected to effect a good joint, the pipeline was damaged, and a tanker dragged her anchor and severed the line. It was 100 days before pumping began at a rate of 1500 gallons per hour. It was a modest beginning but would eventually lead to 1,000,000 gallons per day being pumped across the channel.



### Pipe-Laying Operations



Laying the pipeline: A 'conundrum', loaded with a HAMEL steel pipe, is ready to be towed across the Channel. As the conundrum spun in the water the pipe uncoiled

The main 'Pipeline Under the Ocean' operation was initially based at Cherbourg. The pipe laying process, over the 70 miles from the Isle of Wight to the Cherbourg peninsula, took as little as 10 hours.

In all, about 500 miles of pipeline were laid in an average laying time over the 30 mile stretch of about 5 hours. In



The pumping station at Sandown, originally disguised as Brown's Ice Cream, is still used today

January 1945, the system delivered a disappointing 300 tons but by March this had increased to 3000 tons and later still to 4000 tons. This amounted to over 1,000,000 gallons per day, giving a total of 172,000,000 gallons delivered up to the end of hostilities. During the operation to lay the cables, an HQ ship, several cable ships, tugs,

trawlers and barges were employed on this specialised work - a total of 34 vessels with 600 men and officers under Captain Hutchings.

The 21 pipelines were vital arteries, which enabled the Allied Air Fleets and Land Forces to maintain the momentum needed to secure a victory. Moreover, PLUTO obviated the need for fleets of tankers, sparing their crews the ordeal of concentrated enemy attacks in congested waters.

Source. Internet. Pluto pipeline—Combined Operations.

### RAAF worst peacetime crash

The RAAF's worst peacetime air crash on August 28, 1972, claimed the lives of 25 of the 29 on board when an RAAF Caribou transport aircraft crashed into a Papua New Guinea hillside, killing its Australian crew and most of its passengers, high school students coming home from a cadet camp.. Most of the cadets lost in the tragedy studied at Port Moresby's De La Salle High School, Caribou number A4-233, had been returning the students and instructors to Port Moresby following an Australian Army School Cadet Camp in Lae.



Cpl Gau in 2019. Photo Ian Loftus.

It is believed poor weather forced the crew to retrace their route back through the Kudjeru Gap but the aircraft's starboard wing impacted with treetops on a ridge line.

After three days of searching, rescuers discovered five surviving cadets. However one survivor later died in hospital.

The aircraft was part of a 38 Squadron detachment operating Caribou aircraft in Port Moresby until PNG's independence in 1975.

A George Medal was awarded to survivor Cpl Tau-Gau in 1973 for his outstanding heroism after the crash. He dragged six cadets from the burning aircraft, time after time entering the aircraft despite suffering head injuries, severe shock, cuts and abrasions. The citation went on to say that only one of the six survived but Cpl Tau-Gau did as much as humanely possible to save the others.

Cpl Gau and 3 others who survived the crash decided to walk

for help. They left a message at the crash site for any search party, gathered food, water, clothing and a compass and set off to walk through some of the most rugged country in the world. After 3 days walking the boys were sighted by a search aircraft. The Citation continued "After being picked up by a helicopter Cpl Gau guided the pilot back to the scene of the crash. Without his guidance the wreckage may never have been located. By his actions, his common sense and his courageous behaviour he set a very fine example, not only to his family and his school, but to all young men of his country".

Defence Press Release 147 / 73 and News.com.

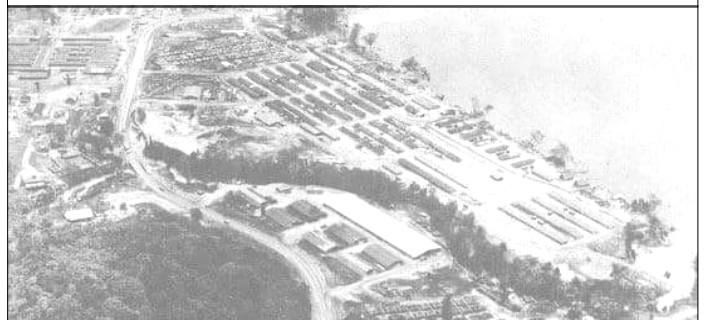
I'm great at multi-tasking.  
I can LISTEN, IGNORE, and FORGET all at once.

### Australian 4th General Hospital - Buangi World War 2

Orders were received on 21 March 1944 for the unit to be moved to Finschhafen, New Guinea. An advance party of Officers and Enlisted Men had already travelled to the area to locate a suitable location for the Hospital. The actual movement of the unit began on 22 March 1942 when the first personnel and equipment departed the station at Melbourne for the port of Brisbane. In Brisbane, the Officers and Enlisted Men were quartered at Ascot and the Nurses were sent to Camp Columbia for staging. After several days of anxious waiting, all personnel and equipment was finally loaded aboard the SS "Alcoa Polaris", which departed from Brisbane on 25 March 1944. Aside from rough waters the voyage was largely uneventful. Stops were made at Townsville, Milne Bay and Oro Bay, before the liner arrived and dropped anchor in Port



Langemak Bay, Finschhafen, 3 Apr 1943.  
The invasion of Finschhafen by the Aust 9th Division in Sep 1943 made this port a vital link in the supply chain for the capture of the rest of New Guinea.



Aerial view of the completed 500-bed unit at Buangi, Finschhafen. April 1944 Photo AWM

Moresby on 14 April.

Early impressions of Finschhafen included rain, mud, dust, heavy machinery and broken water pipes. The hospital area had formerly been a Japanese airfield, so it was reasonably level and ready for construction. By the time the 4th arrived most of the construction for a 500-bed unit had been completed. During the weeks that followed, there was much more carpentry than orthopaedics, and more plumbing than urology! By 23 April 1944, nine days after landing, the first shipment of casualties was received.

As rapidly as new wards could be made ready, patients arrived to fill them. There was gradual progress from a miscellaneous collection of buildings to a well-ordered, integrated hospital complex. Also utilizing the site and assisting with the necessary construction work were the 161st Station Hospital and the 126th Station Hospital.

As the months passed, the efficiency of the various departments increased until the whole organization was running as smoothly as it had in Melbourne. Shortages of supplies were corrected, bulldozers stopped tearing up the water mains, and adequate power units were installed to run all of the equipment. Personnel became accustomed to the climate and were surprised to find it not unpleasant. Multi-coloured lizards, land and hermit crabs, rats, bandicoots and occasional snakes were seen around the complex. Thanks to malaria control mosquitoes were few and far between.

On 1 October 1944, orders were received for the 63d and 126th Station Hospitals to be merged with the 4th General Hospital. The buildings of the 126th Station Hospital continued to be used for several months, and were known on-site as South Area. In May 1945 a small hospital unit known as Ward 25 was established at the airstrip using the old buildings then redundant. This small hospital was equipped to carry out emergency surgery and take care of patients needing only a few days of hospitalization.

In total, the complex at Finschhafen was capable of housing 2,000 patients at any one time. This limit was tested several times during the unit's stay there, sometimes exceeding it by a few hundred. While at the facility, approximately 11,200 patients were admitted. The unit admitted more surgical patients at Finschhafen than it had in Melbourne, as well as numerous medical and psychiatric cases.

Source: <https://www.med-dept.com/unit-histories/4th-general-hospital>

### B-25H Mitchell Bomber in PNG

Had the opportunity last weekend in New Britain (Papua New Guinea) to see an old WWII B-25H Mitchell Bomber that emergency landed in 1944 due to engine trouble, damaging the nose landing gear. This

aircraft is considered the last in the world to have the original outfitting of artillery. The old airfield is now overgrown by palm oil plantations. Amazing history here with the people of PNG. Thanks to Walindi resort and local tribes for access to this awesome site!

**Mission History:** On September 3, 1944 one of three B-25 strafers/bombers that took off from Stirling Airfield on Stirling Island on a mission against the Rabaul area to attack targets of opportunity. Reaching New Britain's coast, the three strafers flew low and skirting breakers along the coast and headed south-west. Recent sweeps in the same area by the Group had proved negative, and crossing Open Bay, the flight passed over Kalai Plantation.

As they peered downwards, the crews observed little there, save a wrecked wharf, derelict plantation buildings, and several beached barges which had been destroyed in previous missions. They attacked a tug boat.

This B-25 was damaged by small arms fire. One of the engines on this aircraft failed, and due to the second one over-heating, the pilot elected to make an emergency landing at Talasea Airfield near Talasea on the Willaumez Peninsula. When it touched down at high speed, the nose wheel tire blew out, and the nose leg collapsed, and the aircraft skidded to a halt on its nose. It was pushed off the runway, and serviceable components were later salvaged.

**Wreckage** This B-25 remains in situ where it force landed. Today, it is one of Papua New Guinea's better known, easily accessible and intact aircraft wrecks. Sadly, in 2006, the left outer wing was removed by scrappers, but stopped by local people.

Source - Pacific Wrecks. Photo by "What's good PNG".

### PNGVR, WEWAK

In the mid sixties, I was posted to Wewak with Treasury. Frank Hoeter was also posted here, and proceeded to set up a PNGVR sub-unit - Detachment Admin Company. It was just at the time that enlistment was extended to locals, provided that they had a reasonable standard of education and a grasp of English so that they could assimilate the instruction given. I was then a Sergeant, and Dave Harris was one too. Bob Horner was a Corporal, as was Bev Inman. Together we shouldered the burden of weapons training, among all the other little things.

The standard of education was a trifle suspect, as was the level of English. We stumbled through with a mixture of English and Tok-Pisin, and by and large we got the message across on most things. Weapons safety was a real concern, though, and Dave and I were always trying to figure out how to get the

troops to remember safety precautions in particular. Most of the lesson content mysteriously disappeared during the week between parades, and the first part of each new lesson was spent laboriously getting the students to remember what had been



drummed into them seven days before.

Some things cannot be done in the politically correct world we have today, but then it was open slather. Dave ground his teeth at the blank looks he got when opening his spiel by asking what precautions must be taken with the 36M (Mills) grenade. He sneaked a live fuse set from the armoury, cut off the detonator, and put the fuse and .22 cap into a drill grenade (yes, white and with holes drilled in it). At the beginning of the next lesson, he again asked what the first thing one did with a grenade. No response, so he suggested 'Pull the pin?'. On getting beaming nods from the whole class, he pulled the pin, and put the grenade on the floor. A satisfying pop resulted, and copious amounts of smoke came out of all the holes.

The resulting stampede, like a horde of lemmings going off the drill hall veranda and onto the grass outside was wondrous to see. I really thought I would wet myself. The lesson was indelibly etched into every student's mind though. I conducted a 25 metre range shoot out in the bush, and had secreted a blank SLR round in my pocket. After the shoot, and after weapons were cleared and the admonition commencing 'It is an offence both civil and military....' given, I picked up a rifle and palmed the blank into the breach. No one was paying any attention until I pulled the trigger, and Bev Inman, who I had told to go and pull down the flag from the butts, let out a shriek and fell down the hill, effectively covering his chest with the tomato sauce I'd provided him with. To say that the incident burned into the brains of all present would be an understatement.

We had fun in those days. We entered a PNGVR team in the local baseball competition and won it in our first season. I proudly paraded the trophy through the ranks in open file at the next parade. Dave, Bob Horner and I played in the PNGVR Rugby League team in the local competition, but we were not very successful there, despite Frank Hoeter's best efforts as a referee. The locals proved extremely enthusiastic, adept at fieldcraft, and even surprised us old hands. It was a good unit.

*Maj. Peter Rogers DFC*

*PNGVR Wewak later became D Coy PNGVR. Maj Hoeter became PNGVR Second-in-command and Maj Ken Newton was OC. D Coy. Photo D Coy PNGVR early 1970's above.*

### Army commits to new Hawkei-mounted air-defence system

Army's 16th Air Land Regiment is set to replace its current and ageing man-portable RBS-70 air-defence system with a new Hawkei-based National Advanced Surface to Air Missile System (NASAMS).

Formally announced today, the \$2.5 billion project to buy and sustain the short-range air defence capability will see the Raytheon/Kongsberg NASAMS suite paired with radars built by Canberra-based CEA Technologies, mounted on Bendigo-built Hawkei utes.

Minister for Defence Christopher Pyne said the this new air defence capability combined world-leading Australian radar technology with a highly effective air defence system that will contribute to the protection of our service men and women from modern airborne threats.

"The capability will be based on the Raytheon/Kongsberg National Advanced Surface to Air Missile System, which is used by several countries including the United States

[and Indonesia]," Minister Pyne said.

"Australia's version of NASAMS will use advanced radars designed and manufactured by Canberra-based CEA Technologies.

"CEA radars have been so successful on our ships and will now be integrated into an Australian-designed and -built vehicle, the Thales Hawkei.

"I'm delighted to announce that one of Australia's most innovative technologies will be used to further enhance the effectiveness of NASAMS and contribute to one of the world's best short-range ground-based air-defence systems."

Minister for Defence Industry Linda Reynolds said Australian industry would play a vital role in the \$2.5 billion project to buy and sustain the short-range air-defence capability, which will replace the Army's current ageing RBS-70 man-portable air defence system.

"Australian industry will secure more than \$1 billion of the total investment in acquiring and maintaining the short range air defence capability," Minister Reynolds said.

"Today's announcement will create opportunities for defence exports generating employment for at least 100 Australian workers over the projected life of the capability."

Much of the work on this project will be done at Raytheon's new Australia Centre for Joint Integration, planned to be built in the defence-industry precinct at Mawson Lakes, South Australia, with a \$50 million investment from Raytheon.

This procurement falls under Project LAND 19 Phase 7B.

*Contact Newsletter 90*

**Be the reason someone smiles today - or the reason they drink. Whatever works.**

### Owen Gun Book



Clive Morton, The Evo Owen Story, published by Mulgrave Shire Historical Society P O Box 566 Gordonvale 4865. \$ 30 posted. ISBN 0-9751715-3-4. 126pp, A4.

Prolific Northern author Clive Morton travelled across Australia and New Guinea and became a confidant of the Owen family in his quest to bring to light the story behind the production of the Owen Gun.

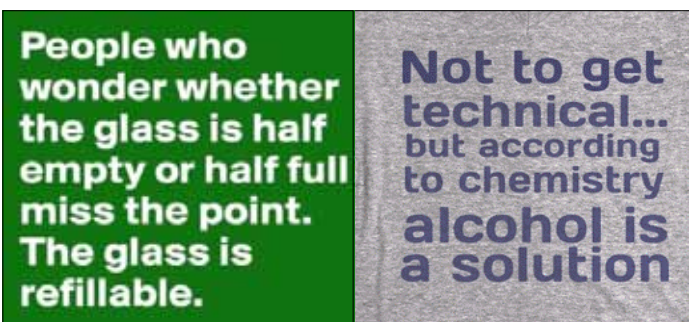
The Owen sub machine gun served the Australian armed forces from its debut on the Kokoda Track/Trail in 1942, in New Guinea, Bougainville and



Borneo, then again during the Korean war and was used to effect during the Battle of Long Tan in South Vietnam in 1965.

Remembered with affection by the Diggers who carried it, the Owen had a lot going for it – light weight and compact for jungle use, accurate from shoulder or hip, bursts or single shot, and as near as damn to stoppage free.

Evelyn Owen was a young Australian with a penchant for inventing; his prime invention was the Owen Gun. The Evo Owen Story is a boots and all tale of Owen's long struggle to have his gun recognized, and in 1942, brought into the armoury of the Australian army. He was opposed, for various reasons, by high ranking officers and politicians, and author Clive Morton lays bare the machinations and skullduggery behind that opposition. Clive uses his pen as a rapier to pierce the pomposity of Evo's opponents both high and low.



The story is interspersed with a running history of war and peace, the progress of World War Two, character studies and vignettes – all in Clive's knockabout style of fearless journalism. Numerous black and white photos of early model Owen Guns add interest to the written word.

The Evo Owen Story was self-published in 1960. The Mulgrave Shire Historical Society has arranged a re-publication with Clive's widow, Mrs Desma Morton, as a tribute to Evelyn Owen and to our long term member and supporter, Clive Morton. *Don Lawie*

### **A Journey Not Forgotten Maj Gen John Pearn AO. RFD.**

We meet, in reverence and remembrance, to acknowledge the service of those who perished in Australia's worst maritime disaster.

On 22 June 1942, 845 Australian Prisoners-of-War and 208 civilians, 1053 in all, were loaded onto the Japanese prison ship, the MV Montevideo Maru, in Rabaul. They were the survivors of atrocities and executions of soldiers and civilians on the Island of New Britain. The Prisoners-of-War included



Australians serving as civil servants, administration officials, missionaries, planters, farmers and those who had served as Coastwatchers; and members of the 1st Independent Company of commandos who had not managed to escape, and who had been serving in New Ireland. The prisoners also included the entire Bankstown (Melbourne) Salvation Army Band of some 30 members who, as devout Christians and non-combatants, had nevertheless enlisted as a stretcher bearers and bandsmen in the Australian Army Medical Corps.

The 1053 prisoners were to be transported to work in the mines on Hainan Island in northern Japan. En route to Japan, the unmarked prison ship, believed to be still a Japanese merchant vessel, was torpedoed and sunk by the United States submarine, the USS Sturgeon, off the Philippines' Island of Luzon. Every prisoner drowned, under what circumstances there is no record.

Unlike many other first-person accounts of courage and dignity in captivity, there is no record. Furthermore, unlike the contemporary accounts of other battles in the Second World War, censorship precluded any report of the disaster of the Montevideo Maru. The general public, and the families of those Prisoners-of-War, had no knowledge of the fate of their loved ones and family members, until after the War. Decades later, a list of those who were marched aboard the ship in Rabaul, was found in Japanese military archives.

The fateful final journey of those men, like all who perish and are maimed in war – servicemen and servicewomen and civilians – can engender other journeys. More than seven decades later, we also are sojourners on another journey, that of advocacy to preserve an honourable peace in a world still troubled by war or its threat. Our journey is one of progressive advocacy, promoting amongst other things the Geneva Conventions which remain important in our world today. The Geneva Convention of 70 years ago mandated that prisoners, rendered hors de combat in captivity, be protected by the identification of their prison, or place of confinement.

The Geneva Conventions mandate the ethos that when all attempts at peace have failed, and Nations lock in war, there nevertheless remains a level of debasement beyond which civilised people will not descend. Of the Four Conventions, the First defines how the dominant combatant must treat those in captivity. It prescribes the behaviour to be afforded those who are captives, or injured; and who cannot further take part in combat or conflict. Specifically, it states:

*"Individuals and prisoners who are defenceless must be protected, whether friend or enemy, without distinction of nationality, race, religion, class or opinion."*

There is some misunderstanding about the Geneva Conventions, in that some say that if an enemy combatant does not adhere to the spirit of the Conventions, why should we? The Conventions have nothing to do with an enemy combatant. They are a self-affirming statement about how we would wish to behave, when in a controlling or dominant relationship with those in our power. Today, all Australians, civilians and uniformed, are subject to our national Geneva Conventions Act 1957 and its 2016 Amendments (Act No.61). We have made this journey; as, with the passage of time, have also the nations of former enemies, the Axis powers of the Second World War.

A more difficult journey is our advocacy to maintain an honourable peace in our region; and in so doing, to be an example to the wider world. Such is insured by maintaining a strong national Defence Force, for a bully will only attack those

whom he believes are weak or vulnerable. International peace is also promoted by our international stance and adherence to the values we try to promote and progressively develop – democracy; the dignity of the individual, especially those in minority groups; freedom of speech; and the principle of equal opportunity for all.

If such be achieved, the sacrifice under death, of those 1053 men on the Montevideo Maru, will not have been in vain. They have no grave but the unending sea, but their Memorial is in our remembrance and in our resolve to make the world a better place.

*This is the address Maj Gen Pearn gave to those gathered for the Montevideo Maru service on 1st July.*

When you are dead, you don't know that you are dead.  
It's difficult only for others. It's the same when you are stupid.

### Meritorious Unit Citation – Rwanda

Australian Service Contingents 1 and 2 who served in Rwanda on Operation Tamar were today recognised with the award of a Meritorious Unit Citation.

Operation Tamar was Australia's contribution to the United Nations Assistance Mission for Rwanda, which consisted of sending approximately 700 Australian Defence Force personnel in two contingents to provide medical support and security for the medics.

Minister for Veterans and Defence Personnel Darren Chester said that from 1994 to 1996 it was estimated that more than 800,000 innocent civilians were killed in Rwanda by armed militias and trained military forces, attracting

world-wide attention and condemnation.

"The men and women of Australian Service Contingents 1 and 2 demonstrated extraordinary courage, discipline and compassion in the performance of their duties and on behalf of their country we recognise their meritorious service," Mr Chester said.

General David Hurley, Governor-General of Australia, gazetted the award of the Meritorious Unit Citation today, on the 25th Anniversary of Australian Service Contingent 1 arriving in Rwanda.

To be eligible to wear the citation insignia with the Federation Star, members must have completed 30 days service on Operation Tamar between 25 July 1994 and 8 March 1996.

Veterans who believe they are eligible are encouraged to apply directly to the Department of Defence, through the Defence Medals Online Application form.

*Contact Newsletter 98*

*Association Patron, Maj Gen John Pearn AO. RFD. is a proud recipient of this Meritorious Unit Citation in view of his service as a Surgeon in Rwanda which was recorded in HTT Vol 70 "The Human Spirit"*

### 80th Anniversary Lunch Celebrating the Formation of the NGVR

On Sat 7th Sept 60 Assn members, families and friends attended the celebratory lunch in the Everyman's Hut at the Wacol Museum precinct.

The day commenced with morning tea at 10am in the Everyman's Hut, having a get-together chat and listening to the Brisbane Salvation Army Band, followed by a service in the Chapel organised by Association Chaplain Ron MacDonald. The service was meaningful, with addresses by the Salvation Army, Association Patron Maj Gen John Pearn AO. RFD. Again the Salvation Army Band was in attendance with appropriate music for hymns.

Then came a great luncheon, prepared by the Caterers. During the luncheon Assn President Phil Ainsworth welcomed everyone, emphasising the importance of the 80th Anniversary, and specially introducing descendants of NGVR soldiers. Assn



L. Assn Chaplain  
Ron MacDonald  
and wife Cheryl.



Ken Cheung AM,  
Elaine Hui, David  
Hui Ken's story of  
his escape from  
Bougainville in 1942  
is told in HTT Vols  
111/112.



L. Vivienne Rogers  
and son Peter.  
Vivienne's father  
"Horrie" Harris  
served in NGVR.



Assn Facebook  
Master and wife  
Kieran and Margo  
Nelson.



NGVR Plaque Dedication. Shrine of Memories, Anzac Square Brisbane, 6 Nov, 1994. Back. L-R Tom Lega, Joe Gleeson, Charles Brush, Frank Holland. Edward Tscharke. Centre. Buster Mills, Jim Huxley, Kevin Baker, Bob Rasmussen, Kam On Leo, John Murphy. Front. Jack Goad, Jack McGrath, John Cooke, Neil Grieve, Alan Board.

Vice President Bob Collins gave an address on the background to the formation of the NGVR, their role and achievements. This was followed by appropriate toasts and the balance of the lunch, sweets, coffee etc.

After allowing time for friendly conversation at the tables, the group visited the Museum where they were shown through by our PNGVR personnel familiar with the exhibits.

Overall it was a most successful day and congratulations go to the organising committee, Colin Gould, Paul Brown, Kieran Nelson and other Committee Members, and also to Assn Chaplain Ron MacDonald and his wife Cheryl for their great organisation of the Chapel service. Thanks also go to the Qld National Servicemen's Association for use of the Everyman's Hut and the Chapel on the day.

Someday my ship will come in -  
and with my luck I'll be at the airport.

**VALE: Lt William Adrian McGrath (Bill)**  
**513733 8.10.1932 - 30.7.2019**

After completing an Engineering, Surveying Cadetship in the Public Works Department of Western Australia from 1950-1953, Bill joined the Administration of the Territory of Papua New Guinea as a Cadet Patrol Officer in April 1953 and served on the headquarters staff at Konedobu.

In 1955 he was promoted to Patrol Officer and became OIC at Erave Patrol Post in the Southern Highland Province which had just been established.

He transferred to the RPNGC as a Police Officer for a short



Remembrance Day 2018. Assn member Stan Carswell MBE, centre, at Cairns RSL.

time.

In 1958 he attended a Long Course at ASOPA and in 1959 was appointed as Patrol Officer [Lands] at Konedobu



Committee member Mike Griffin laying a wreath at the Kokoda Service at Sherwood Services Club. Racheal Pye in the background is reciting the ode in Pidgin.

Headquarters. He undertook land buying assignments for the PNG Administration in the Central, New Britain and Northern Districts. In 1961 he transferred to the Lands Department and remained there until December 1965,

Bill transferred into PNGVR, was promoted Cpl in 1956. Whilst in HQ Coy he produced 'The Volunteer' newsletter. He was promoted Sgt and transferred to D Coy as a PI Sgt.. By 1962 he had been promoted Lt and was the Bn Intelligence Officer. He was on the Committee to investigate the provision of colours for PNGVR.

During his service with PNGVR he attended all Annual Camps.

Bill was headhunted to be Director of Lands and Surveys of the US Trust Territory of the Pacific Islands at Saipan. His six-year contract specified that he had to be replaced by a suitably qualified and experienced Ponapean Micronesian.

He moved to Hawaii in the beginning of 1971 to the position of Land Department Manager in C Brewer and Co Limited, one of the big five Hawaiian landowners and sugar producers. In 1975 he was headhunted by Coopers and Lybrand and appointed by the Fiji Native Land Trust Board as the founding General Manager of the Native Land Development Corporation. He remained there until 1979. Later a Fijian, Ratu Tuki Cakobau, was appointed as General Manager.

In 1980 He accepted a consultancy appointment from the United Nations Development Assistance Program as a Land Consultant to the then New Hebrides Condominium Government and carried on in that role after Vanuatu became an independent nation in 1980.

He started his book business in 1984 and in 1990 was appointed Land Supervisor with Chevron Niugini as the operator of the PNG Kutubu Petroleum Development Project. He stayed with Chevron until 1997, then between 1997 and 2007 resumed the business of Pacific Book House. In 2007 he took a short term assignment with InterOil on the Purari River which 2 years later turned into something a bit longer. Finally, in July 2010, he resumed Pacific Book



**VALE: WO2 SAMIN, Denis Charles. OBE.  
31177087 Died 4.8.2019.**

Denis was born in Camperdown, Sydney he died at Mornington Vic. aged 77 after a long illness.

He served in Victoria Police Force from 1.11.1965—31.12.1968. He was appointed to R.P.N.G.C on 28.01.1969, the last of the 12 year contract officers. He served mostly in the Papuan side at Bomana, Moresby and Boroko police stations, C.I.B. and mobile squads in Bougainville during the emergency. He was retrenched under the provisions of the Contract Officers Employment Security Scheme on 6.2.1976 at the rank of Inspector.

Prior to RPNGC, he served in the Royal Australian Army Medical Corps (reserve) as a Sergeant between 1957-1961 and in the 126 Signal Squadron, Special Forces (Para) 1966-1969 as a reserve Corporal. He served in the PNGVR from 1969-1973 and held the rank of WO2 when PNGVR was disbanded.



From early 1977 he was a journalist in Victoria and from 1982 he worked for Comalco at Weipa as a public relations officer until 1984 when he had a senior position with the Independent News Group during which time he became editor of the Tablelander newspaper in Cairns,



PNGVR Port Moresby. Back L. 2Lt Stewart Lewis, Cpl Garth Blackman, 2Lt Bill McGrath. Front WO2 Joe Fisk, 2Lt Des Martin.

Qld, until 1990 during which time he served as a Captain in 36 Regional

Cadet Unit 2/15 Field Regiment.

He rejoined the P.N.G. national Government R.P.N.G.C. on 17.8 1990 as the Community Relations Officer with the rank of Superintendent until 1993 when he was appointed Director of the Reserve Constabulary until 1995 when promoted to Assistant Commissioner at P.H.Q. Konedobu.

In a shooting incident in which Denis has to defend his wife Lis and himself in an attempted home invasion he left RPNGC in early 1998, returning to Queensland. After some years there he and Lisa left for a family property at Tyabb, Mornington Peninsula, Victoria. He lost one eye in a carpentry nail incident in 1974. In the late 1990's Denis donated his RPNGC sword to the Association Museum.

He is survived by Lisa and an adopted son, Joshua Green.

*Thank you Maxwell Hayes.*  
**LEST WE FORGET**

**Vale: Cpl Adams RJ (Ron)  
860293 1938 to 4 Sep 2019**

Formerly from A Coy, PNGVR, Ron worked with TAA in Lae. He assisted building the training areas replica CT village. Ron is survived by his wife Annie and his two children. The Assn was advised of his death after the event.

The museum would like to acknowledge the donation received from Allan Tronson.

**JR Medals**  
John & Vanessa Roxburgh  
Ph: 0466 633 273  
Loc: 71 Pontiac Circuit, Warner, QLD  
Web: [www.jrmedals.com.au](http://www.jrmedals.com.au)  
email: [info@jrmedals.com.au](mailto:info@jrmedals.com.au)  
**15% Discount for all PNGVR members**

**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** Paul Brown, Curator, email [paulbrown475@gmail.com](mailto:paulbrown475@gmail.com), Phone 0402 644 181 or

Colin Gould, Assistant Curator, email [pngvr@optusnet.com.au](mailto:pngvr@optusnet.com.au), phone 0424 562 030

(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

(NGVR & PNGVR Ex-members Association : BSB: 064006 - A/C: 10001126)

**Website Master:** Trevor Connell email [trevor.connell@internode.on.net](mailto:trevor.connell@internode.on.net), phone 0409 690 590

[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 [kierannelson@bigpond.com](mailto:kierannelson@bigpond.com), phone 0412 236 013

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

**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)

**Chaplain.** Rev Ron MacDonald. Phone 0407 008 624 email [ron.macdonald@aue.salvationarmy.org](mailto:ron.macdonald@aue.salvationarmy.org)

**FUNCTION DATES**

**Sat 5 Oct.** **Sat 2 Nov**  
Museum open day; members & visitors welcome; come along & have a cuppa.

**Sat / Sun 12/13 Oct.**  
Brisbane Open Day. Our Museum will be open both days and assistance will be required. Contact Paul Brown or Colin Gould.

**Sat 19 Oct**  
Committee Meeting. 10am Wacol Museum.

**Sat 26 Oct**  
Association AGM followed by a Light Lunch. Come along, support your Association and catch up with former comrades. Museum Wacol.

**Sat 7 Dec**  
10am—Committee meeting at museum. All Welcome.



*Dress  
Weekend  
Neat &  
Casual*

## **EARLY WARNING ORDER**

**2019 A.G.M.**

**SATURDAY 26 OCTOBER 2019**

Members & guests are cordially invited to attend the  
Association's Reunion and AGM to be held at the NGVR/  
PNGVR Museum,  
( **Boundary Road Wacol, Brisbane** )

All Welcome  
UBD Map 217 Ref\_N1

10.00 am Morning tea meet & greet

**10.30 am Annual General Meeting**

11.30 am Light Refreshments

Museum will be open after the AGM.

*The AGM will proceed regardless of the weather.  
Plenty of parking on site.*

**Please RSVP your intention to attend ASAP to :-**

*Col Gould- mobile 042 456 2030 or Paul Brown on mobile  
040 264 4181 or email [pngvr@optusnet.com.au](mailto:pngvr@optusnet.com.au)  
or PO Box 885, Park Ridge. Q 4125*

NEW GUINEA VOLUNTEER RIFLES AND PAPUA NEW GUINEA VOLUNTEER RIFLES  
EX MEMBERS ASSOCIATION INC.

**ANNUAL GENERAL MEETING—Saturday 26 October 2019 at the Wacol Museum**  
**2019 / 1920 NOMINATION FORM**

MEMBER NOMINATED:.....

COMMITTEE POSITION NOMINATED FOR:.....

(Positions:- PRESIDENT; VICE-PRESIDENT ; SECRETARY; TREASURER;  
& up to 8 COMMITTEE MEMBERS (Total Executive Committee of 12 ).

NOMINATED BY: (Print).....SIGNATURE/DATE.....

SECONDED BY: (Print).....SIGNATURE/DATE.....

**NB: Nominations, in writing, to be forwarded to the Secretary by 5 October 2018**

Only former members of NGVR and/or PNGVR who are financial members may  
nominate, second or be nominated for election to the Executive Committee.

Post to: The Secretary NGVR/PNGVR Assoc. PO Box 885 PARK RIDGE Q 4125

Email: pngvr@optusnet.com.au

NEW GUINEA VOLUNTEER RIFLES AND PAPUA NEW GUINEA  
VOLUNTEER RIFLES EX MEMBERS ASSOCIATION INC.

**2019**

**ANNUAL GENERAL MEETING**  
**PROXY FORM**

I, .....of.....

(Financial Member's name)

(Address)

being a financial Member of the above named Association, hereby appoint

.....of.....

(Member's name)

(Address)

as my PROXY to vote for me on my behalf at the 2019 Annual General Meeting to be held on  
**Saturday the 26 th October 2019** at the NGVR/PNGVR Museum at Wacol.

Signed:.....Date:.....

(NB Proxy's close 10.00 am on the day of the A.G.M.)

Post to: The Secretary, PO Box 885, PARK RIDGE, Queensland. 4125

Email: pngvr@optusnet.com.au