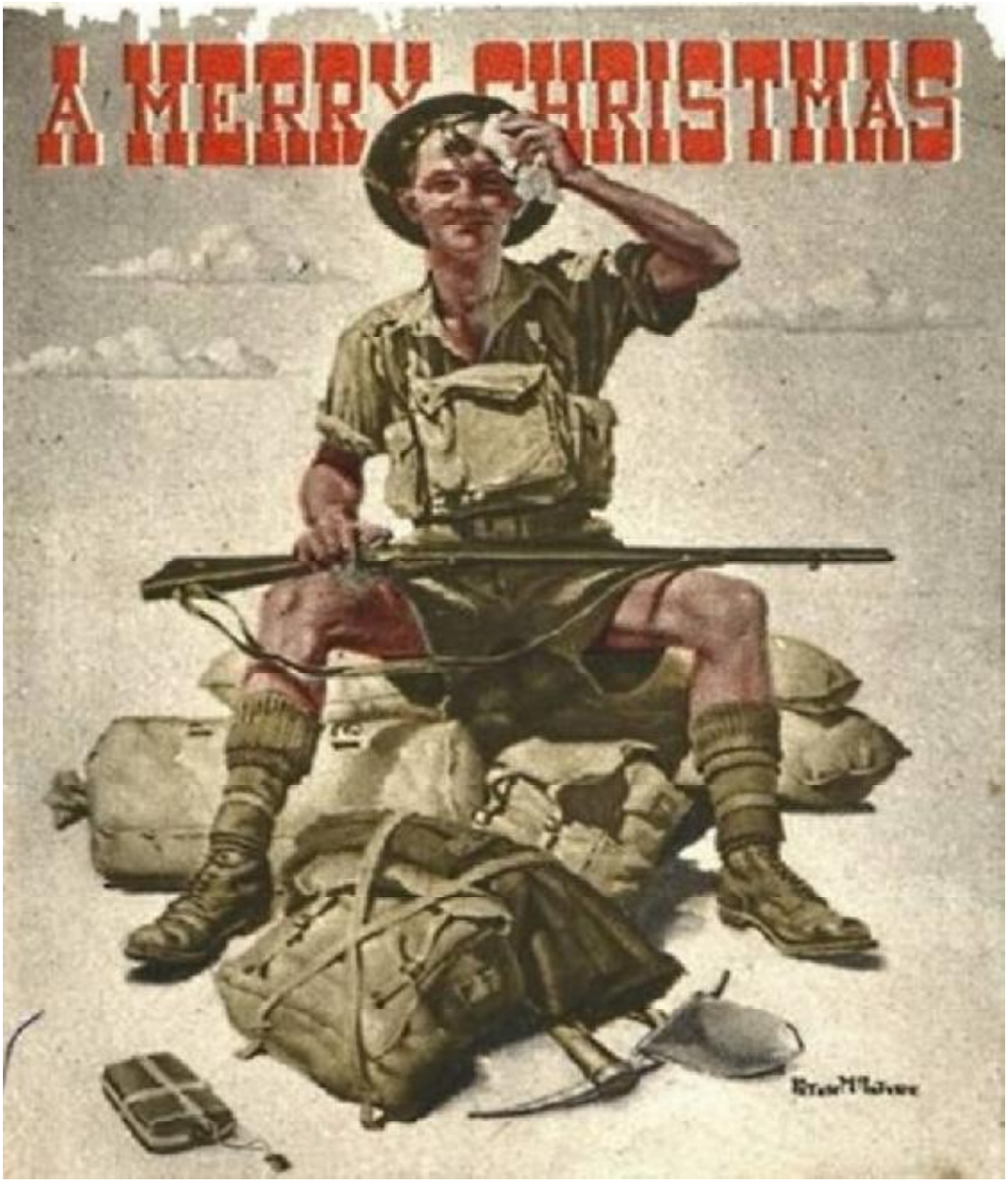
BARTREAD

WARTIME VEHICLE CONSERVATION GROUP
SOUTH AUSTRALIA



ISSUE 35 DECEMBER 2019

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WVCG MONTHLY MEETINGS

ARE HELD AT THE TOWER HOTEL,MAGILL SA ON THE FIRST TUESDAY OF THE MONTH STARTING AT 1900 HR'S. MEALS AVAILABLE, ORDER AT THE BAR AND MEAL WILL BE SERVED IN THE MEETING ROOM.

Inside this issue:

WVCG 2019 CHRISTMAS FUNCTION

Kev Tipler has arranged this year's Christmas Function to be held at the Anderson's Hill Winery, Lenswood on Saturday 14 December, 2019 from 12.30 onwards. We will be having a brief Club Meeting prior to lunch.

Kev also arranged for a prior lunch club run starting from the Gumeracha Oval via the Applewood Gin Distillery. For those interested please meet at the Gumeracha Oval between 10.45am and 11.15am. Kev will lead the group to the Applewood Distillery situated at the old Unico Cool Stores for either a Gin samples or coffee. A half hour stop there, then to the Anderson's Hill Winery via a scenic back road country drive arriving at the lunch venue around 12.30pm. Military vehicles are preferred, but all civilian vehicles are welcome. There will be some (formed) dirt roads.

Those not wishing to undertake the run can go directly to the winery. Could all member attending please advise Kev Tipler or Mick Jenner as we need to confirm numbers for catering purposes.

NOTE: The normal WVCG December meeting will not be held at the Tower Hotel.

Esprit de Corps

There's something that's found amongst soldiers, Sailors and Airmen too,
A bond and belief of Police and Firemen, or a Surf lifeboat crew.
It's there when you're facing danger, it's part of being a team,
It's something you earn when you finally learn, what trust and loyalty mean.

Those without pride cannot have it; it's something they always will lack,
It is known to millions of selfish civilians, whose motto is "I'm alright Jack".
It was foreign to government ministers, who had proud Regiments axed,
What are noble traditions to sharp politicians, who never even got in on the act.

It's the need to stand up and be counted, under fire; it's the strength that can calm,
When you swear to your Gods, that whatever the odds, you will stand with your comrades in arms.
It's a part of your Regiments Colours; it's the words on the cap badge you wear,
It's the homage you pay on Remembrance Day, to those who did more than their share.

It's knowing you're part of a family, to rely and to be relied upon,
It's that feeling of pride shared by soldiers at your side, when you know that you really belong,
In a sick world where decency's gone to the dogs, and loyalty counts no more,
It's something we've got that means such a lot; it's called Esprit de Corps.

SPECIAL GUEST SPEAKER

WO1 Paul Ryan. Royal Australia Engineer Corp. Retired. Was our very special guest speaker at our monthly General Meeting on Tuesday, 1st October 2019. His talk to the group was of his time and experiences in Vietnam in 1977. Paul served as a Sgt. Combat Engineer. Royal Australia Engineers. (RAE). First Field Squadron. The First Field Squadron accompanied Regular Australia Troops on their missions, and should the troops encounter, any mines or booby traps the engineers rendered them "safe" before the troops could continue to move forward. These Engineers were a vital part of all Australia Forces fighting in Vietnam.

Paul and his troop of Engineers were also involved in laying one of the largest mine fields in the Vietnam war between the village of Dat Doh and the area held by the Viet Cong. It was established that the Viet Cong moved supplies of food and equipment from the village to the enemy, the villagers did not really have much choice as they would be killed if they refused to help the enemy. The mine field was 150 meters wide inside barb wired fences constructed of concertina wire, 2 coils high and 2 coils wide. The mine field ran from the mountain range 20 kilometres to the sea. It consisted of 20,000 mines and 15,000 booby trap mines. The mine field proved to be a bit of a farce and gave the enemy opportunities to steal mines and used them against our troops. Later in the war the mine field was cleared by Australian Engineers who sustained many casualties.

Paul used explicit maps and diagrams of mines they used and patterns of laying mine fields, He also showed how mines could be converted to booby traps by attaching a hand grenade under the mine. He told us he had lost 7 good men from his troop during the time of laying mines and setting booby traps, which was very dangerous work. His troop were also used to clear enemy tunnels found by Australian troops. An engineer would go into a tunnel with only his 9mm Browning Pistol in one hand and bayonet in the other and a torch on is hat. When a tunnel was cleared they would set explosives and blow up the tunnels. These were very brave men. Paul was promoted to Staff Sgt. During those times. Paul was eventually medivacted out of Vietnam after he was injured when the APC he was in was blown up passing over a mine, only Paul and one other soldier seriously injured survived the explosion . Once back with his unit in Australia Paul was promoted to Warrant Officer Class 1 (WO1) and spent the remaining years in the Army as an Instructor/ Trainer. Paul served 26 years in the Australian Army before retiring. His talk to our group was very much appreciated and we extend a special thanks to Paul for his time and his experience serving in the Australia Army in the Engineer Corp.

WO1 Paul Ryan.
Royal Australia Engineer Corp. Retired.

By: Tony Van Rhoda. Editor/Publisher.

HMAS MELBOURNE
home for the last time

HMAS Melbourne (III) arrived in her homeport of Sydney on 27 September 2019, marking the end of her final voyage. The 138-metre-long warship berthed alongside Fleet Base East at Garden Island with her decommissioning pennant and battle ensign flying one last time. Commander Australian Fleet Rear Admiral Jonathan Mead said Melbourne had given 27 years of distinguished service to Australia's maritime operations. "HMAS Melbourne deployed on operations across the globe including to the Middle East eight times, earning battle honours for her service in East Timor and the Persian Gulf," Rear Admiral Mead said. "The Adelaide Class guided missile frigates have formed the backbone of our Navy operations for decades and Melbourne has played a vital role, sailing more than 900,000 nautical miles since her commissioning in 1992." The final Commanding Officer of HMAS Melbourne Commander Marcus Buttler said Melbourne recently completed a four-month deployment through north Asia, including conducting international maritime surveillance operations to enforce United Nations Security Council Resolution sanctions against North Korea. "HMAS Melbourne has been deployed overseas for most of 2018 and 2019, showing what her Ship's company of hardworking Navy personnel can do, and although today is bittersweet I am also very proud," Commander Buttler said. "Thousands of people have called this ship home over the past 27 years with many fond memories of their time aboard and I have no doubt many of them will be sad to see her seagoing service come to a close today. "Our ship's motto is 'she gathers strength as she goes', and she has continued to gather strength during the 900,000 miles steamed and 70,000 hours underway. "HMAS Melbourne has kept up a high tempo right to the end which is a testament to the love this crew has for her." Melbourne is the last of six Adelaide-class guided missile frigates left in the Royal Australian Navy and will decommission on 26 October.

CLUB RUN

Saturday 21 September

Club Run from Mt Torrens Hotel to Rick's Farm Saturday 21 September

The day started badly for me when I realized that I could not drive my jeep due to my recent knee surgery. So, after a quick phone call to Tony Cole, Deb and I were able to arrange a ride in Tony's up-market 4wd from the Mt Torrens pub. On arrival at the pub we met up with most of the other attendees, who except for Fiona Shearman had elected to take their civvy vehicles. However, Greg Helbig and Kev Tipler turned up later in their Jeeps. After a wholesome lunch, we all took off on the mystery tour to Rick's farm via various back roads and tracks. However, before long Rick's best laid plans were thwarted as we a arrived at a checkpoint of the Hills Rally, which was in progress and the road was blocked off. After backtracking some distance, we continued various back roads and tracks to Rick's Farm where the more adventurous were invited to traverse various paddocks of the farm until eventually arriving at the mega-barn. All were invited to inspect progress of the barn, and then made our way individually back home. A great day out for those who participated, and we look forward to arranging similar events in the future. Another wine tour, Kev?

Mick Jenner

WHO AM I

WHO AM I

WHO IS THE WVCG MEMBER IN THE PHOTOGRAPH.

The correct answers will be posted in the following issue of the magazine. So forward a copy of yourself and let's see what you looked like years ago. It may be of you playing sport or in the services or just doing anything at all. Please forward your photograph to:

Editor/Publisher.
Email: gumbrae44@tpg.com.au

ANSWER TO THE SEPT. 2019 ISSUE: was **Frank SCOTT.**

Infantry fighting vehicle project shortlist

IMAGE: *Contenders for LAND 400 Phase 3 – Hanwha Redback V Rheinmetall Lynx.*

Hanwha Defense Australia and Rheinmetall Defence Australia have been short-listed to participate in the next stage of evaluation to replace Army's current fleet of mobility and reconnaissance vehicles.

LAND 400 Phase 3 will replace M113 armoured personnel carriers, providing the Army with an advanced, world-class infantry fighting vehicle capability.
Minister for Defence Linda Reynolds said the government was investing in the best possible capability to meet the current and emerging threats of our changing geostrategic environment.
"These advanced vehicles will provide new levels of protection, firepower, mobility and enhanced communications," Minister Reynolds said.
"This project will deliver Australia a brand-new, cutting edge capability, but we will also ensure we are well placed to work together with industry, to grow and develop the capability over the course of its life.
"When fully delivered, the LAND 400 Program will allow Army to successfully sustain mounted close-combat operations against emerging and future threats, as part of an integrated Australian Defence Force.
"I thank all tenderers for their significant effort and the resources invested in supporting Phase 3 of this project."
Minister for Defence Industry Melissa Price said the LAND 400 Phase 3 program provided an exciting opportunity for Australian industry to contribute to building and maintaining these new infantry fighting vehicles.
"Just as with the Phase 2 combat reconnaissance vehicles [Boxer], Australian industry involvement and Australian workers are vital to this project," Minister Price said.
"Phase 3 is another important opportunity for Australian industry to deliver leading-edge technology for our Australian Defence Force.
"During the testing-phase, Defence will work with the shortlisted tenderers to ensure small and medium enterprises across Australia have the opportunity to showcase their capabilities.
"The two companies have been assessed as offering vehicles that are best able to meet the requirements of the Army while providing value for money for Defence.
"However, if at any stage of this process there is a need, Defence can invite other tenderers to participate in the shortlist, to make sure we deliver the capability we need to the Army and the best value for the Australian taxpayer."
The Risk Mitigation Activity will commence later this year, after which, Defence will undertake a final, detailed evaluation of the shortlisted tenders.
A decision on the preferred tenderer to supply the Phase 3 capability will be presented to government for consideration in 2022.

THE WVCG PRESIDENT and COMMITTEE

WOULD LIKE TO WISH ALL MEMBERS AND FAMILIES A

MERRY CHRISTMAS
And a
SAFE and HAPPY NEW YEAR

MAY 2020 BRUNG US ALL A WORLD OF PEACE AND JOY

BRITISH WOMAN BECOMES THE OLDEST PERSON TO SAIL SOLO AROUND THE WORLD AT 77 YEARS OF AGE.

I KNOW THIS STORY ISN'T Á MILITARY VEHICLE STORY, BUT ABOUT A WOMAN AND WHAT CAN STILL BE ACHIEVED IN OUR GOLDEN YEARS THAT I WANTED TO SHARE. IT IS ALSO A STORY ABOUT AMATEUR RADIO AND WHAT CAN BE ACHIEVED AS AN AMATEUR RADIO OPERATOR. THOSE OF YOU WITH VEHICLES FITTED WITH RADIOS SHOULD THINK OF OBTAINING YOUR AMATEUR RADIO LICENCES TO BE LEGAL TO OPERATE THEM. HAM RADIO IS ALSO A GREAT HOBBY. THIS AMAZING WOMAN. 'JEANNE SCORATES', IS ALSO AN AMATEUR RADIO OPERATOR. I HAD THE PLEASURE OF MAKING CONTACT WITH HER ON NUMEROUS OCCASIONS AS SHE SAILED SOUTH OF AUSTRALIA AND AROUND THE BOTTOM OF NEW ZEALAND WHERE SHE WAS HIT BY A SIDE ON FREAK WAVE WHICH ROLLED HER YAUGHT CAUSING A LOT OF DAMAGE, NEARLY ENDING HER BID TO SAIL SOLO AROUND THE WORLD. IT WAS AN AMAZING FEELING FOR ME WHEN I AGAIN MADE CONTACT WITH HER AFTER THE INCIDENT. SHE MADE REPAIRS, FINALY ARRIVING BACK IN VICTORIA, CANADA TO CLAIM HER TITLE OF THE OLDEST PERSON TO SAIL SOLO AROUND THE WORLD.

Jeanne Socrates, 77, has become the oldest person to sail around the world solo, non-stop and unassisted. A 77-year-old British woman has become the oldest person to sail around the world solo, non-stop and unassisted, and said she will not let age stop her adventures.
Jeanne Socrates, from Lymington, Hampshire, completed her circumnavigation in Victoria, Canada, when her 38ft yacht Nereida was met by a flotilla of small boats. She previously claimed the record for the oldest woman to complete the challenge in 2013. She told the PA news agency: "I have been absolutely and happily staggered and delighted by the amount of support I have been getting on my return. "The number of people that turned up and waited on the day I was coming because I was so slowed down getting over the finish line was just fantastic and absolutely wonderful."
During her latest record-breaking 320-day voyage she suffered a ripped mainsail during a storm and lost the boat's solar panels overboard. She said: "The only thing that was going to stop me was if something major happened to the boat. "I had a few doubts a couple of times whether I would manage to get back to that point where I could continue." Her record bid was beset with problems including an accident as she prepared for a previous attempt in 2017 when she fell off her boat in dry dock and broke her neck and ribs.

She said: "Age is just a number, it's your health and mental attitude that matters, not your age. I don't feel any different to when I was 35/45." She added the things she missed most during her trip were a "crispy crunchy Caesar's salad, fresh fruit and fresh coffee". Ms Socrates said that although she is from Lymington, she spends most of her time on her boat, particularly in Canada, where she has been made an honorary member of the Royal Victoria Yacht Club. The mother-of-two said her son and daughter had learned to live with her adventures. She said: "Neither of them sail or understand at all what I'm about. They know by now that I'm not going to fall off the boat, so they just accept it and I'm going to continue and I seem to be surviving and accept that I'm not going to stop." I expect to be at sea for around 7-8 months nonstop, hoping to get safely around the Five Great Capes of the Southern Ocean and back to my starting point without any outside help and without using my motor (which will be sealed). I'll post daily blogs to my website and I'll be talking each day to people on land around the world using my HF/SSB radio, which I use for emails and weather info as well - so I shan't be quite alone! If any problems arise (and they usually do!), I'll have to deal with them using tools & spares I'll carry onboard ... and all food for my time at sea will need to be with me from the start of my journey - fresh eggs turned daily should last several months, onions and potatoes most of the way, and I'll also have canned and dried foods. Drinking water will come from a water-maker (desalinator) working off my batteries and I'll have long-life milk and fruit juices as ballast! My batteries will be mainly powered by the sun and the wind, with a backup generator to help on windless, overcast days and/or when I've used the radio a lot. I'll do my own weather routing using my radio to get the information – 'grib' weather files will come as email attachments and weather faxes will come direct from onshore transmitters located beside whichever sea area I happen to be in. It's useful to know when a storm is expected - they're very frequent over a good part of my route – and in planning my route I'll try to stay out of both calms and storms and in favourable wind as much as possible. I'm hoping to use my sextant to practise navigation skills made rusty from frequent use of GPS. The Southern Ocean is often overcast so taking regular sights won't always be possible – but when well offshore, in the middle of an ocean, that's not a problem! This will be my fourth solo circumnavigation and, I hope, my second successful nonstop one When I finish, I'll become the oldest person to have sailed around the world nonstop, solo and unassisted.

The Royal Victoria Yacht Club in Victoria posted on Facebook: "Congratulations to Jeanne Socrates on "SV Nereida" who has officially completed her solo circumnavigation unassisted and has set a record as the oldest person to do so at 77 years old". Jeanne Socrates arrived at Victoria, B.C. on Saturday afternoon just under a year after she departed on Oct. 3, 2018.

CONGRATULATIONS "JEANNE SOCRATES" ON YOUR ACHIEVEMENT.
Tony VAN RHODA. - VK5MRT- Vice President, Editor/Publisher.

FEEDBACK

Not directly to me, but via Keith Webb and the Canadian Military Pattern Vehicles, Facebook page regarding a well deserved award by the MVPA at their recent Convention to Mike Cecil, who you all should know for his dedication to our Military Vehicle History ….

"Congratulations to Mike Cecil. Many of you know Mike through this interest. Mike doesn't do Fb but his wife posted the following info: "So proud of my wonderful husband! He received the 2019 Bart Vanderveen Distinguished Service Award for contributing greatly to the preservation of historic military vehicles worldwide, from the Military Vehicle Preservation Association. It was quite a weekend of awards for us! Michael's twelfth book is now available too. It tells the stories of people who volunteered from my home town in WWI, and is a fascinating insight into the people and their various experiences of The Great War." You find this on his website with details of his publication here. https://michaelkcecil.com/

RUSTY, 'RECKS & RELICS

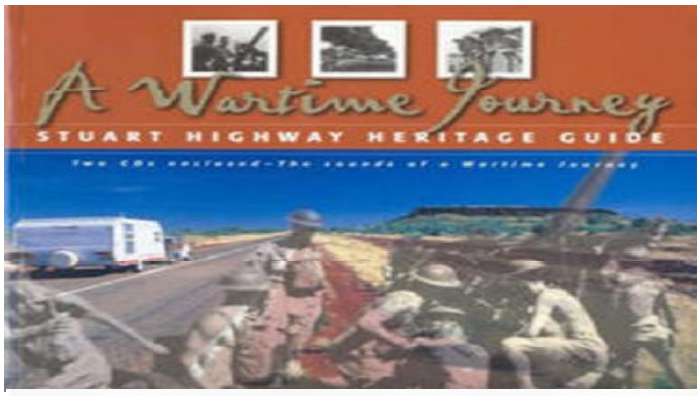
Too good a picture to pass up, but off a Blitz Facebook site and in an overseas jungle some-where. An old logging operation I believe?.

BACK TO THE TRACK
Countdown to 2020

and … 75 years of VJ Day or Victory in the Pacific, as they like to call it now.

In a regular run out of Darwin, we hooked the camper up behind the C15A and the trailer behind the Jeep and headed off 90km to WW2 Coomalie airstrip.. 55-60kph was a good speed.. (30ltrs of fuel) and all went well. The event was a fly in of a few historic aircraft and some-thing we hope for you to witness on the Back to the Track event next year. *Cheers Paul Van Bruggen.*

BACK TO THE TRACK
24 JULY — 15 AUGUST 2020

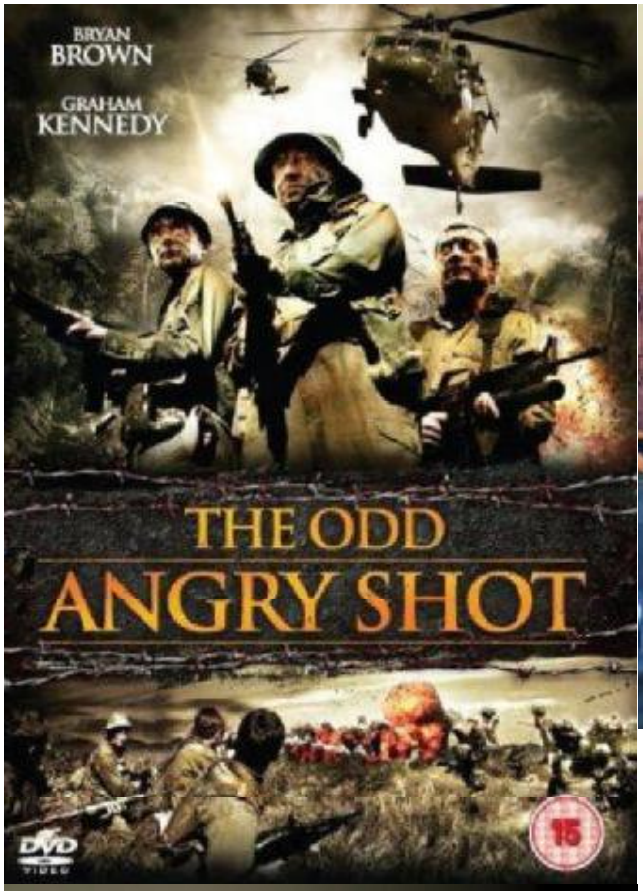


In July and August 2020, groups of military vehicle collectors from around Australia will converge on Alice Springs and make the wartime journey and travel along the track to Darwin to commemorate the 75th anniversary of VJ Day and the end of the Second World War in the Pacific.
This event is for restored WW2 Allied Military Vehicles, and will re-enact the military supply convoys that ran from Alice Springs to Darwin (Larrimah) during the Second World War that became known as the Track, or North South road to fortress Darwin during the Battle for Australia.

First Boxers delivered at Enoggera

The first of the fleet of new combat reconnaissance vehicles (CRV) for the Australian Defence Force has been unveiled at a ceremony at Enoggera Barracks in Brisbane. 211 new Boxer 8×8 CRVs will be delivered by Rheinmetall Defence Australia under the $5 billion LAND 400 Phase 2 Mounted Combat Reconnaissance Capability program. Minister for Defence Linda Reynolds said the new vehicles, with their high levels of protection, firepower and mobility, would provide a world-class capability to the Australian Army. "These new vehicles are part of the government's $200 billion investment in our defence capability to ensure the Australian Defence Force is equipped to succeed in our challenging strategic environment," Minister Reynolds said. "Investing in the Army is a key part of our nation's plan – and today is a significant milestone – the handover of the very first Boxer combat reconnaissance vehicle. "The Boxer vehicles have more firepower, they have more mobility, and even higher levels of protection for our soldiers than the ASLAV that they replaced. "Let me give you a few examples – the main gun — the cannon — is larger and more lethal than its predecessor. "The significantly improved electro- optical systems will mean enemies can be detected at longer ranges, whatever time of day and whatever the weather. "The radios, and the communications, are far more secure, and for the first time, they are integrated into the wider Army and Defence networks. They can handle larger quantities of data, and far more effectively. "Most importantly, they will keep our soldiers, our men and women, even safer." Minister for Defence Industry Melissa Price welcomed the approximately 1450 jobs across Australia that would flow from the construction of the vehicles. "This project presents an exciting opportunity for Australian industry to play a vital role in delivering leading-edge capability and technology to Australia's Army," Minister Price said. "Our government's investment decisions in defence capability are complemented by a comprehensive defence industry policy agenda to support a robust, resilient and internationally competitive defence industry, which will support jobs and investment across the country. "Over the 30-year life of the vehicles, Australian industry will secure $10.2 billion of the total investment in acquiring and maintaining the fleet." Minister Price also today announced an additional seven small businesses that have been contracted by Rheinmetall as suppliers for the first 25 Boxer vehicles. The companies are: Brisbane-based Frontline Manufacturing: supplying prototype bracketry. Sydney-based Precision Metal Group Australia: supplying prototype bracketry. Burnie-based Direct Edge: supplying prototype bracketry. Melbourne-based MoTeC: supplying information data logging, IT connections and system support. Sydney-based Axalta: supplying specialist paint and paint supply products. Melbourne-based Hilton Manufacturing: supplying prototype bracketry. Brisbane-based Rockpress: supplying mine blast protection plates. This brings to a total of 12 small businesses across Australia who will contribute to the Boxer program, ensuring the delivery of these vehicles is a national enterprise. The first 25 vehicles will be assembled in Germany and delivered to Australia as part of technology transfer activities to familiarise Australian workers and suppliers on the specific manufacturing techniques of these vehicles. The remaining vehicles will be assembled at Rheinmetall's Military Vehicle Centre of Excellence facility in Redbank, near Ipswich, using companies located across Australia.. **By: Brian Hartigan**

Australian Army's first Boxer at Enoggera Barracks. Photo Sergeant Max Bree.



Thanks to Emily for the picture taken on Vietnam Veterans Day with, her dad, Scott, your Ed—Mitch and legend Actor, Bryan Brown at a special fund raising for Soldier On, of the screening of the classic Aussie movie, "The odd angry shot", which is now 40 years old. The movie was presented by the Blue Mountains Vietnam Vets and was attended by Bryan, (one of the characters), the Producer / Director, Tom Jeffrey (who is the father of one of the local Councillor's and David Stratton, (esteemed movie critic), who all spoke about it and the times when it was made. Great stuff!

LEST WE FORGET

When an old soldier is fondly remembered, he is not truly gone. He simply changes his duty posting and is one of our best. When he gets to heaven, to St Peter he will say
'Another soldier reporting sir'

He is now in God's Battalion

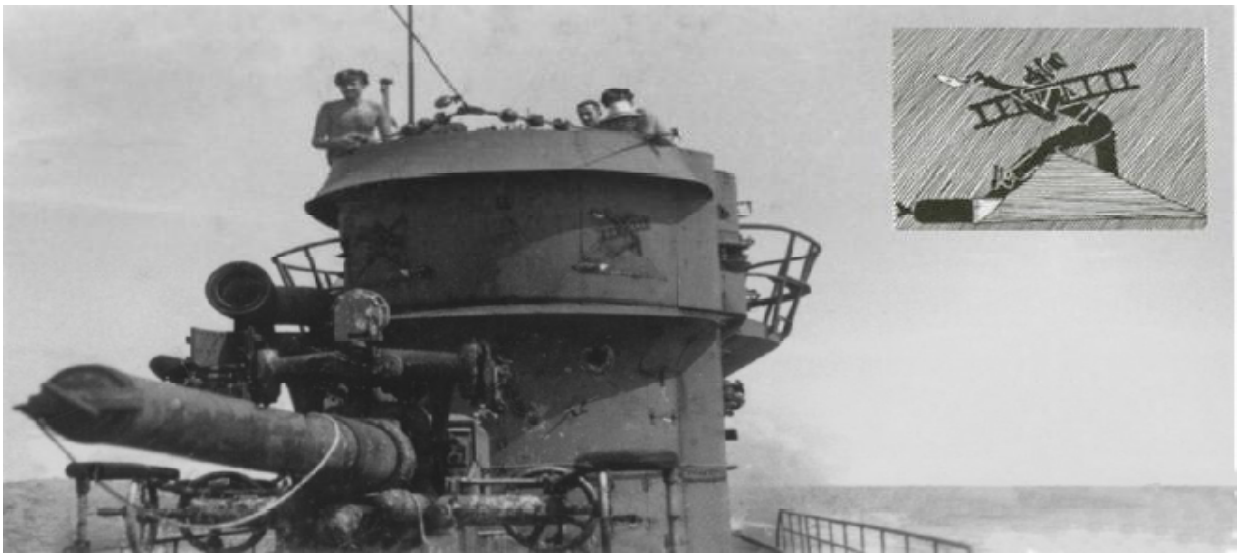
German U-Boat Operations
in Australian Waters

By; Dr David Stevens

U-boat Operations off Australia, 1944-45.

> ***If we could only have had more boats it would have led to a Paukenschlag like that off the coast of America. Korvettenkapitän Heinrich Timm, Commanding Officer U-862, December 1944.***

The *Paukenschlag*, or Operation DRUMBEAT, alluded to above by the commander of *U-862*, was the code name for the German U-boat offensive against the American Atlantic coast that began in January 1942. In the first two weeks of the campaign, a mere five U-boats sank 25 allied ships totalling 200,000 tons. In the four months it took for the Americans to introduce effective anti-submarine measures, 137 ships of almost one million tons would be lost. For the Allies it was a major disaster, for the U-boat commanders it would become regarded as the second 'Happy Time' of the Battle of the Atlantic. In December 1944, however, *U-862* was not in the Atlantic, and although planned to be part of a larger offensive, the U-boat was in reality quite alone. Korvettenkapitän Timm was actually making his observation while operating off the Australian east coast where he believed he had at last found another safe hunting ground for the U-boat arm. Elsewhere, Allied anti-submarine measures had largely driven the once feared 'grey wolves' from the shipping routes, but Timm had just detected a large concentration of shipping at the eastern entrance to Bass Strait and no escorts were apparent.



U-862 on the surface. Note the emblem visible on the front of the conning tower depicting a chimney sweep which was adopted as a bringer of good luck.

U-boats in the Far East

Although Germany began developing plans for U-boat operations in the Indian Ocean early in the Second World War, it was not until late 1942 that practical action was taken. While distant operations by the *Hilfskreuzers*, or surface raiders, were still reaping success, there was no urgent need to augment them and in any case the BdU (Commander-in-Chief Submarines), Admiral Karl Donitz was unwilling to transfer the scarce, long-range Type IX U-boats away from the critical Atlantic battles. Japan too, was at first less than supportive of a free-ranging German presence, regarding the Indian Ocean as being in their own sphere of influence. When the Axis partners finally agreed to delineate boundaries in August 1942, the German zone of operations was limited to the waters south and west of 20°S and 85°E.

The first voyages by U-boats into the Indian Ocean therefore remained tentative and were confined to the area around the Cape of Good Hope. But as the war drew on into 1943, and both Germany and Japan found themselves on the defensive, the situation changed. Japanese submarines were undertaking fewer operational patrols and were primarily engaged in transport duties in the Pacific. Consequently they could not readily be spared for remote operations in the Indian Ocean. Recognising a need to put more pressure on Allied sea communications, the Japanese proposed greater German efforts in the northern part of the Indian Ocean, and offered the Germans the use of their submarine base at Penang.

This change in Japanese attitude coincided with a difficult time for U-boats in the Atlantic and a corresponding desire by Donitz to seek areas where Allied defences might be weaker. Available intelligence suggested that the Indian Ocean might indeed offer new opportunities, so in June 1943 the first 11 U-boats of Group Monsoon left their bases in Europe and proceeded east. The danger then existing in the Atlantic was evident when only five of those boats survived to reach the Indian Ocean. After operations in the Arabian Sea, where another boat was lost, the remaining U-boats eventually reached Penang in November 1943. With only eight merchant ships sunk in return, the results were disappointing, but the Monsoon experience did at least confirm that, in comparison with the Atlantic, anti-submarine measures in the Indian Ocean were weak and attack opportunities more favourable. Donitz therefore decided to continue sending long-range U-boats to the Far East. Ultimately, he allocated 44 operational and transport U-boats to Indian Ocean operations. Besides Penang, facilities to support the boats were also established with Japanese assistance in Singapore, Djakarta and Surabaya.

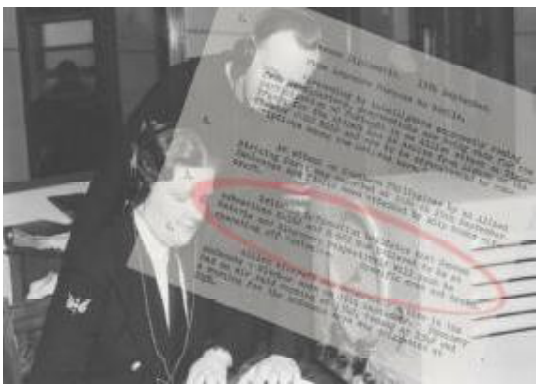
German interest in Australia

One of the first references to the possibility of U-boat operations off Australia appeared in May 1944 in a report written by Kapitänleutnant Ludden of *U-188*. Ludden was the first of the Monsoon commanders to return home and he recommended that preliminary reconnaissance of the areas south and west of Australia should be undertaken. In this way, should it be the intention to make a surprise attack with a larger group of boats, the force could operate with a sound knowledge of traffic and defence conditions. A great weakness of U-boat operations in the Far East was that operational control remained solely with BdU. The German commander at Penang, Fregattenkapitän Dommes, thus had little flexibility and no planning authority to arrange a mission to Australia.

German strategic interest in the Indian Ocean was, in any case, still concentrated on the tanker and merchant ship routes in the Persian Gulf and Gulf of Aden, so no immediate action was taken on Ludden's recommendations. The Japanese, however, still found themselves hard pressed in the Pacific and continued to request even greater German cooperation. The Head of the Japanese Naval Mission in Berlin, Vice Admiral Abe, made several personal representations to Donitz asking for more U-boats and suggesting the expansion of their operations to include the Australian area. With the improvement of Allied defences in the western Indian Ocean making targets more difficult. Donitz finally agreed to the Japanese request. After initial consultation with Penang he released the following message on 14 September 1944: *Operation for Pich (U-168) and Timm (U-862) in Australian area approved. They are to sail when ready for war. Make use of Japanese knowledge of the traffic and defence situation.*

U-862 berthing at Swettenham Pier in Penang.

U-168 under the command of Kapitänleutnant Helmuth Pich, was a Type IXC U-boat of 1140 tons. Pich was one of the most experienced of the Far Eastern commanders, having first arrived in Penang in November 1943. *U-862* was a larger and longer range Type IXD2 and had only recently arrived from Europe. But Timm, had already demonstrated his professionalism, sinking one ship in the South Atlantic and another four in the Mozambique Channel on the voyage out. Donitz understood that the Australian operation would primarily be for the benefit of the Japanese, but to show further German commitment told Vice Admiral Abe on 26 September that three submarines would now be scheduled to operate in the Australian area. The third U-boat was to be *U-537*, commanded by Kapitänleutnant Peter Schrewe. Another Type IXC, *U-537* and had arrived in Djakarta from the Atlantic in early August. The preparations required for a sortie of three submarines to Australia were not insignificant. Skilled manpower was scarce and being far from home, spare parts were almost impossible to obtain. The Far East bases were also critically short of torpedoes and those that were available had often deteriorated in the tropical conditions. Many of these torpedoes ran slow, increasing the likelihood of a failed attack. In late September, each of the Australian-bound U-boats was ordered to embark 14 torpedoes. Only half the full outfit of a Type IX, but a large proportion of available stocks. A further difficulty for the Germans was a lack of recent intelligence. Despite BdU's suggestion, the Japanese had not operated in Australian waters for over a year. They thus had little idea of the traffic and defence situation, particularly off the West Australian coast where the Germans intended to concentrate. Allied forces had no comparable intelligence problems. Unknown to both the Germans and the Japanese, their secret communications had been thoroughly compromised. The Australian Chief of Naval Staff, Admiral Sir Guy Royle, as Commander South West Pacific Sea Frontier, was receiving daily Signals Intelligence (SIGINT) reports from the US Fleet Radio Unit Melbourne (FRUMEL) and was already fully aware of German planning. Just five days after BdU had given approval for the mission, westbound Allied shipping was instructed to be routed well dispersed and pass not less than 250 miles south of Cape Leeuwin. Air patrols were also increased and additional anti-submarine vessels were transferred from Darwin to Fremantle. These ships were ordered to form part of a 'Hunter-Killer' group under the direct operational orders of Naval Officer-in-Charge (NOIC) Fremantle. Of far more danger to the U-boats, however, were patrolling allied submarines.



Allied intelligence was, from the outset, aware of the deployment of U-boats to SE Asian waters.

Kapitanleutnant Helmut Pich.

U-168

U-168 became the first of the assigned U-boats to sail, leaving Djakarta at 09:00 on 5 October 1944. The U-boat was initially programmed to conduct a one-day surface passage to Surabaya to complete battery trials. On successful completion of the trials she was expected to proceed south and operate off Australia's southwest coast. Following normal procedures to safeguard the movements of a friendly submarine, local Japanese units were alerted by signal to the precise details of *U-168*'s departure and arrival times, intended course and speed. The signal was decrypted and the particulars repeated in the FRUMEL summary for 5 October. Though there was little time left to arrange an en-counter, the Dutch submarine *Zwaardvisch* was on patrol nearby and ordered to attempt an intercept. *Zwaardvisch* belonged to the British 8th Submarine Flotilla based at Fremantle and was commanded by Lieutenant Commander H Goosens. She had left Fremantle for her second Far Eastern patrol on 26 September and six days later passed through the Lombok Strait.

Shortly after dawn on 6 October, with *Zwaardvisch* off the north coast of Java at periscope depth, Goosens sighted *U-168* on a steady easterly course at 14 knots. The Dutch submarine was well positioned for an attack and 11 minutes after the sighting he fired a fan of six torpedoes. Aboard *U-168* the weapons were seen seconds before impact and much too late to take avoiding action. Two torpedoes hit. One pierced the U-boat's pressure hull but failed to detonate, the second exploded in the forward torpedo room. Immediate shutting of the watertight doors failed to slow the flooding and *U-168* sank rapidly by the bows with the loss of 23 men. *Zwaardvisch* surfaced shortly afterwards and five of the survivors, including Pich, were recovered for interrogation. The remaining survivors were put on a native fishing vessel for return to Japanese territory. Pich was unable to explain why he had been caught unawares, but one of his men blamed the Japanese, complaining that they never started anti-submarine air searches before 11:00.

The Dutch submarine Zwaardvisch, which intercepted and sank U-168. (Netherlands Institute for Maritime History)

U-168's loss was reported by the Surabaya base later the same day and two Japanese submarine chasers were ordered to search the scene. The Japanese found nothing and Zwaardvisch returned safely to Fremantle on 26 October, having sunk or damaged another four enemy ships. Despite this failure and other similar losses, there appears to have been little extra effort put into improving anti-submarine defences by the Japanese. Indeed, Berlin advised Dommes that it might actually be safer for U-boats to proceed independently rather than in the company of a Japanese escort.

The Australian operation remained the principal offensive mission planned for the Far East and obviously remained important, both for keeping the U-boats effectively employed and as a show of practical support for the Japanese. As such, in early November BdU authorised another Type IXD2, Oberleutnant zur See Striegler's *U-196*, as a replacement for *U-168*.

U-537

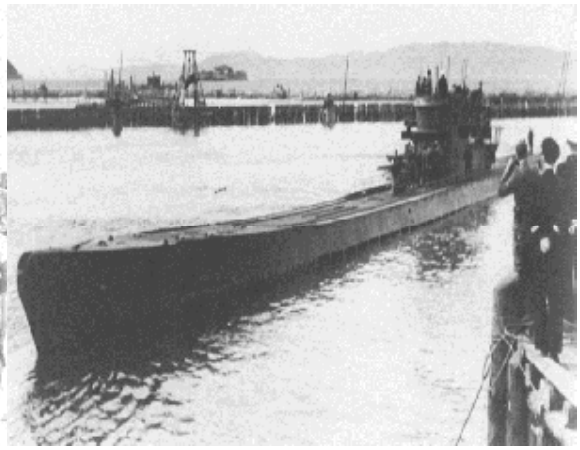
The next U-boat ready to depart, *U-537*, sailed from Surabaya on 9 November for a series of diving tests. If the tests were successful, she was then under orders to pass along the eastern coast of Bali and proceed outward bound for operations off Darwin and northwest Australia. Japanese units were again alerted to the presence of a friendly submarine. Five days before departure, the Surabaya Guard Force provided complete details of *U-537*'s program after leaving port, including, '10th 08:00 in 7-12°S 115-17°E where diving tests will be carried out for 10 miles on course 156 degrees. The U-boat's fate had thereby been sealed even before she sailed. In Darwin on 6 November, the US submarines *Flounder*, *Guavina* and *Bashaw* received patrol orders that organised them into a coordinated search and attack group. Commander J Stevens, commanding *Flounder*, was the senior officer. The following day all three boats departed for their allocated areas. On the morning of 10 November, Stevens ordered his submarine to submerge in a position north of Lombok Strait. *Flounder's* patrol report completes the story: *07:54 Officer of the deck sighted what appeared to be a small sailboat bearing 347° (T), distance about 9000 yards..*

08:09 Target was identified as a German submarine making 12 knots. 08:26 Fired four stern tubes. Track angle 90° starboard, range 1000 yards, gyro angles very small. Torpedoes were set to run at 8 feet. 08:27 Observed hit about 40 feet inside the bow. There was a tremendous explosion and the whole target was obscured by smoke and flame. The sinking took only 20 seconds and had occurred one mile from the advised position. There were no survivors from *U-537*'s crew of 58 men. *Flounder* went on to sink one other ship on that patrol, eventually securing in Fremantle on 13 December.

U-862

After her arrival in the Far East, *U-862* had spent seven weeks undergoing refit in Singapore and 10 days in Djakarta, allowing the crew time for a short period of recuperation in the mountains. With all in readiness, Korvettenkapitän Timm finally sailed on 18 November, still unaware of the loss of *U-537*. Expecting the other U-boats to be operating in the west, Timm instead planned to take his boat along the shipping routes to the south and east of Australia. Fortune was with *U-862* and for a change insufficient departure details were available for allied submarines to arrange an intercept.

Korvettenkapitän Heinrich Timm, with his crew following their arrival in the Far East.



U-862 deploying from Trondheim, 28 May 1944. (U-Boot Archiv)

Reaching Cape Leeuwin on 28 November, Timm turned his boat east to try to intercept shipping in the Great Australian Bight. For a week Timm conducted a fruitless search, eventually suspecting that traffic had been warned and directed away from the normal shipping routes. *U-862* then moved towards the Spencer Gulf, Timm hoping to have more success around the focal area in the approaches to Adelaide.

On 9 December, the Germans sighted the Greek steamship *Illisos* off Cape Jaffa, 130 miles southeast of Adelaide. Detecting the ship too late for a submerged torpedo attack, Timm instead surfaced and ordered his 10.5cm deck gun into action. In the rough seas prevailing, accurate fire could not be maintained and as *Illisos* was also returning fire Timm soon decided to break off the attack.

On being advised of the incident, NOIC Port Melbourne ordered two Australian corvettes in the vicinity, HMA Ships *Burnie* and *Maryborough*, to search for the U-boat. The corvettes found nothing on their own Asdic (sonar), but were counter-detected by *U-862*'s hydrophones. Timm surfaced, but in poor visibility could not identify the warships and since the worsening seas prevented a torpedo attack, decided instead to run south at high speed. No doubt remembering the mine-laying exploits of German surface raiders in 1940 and suspecting that *U-862* might attempt the same. *Burnie*, *Maryborough* and HMAS *Lismore* were then ordered to sweep the shipping routes in Bass Strait.

With the reduction in the Japanese threat, the local convoy system around Australia had ceased in February 1944, but other safety measures were now reintroduced. These included routing all shipping, except local traffic, south of Tasmania and ordering ships in southern Australian waters to zigzag and darken ship at night.

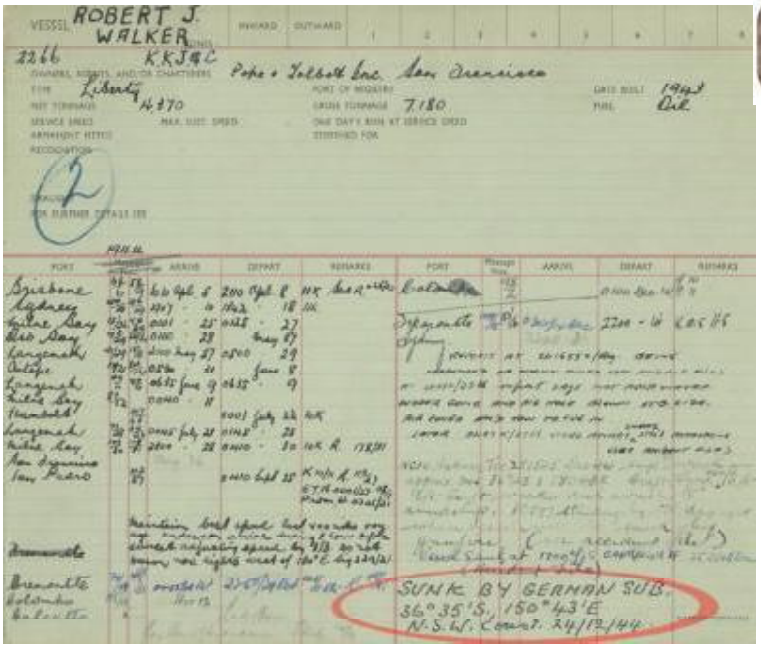
Timm had meanwhile moved to a position south of Tasmania where *U-862* encountered a tanker on a course for New Zealand. The target was moving quickly and the U-boat again surfaced to try to move into an attack position. With night and heavy rain making the approach more difficult, the attack was finally thwarted by the appearance of an aircraft that, apparently mistaking the U-boat for the tanker, attempted to exchange recognition signals. *U-862* crash-dived and waited, but the expected counter-attack never came.

Timm then turned north and while passing east of Bass Strait, his hydrophone operator listened to what sounded like a large group of ships moving at high speed. It was this detection that inspired Timm to pen his comments about an Australian *Paukenschlag*.

Only one ship was actually sighted, but it was too far away for *U-862* to reach a firing position. With no other U-boats in the area to assist, the opportunity to attack was lost.

The U-boat continued moving up the coast and on Christmas Eve intercepted the American Liberty ship *Robert J Walker* off Moruya. The attack began at 02:55 on Christmas Day and continued for more than three hours. Liberty ships were well sub-divided with watertight bulkheads and five torpedoes were eventually needed to ensure the ship was finished. At least two of the German torpedoes ran slow, one so slowly that it was destroyed by gunfire from the freighter before it could hit.

The first RAAF aircraft arrived in the area ten minutes after the last torpedo exploded, beginning a massive submarine hunt that would last for more than a fortnight. Also included among the searchers were several RAN and USN warships from Sydney and the Royal Navy's 4th Destroyer Flotilla, which had put to sea immediately from Melbourne. It was to be the largest and longest submarine hunt ever conducted off Australia. The searches all proved negative and, although some attacks were made on suspicious objects, *U-862* managed to keep well clear. HMAS *Quickmatch* recovered the 68 survivors of *Robert J Walker* on 26 December, two



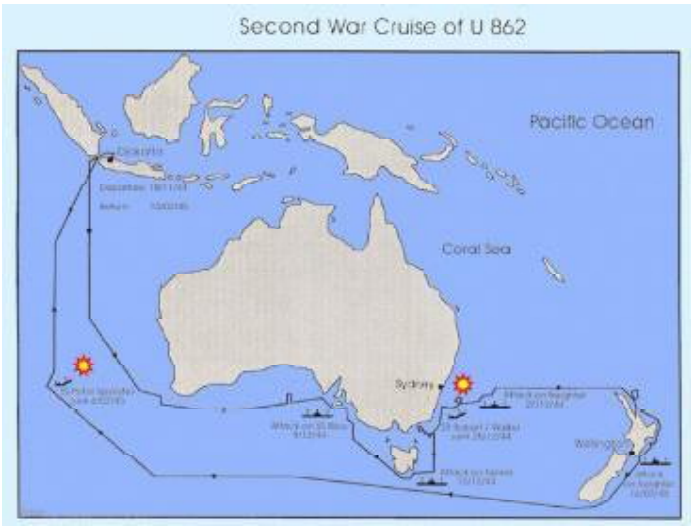
The Mercantile Movement Card recording the loss of Robert J Walker.

The damaged wooden name board from the Robert J Walker was found on Bherwerre Beach, near Sussex Inlet, NSW in December 1944. It is now in the collection of the Australian War Memorial. (REL 42365)

Deciding that, for the moment, he had caused enough commotion off New South Wales, Timm headed off towards New Zealand. On the way, another freighter was sighted. A good attack position was reached, but again Timm was let down by a faulty torpedo. Attempting to conserve his stocks, Timm fired only one weapon and it detonated prematurely 300m from the U-boat. The freighter escaped undamaged.

After crossing the Tasman Sea, *U-862* sailed around North Cape and down the east coast of New Zealand. At times Timm brought the U-boat very close to the coast; close enough to Gisborne and Napier .

to see cars on the streets and to hear music from the cafes. The shipping though, was disappointing; several coastal vessels were seen but not the expected concentration of larger ships. Only one submerged attack on a small freighter was made. Despite the ship showing full peacetime lighting, Timm missed the shot. New Zealand was left undisturbed, with the population completely unaware of *U-862*'s combat patrol.



With seven torpedoes remaining, Timm had planned to return to the area off Sydney, but on 19 January 1945 he received orders from Fregattenkapitän Dommes to return immediately to Djakarta. The Japanese expected an Allied landing on the Malay peninsula and Dommes was concerned that Penang and Singapore would fall soon after. For two weeks, the U-boat headed west into mountainous seas. Finally turning north, *U-862* stumbled across another Liberty ship, *Peter Sylvester*, on 6 February. The Liberty ships again proved to be of excellent construction and it took four hits from five torpedoes to sink her. Thirty two men were lost in the action and *Peter Sylvester* gained the dubious distinction of becoming the last Allied ship to be sunk by a submarine in the Indian Ocean.

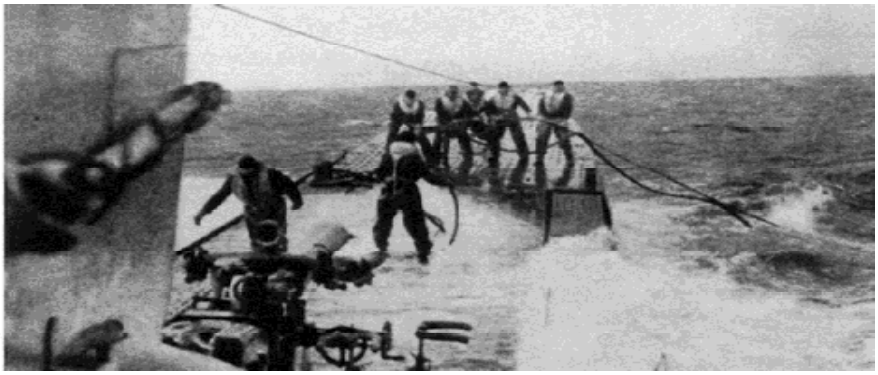
The Liberty Ship Peter Silvester with a full cargo of war materials. (Project Liberty Ship 26 749)

After 22 days adrift survivors from the Peter Silvester are recovered by the escort carrier HMS Activity.

U-862 broke radio silence for the first time at a pre-arranged escort point in Sunda Strait. Although the signal was decrypted, it would appear the rendezvous position was unknown to the Allies and Timm again managed to avoid an encounter with an Allied submarine. The U-boat finally returned to Djakarta on 15 February, having sunk only two ships, totalling 14,000 tons, on the three month voyage. In his post cruise report Timm explained the disappointing result: Mistake in planning operation was that sea area was too large. Better chances are to be expected by concentrating on traffic north and south of Sydney. The sea area would repay a generously planned operation with several boats.

U-196

The last U-boat allocated to the Australian operation was *U-196*, which had arrived in Penang in mid-August after sinking one ship on the voyage from France. The U-boat left Djakarta on 30 November and initially proceeded west to act as a refuelling stop for U-boats returning to Europe. On completion, Oberleutnant zur See Striegler's orders directed him to operate off southwest Australia for one month then proceed to Japan for a refit. Problems with the other U-boats caused the refuelling operation to be cancelled 11 days after *U-196* sailed. A recall order was sent, but despite repeated requests by Penang for a position report, *U-196* failed to respond. By the end of December, she was presumed lost. No Allied submarine claimed U-196 as a victim and although it is possible that the U-boat struck a submarine mine in Sunda Strait, her disappearance remains a mystery.



Left: A crewman on the forward casing of U-196, circa 1944. Right: U-196 refuelling at sea, possibly during her voyage to South East Asia.

Although the Monsoon U-boats together destroyed close to a million tons of shipping, sinking rates were not high enough to disrupt Allied sea communications and came at a huge cost. Of the 44 U-boats Donitz sent out to the Far East, only five safely made the round trip back to Europe; six, including *U-862*, were taken over by the Japanese after Germany's defeat and four were destroyed while operating from Far Eastern bases. The remaining U-boats were all lost while deploying or returning to Europe. The high loss rates and maintenance difficulties experienced by U-boats in the Far East ensured that even at their peak there were never more than four or five boats available for operations. By February 1945, when *U-862* returned to Djakarta, there was only one operational U-boat remaining available and Donitz had already agreed with the Japanese that future German efforts would concentrate on Allied supply lines around the Philippines. Timm's comments about Australian waters thus came too late to be acted upon. *U-862* therefore became the only U-boat ever to operate off Australia and the *Paukenschlag* envisioned by Timm was thankfully never to come about.

Two of U-862's officers, left: Marineoberstabsarzt Jobst Schäfer. Right: Oberleutnant zur see Karl Steinhauser. (U-boot Archive)

The phenomenal success of radio intelligence, and the lack of available enemy resources meant that Australian sea and air defences were never required to confront a determined underwater offensive. Nevertheless, it is sobering to imagine what might have happened. The unsuccessful search for *U-862* after the attack on *Robert J Walker* was a major undertaking, involving at least a dozen warships and almost 200 dedicated RAAF sorties. Despite advanced warning, the free movements of *U-862* showed that, when not betrayed by SIGINT, the U-boats were extremely difficult to pin down. With the Pacific war receding even further, Australia's own defences were not worked up and shipping had largely returned to peacetime practices. If the veteran Monsoon U-boats ever had been able to mount a determined challenge, the Australians would have been hard-pressed to match them. On the other side, despite the lack of results achieved, *U-862*'s cruise, travelling alone, further from home than any other wartime U-boat, must stand out as an epic accomplishment. By 1944, the average life expectancy of a U-boat at sea was only eight weeks. Despite sickness, boredom, extremes of climate, frustration with faulty equipment and moments of terror, Timm kept his crew motivated and in high spirits, although all already knew that the war was lost. Timm's crew regarded him as one of the best U-boat commanders of the war, but *U-862*'s survival was also testimony to the qualities of professionalism instilled into the U-boat arm as a whole.

Epilogue

The formal unconditional surrender of German forces in all areas came into effect at midnight on 8 May 1945. At that time *U-181* and *U-862* were in Singapore. Two days prior, Korvettenkapitän Timm ordered *U-862*'s crew to assemble on board. Just before noon, the senior Japanese naval officer, Vice Admiral Shigeru Fukudome, and his staff arrived to inform the Germans of their iminent internment. During the afternoon some trucks drew up on the wharf and an armed detachment of Japanese soldiers formed up opposite the U-boat. For a brief moment it appeared to the Germans that the Japanese intended to take *U-862* by force. The situation, however, was strictly under control and within a few minutes the Kriegsmarine ensign had been lowered, the rising sun hoisted and the U-boat renamed *I-502*. There was no ceremony attached and without a word the German crew disembarked and filed onto other trucks ready to be taken back to their quarters. *U-862* was not used operationally by the Japanese and at the end of the war she was found by the British in Singapore along with her sister *U-181*. On 15 February 1946 both vessels were escorted by the Royal Navy frigates HMS *Loch Lomond* and HMS *Loch Glendhu* to the middle of the Malacca Strait and scuttled in 52 fathoms of water, thus fulfilling the requirements of the Anglo-American Soviet Agreement concerning the destruction of U-boats. Korvettenkapitän Heinrich Timm and his crew survived the war. Timm later served in the German Bundesmarine following its formation in 1955, retiring as a Fregattenkapitän in 1966. He died in Bremen in 1974.

CLUB ANNOUNCMENTS

A SPECIAL REQUEST

DON'T THROW AWAY THOSE OLD JEEP BARTREAD TYRES. RICK SHEARMAN WILL TAKE THEM OFF YOUR HANDS. IT DOESN'T MAKE ANY DIFFERENCE WHAT CONDITION THE TYRES ARE IN AS LONG AS THEY ARE NOT HOLED OR CRACKED.

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CONTACT. RICK SHEARMAN

Mobile: 0408 835 018
EMAIL: rickshearman@bigpond.com

UPDATE ON GRAHAM ARKLE CRASH

Report on Graham Arkle

As many of you will know, Graham and his Alvis Stalwart were involved in a serious accident while he was on his way to the Corowa Swim-In in March. Jan had been in contact with Graham. He spent months in the Alfred and Epworth hospitals and now he is home from hospital. His leg is still very sore, he has been undergoing hydrotherapy and physiotherapy and is still unable to walk. His femur has not reconnected properly. Possibly will require a hip replacement. Had 400 stitches just on his bottom.

Graham wants to thank everyone who has made contact since the accident.

He would like to hear from people associated with the Swim-In. You are welcome to give him a call on **0403 072 329**

SPECIAL NOTICE

SA RE-ENACTMENT TACTICAL EVENT

The South Australian Re-enactment Tactical Event which was to be held in the Mount Crawford forest between the 1st and 3rd November 2019. Was unfortunately cancelled due to the extreme hot temperatures and fire hazard. Decision to cancel the event was made by the SA Re-enactment Team after consultation with the Parks people but extreme weather and high winds predicted for the weekend meant we would have put our members in harms way. You can understand the disappointment for all of the re-enactors who had been looking forward to the weekend.

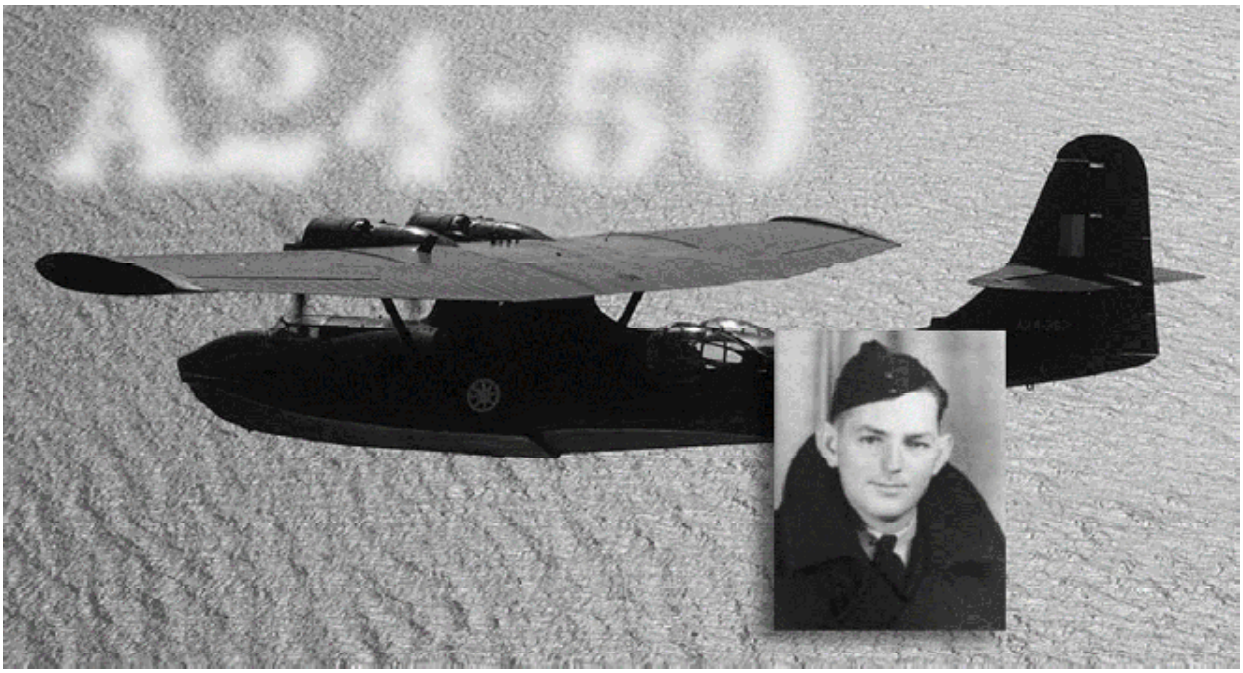
But all is not lost and the Tactical weekend has been re-scheduled for a weekend in May 2020 which is appropriate being just short of the D' Day events in France on 6th June 2020. I hope that all members of the WVCG will now plan ahead and diarise the date in May 2020 and be part of the SA Re-Enactors event to make it a huge success. So start working on your vehicles and get them ready and be part of the many WVCG members taking part in the Event.

Tony VAN RHODA
WVCG Vice President
Editor Publisher

Lost WWII Catalina positively identified

By; Brian Hartigan

The Royal Australian Air Force has completed a search and recovery mission in Indonesia for 10 Australian airmen aboard Catalina A24-50, 76 years after the aircraft failed to return from a wartime mission.



FILE PHOTO: ***A Catalina graces the sky during 2009's 70th Anniversary celebrations for RAAF's 10 and 11 Squadrons. Photo by Leading Aircraftman Leigh Cameron.***
INSET: Air gunner Sergeant Melville Tyrrell, lost with A24-50 in 1943.

A24-50 was reported missing on 2 September 1943 while on a sea mining operation to Sorong in occupied Dutch New Guinea. The wreckage of the RAAF No 11 Squadron Catalina was located near Fakfak in West Papua in April 2018.Minister for Veterans and Defence Personnel Darren Chester said the Air Force Unrecovered War Casualties team positively identified the missing aircraft during a reconnaissance mission to the crash site last year.

Details of Crew:

Wing Commander.	John William Daniell	40	Age 26
Squadron Leader.	Eric Hamilton Barkley	250281	Age 27
Flying Officer.	Lewis Melvin Dunham	406672	Age 32
Flying Officer.	Stuart Patrick King	255266	Age 36
Sergeant.	Norman Notley Moore	408861	Age 27
Sergeant.	Keith Arnold Watson	22692	Age 23
Sergeant.	John Daniel O'Grady	5778	Age 36
Sergeant.	Allen Richard Eather	402703	Age 21
Sergeant.	Alexander Eric John Elsbury	415378	Age 22
Corporal.	Douglas Giffen Shaw Russell	13970	Age 21
Corporal.	John Corbett Stain	2437	Age 32

We are committed to honouring the service and sacrifice of Australian military personnel from all theatres of war," Mr Chester said." The RAAF team has concluded further search activities in the field and have reported finding a number of items of interest which require further testing in order to confirm the origin of each item
The only major recognisable pieces of wreckage were two sections of the wing, engines and propeller, and the empennage (rear part of fuselage) across the top of a ridge.
"We are very grateful for the support and assistance provided by the Indonesian Air Force throughout this process, without which this work could not take place.""
The Royal Australian Air Force has confirmed that aircraft wreckage found in waters south of

Cairns is that of RAAF Number 11 Squadron Catalina A24-25 that crashed on 28 February 1943, killing all 11 personnel on board.
Chief of Air Force, Air Marshal Leo Davies AO, CSC, praised the work of all those involved in locating and confirming the identity of the aircraft.
"Unfortunately, our history is scattered with stories of Australia's servicemen who went missing in action during World War Two," Air Marshal Davies said:
"The discovery of this Number 11 Squadron Catalina is important for Air Force and our ongoing commitment to account for our missing personnel from past conflicts; currently 3124 from the Second World War and 18 from Korea. It is even more important for the families to finally have some closure in knowing the resting place of the aircraft and their loved ones after such a long time."
The wreckage was first discovered 56 kilometres south of Cairns in 35 metres of water by Cairns diver Kevin Coombs in 2013, but weather and planning challenges delayed the final dives to complete the investigation. In August, Air Force investigators and a representative of the Great Barrier Reef Marine Park Authority accompanied a Navy Clearance Dive Team from HMAS Cairns and travelled to the site to gather additional evidence in order to confirm that the aircraft was A24-25.

An engine mount from Catalina 24-25 found in waters off Cairns, Queensland.
Image supplied courtesy of Kevin Coombs, Cairns.

Catalina aircraft stationed at Cairns were used from late 1942 by Number 11 Squadron to fly long-range missions against Japanese shipping and submarines. On 28 February 1943, Catalina A24-25 and its 11 aircrew were engaged on a 17-hour mission to provide anti-submarine cover to a convoy heading for Milne Bay in Papua New Guinea. The final radio call stating that the aircraft was force landing was picked up by Townsville. The Court of Inquiry recorded that the aircraft crashed at sea whilst attempting to land due to exhaustion of its fuel supply. There were no witnesses and no sightings of wreckage or crew during subsequent searches.
Air Force intends to leave the aircraft where it lies as a mark of respect to the crew whose remains are likely to be entombed in the wreckage. The Great Barrier Reef Marine Park Authority in consultation with Air Force has declared the site a *Maritime Cultural Heritage Special Management Area* in order to protect it.
Air Force intends to hold a memorial service and place a commemorative plaque in Cairns to honour the crew early next year. Any relatives of the crew who have not been contacted by Air Force, are encouraged to contact the officer of Air Force Missing in Action Investigations,

Successful search and recovery of Aussie WWII Catalina A24-50.

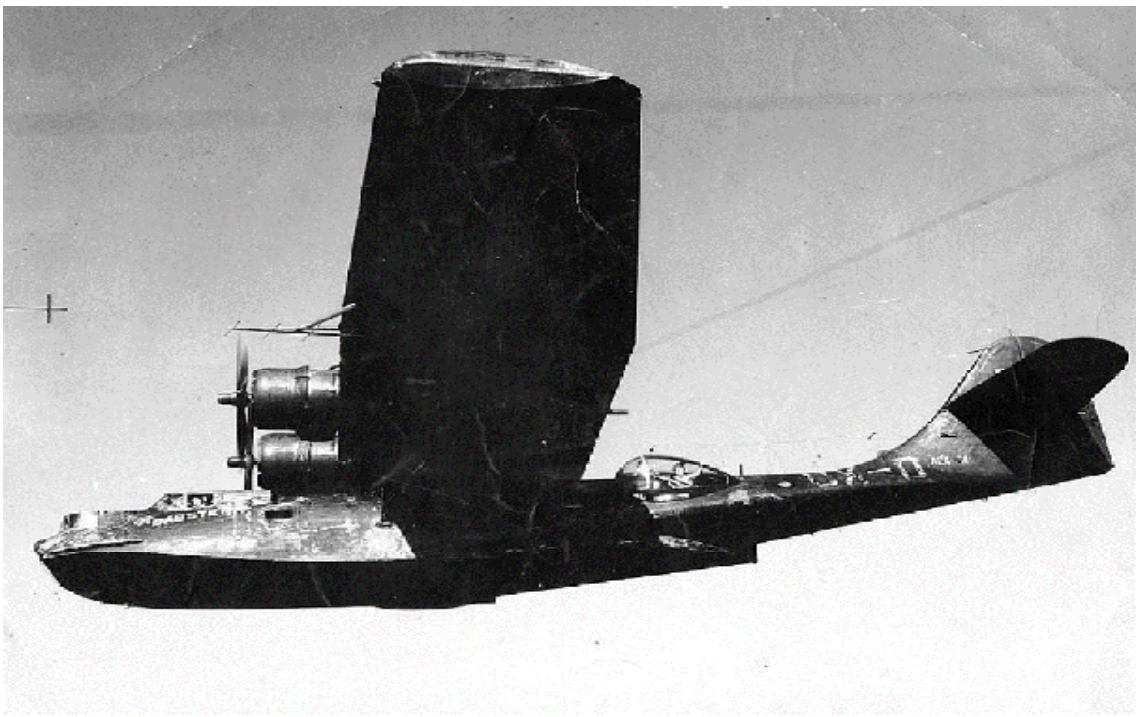
By:Louis Dillon.

The Royal Australian Air Force has completed a search and recovery mission in Indonesia for the remains of 10 Australian airmen aboard Catalina A24-50, over 75 years after the aircraft failed to return from a wartime mission.

The aircraft was reported missing on 2 September 1943 while on a sea mining operation in Sorong in occupied Dutch New Guinea, with the wreckage of RAAF No. 11 Squadron Catalina A24-50 located near Fakfak in West Papua in April last year.
Minister for Veterans and Defence Personnel Darren Chester said the Air Force Unrecovered War Casualties team positively identified the missing aircraft during a reconnaissance mission to the crash site last year. "We are committed to honouring the service and sacrifice of Australian military personnel from all theatres of war," Minister Chester said.
"The RAAF team has concluded further search activities in the field and have reported finding a number of items of interest which require further testing in order to confirm the origin of each item.
"The only major recognisable pieces of wreckage were two sections of the wing, engines and propeller, and the empennage (rear part of fuselage) across the top of a ridge
"We are very grateful for the support and assistance provided by the Indonesian Air Force throughout this process, without which this work could not take place."

New hope to find WWII plane. For the families of 21 aircrew onboard two Australian aircraft lost in World War II, the long wait for answers might be nearly over. Australian soldiers are to mount an expedition, possibly as early as this month, to a Philippines island to examine a crash

Search and recovery of Second World War Catalina A24-50. The Royal Australian Air Force (RAAF) has completed a search and recovery mission in Indonesia for the remains of 10 Australian airmen aboard Catalina A24-50, 76 years after the aircraft failed to return from a wartime mission. Reported missing on 2 September 1943 while on a sea mining operation to Sorong in occupied Dutch New Guinea, the wreckage of RAAF No 11 Squadron Catalina A24-50 was located near Fakfak, in West Papua in April 2018. Minister for Veterans and Defence Personnel Darren Chester said the Air Force Unrecovered War Casualties team positively identified the missing aircraft during a reconnaissance mission to the crash site last year. "We are committed to honouring the service and sacrifice of Australian military personnel from all theatres of war," Mr Chester said. "The RAAF team has concluded further search activities in the field and have reported finding a number of items of interest which require further testing in order to confirm the origin of each item. "The only major recognisable pieces of wreckage were two sections of the wing, engines and propeller, and the empennage (rear part of fuselage) across the top of a ridge. "We are very grateful for the support and assistance provided by the Indonesian Air Force throughout this process, without which this work could not take place."



Commemoration Ceremony for WWII Catalina

The Royal Australian Air Force conducted a memorial service yesterday for 11 crew of Catalina A24-25 lost in waters south of Cairns on 28 February 1943. The service, held at the Catalina Memorial on the Esplanade, was attended by family members of the crew and senior Air Force personnel. Family members also accompanied senior Air Force personnel to the wreckage site today for a private memorial service. The wreckage was first discovered 56km south of Cairns in 35m of water by local Cairns diver Kevin Coombs, in 2013. Commander Surveillance and Response Group Air Commodore Craig Heap praised the work of all those involved in locating and confirming the identity of the aircraft following its discovery. "Unfortunately, our history is scattered with stories of Australia's servicemen who went missing in action during World War Two," Air Commodore Heap said. "The discovery of the Number 11 Squadron Catalina is important for Air Force and our ongoing commitment to account for our missing personnel from past conflicts. "Currently, 3124 members from the Second World War have no known grave. "It is even more important for the families to finally have some closure in knowing the resting place of the aircraft and their loved ones after such a long time." Catalina aircraft stationed at Cairns were used from late 1942 by Number 11 Squadron to fly long-range missions against Japanese shipping and submarines. On 28 February 1943, Catalina A24-25 and its 11 crew were engaged on a 17-hour mission to provide anti-submarine cover to a convoy heading for Milne Bay in Papua New Guinea. A Court of Inquiry recorded that the aircraft crashed at sea whilst attempting to land due to exhaustion of its fuel supply. There were no witnesses and no sightings of wreckage or crew during subsequent searches. The crew were from various locations around Australia. Air Force intends to leave the aircraft where it lies as a mark of respect to the crew. The Great Barrier Reef Marine Park Authority in consultation with Air Force has declared the site a Maritime Cultural Heritage Protection Special Management Area. A flypast by an AP-3C Orion opened yesterday's commemoration. The Orion, like Catalina A24-25, is from Number 11 Squadron and fills a maritime patrol role.

CAN YOU HELP ME

President Kevin TIPLER is looking for a BELL HOUSING for a WW2 JEEP if you have one for sale please contact Kevin TIPLER on.

MOBILE: 0403 267 294
EMAIL: kevintipler.kt@gmail.com

THE RARE FORD BURMA JEEP – A WW2 -ERA 4×4 TRUCK CAPABLE OF ALMOST ANYTHING

The Ford GTB-G622 "Burma Jeep" was developed during World War 2 for carrying up to 1.5 tons of cargo over difficult or unusual terrain. It's best remembered for its work on the legendary Burma Road, a 717 mile stretch of mostly dirt tracks that extended from Burma (now Myanmar) up into southern China through some of the most inhospitable jungle covered mountains in the world.

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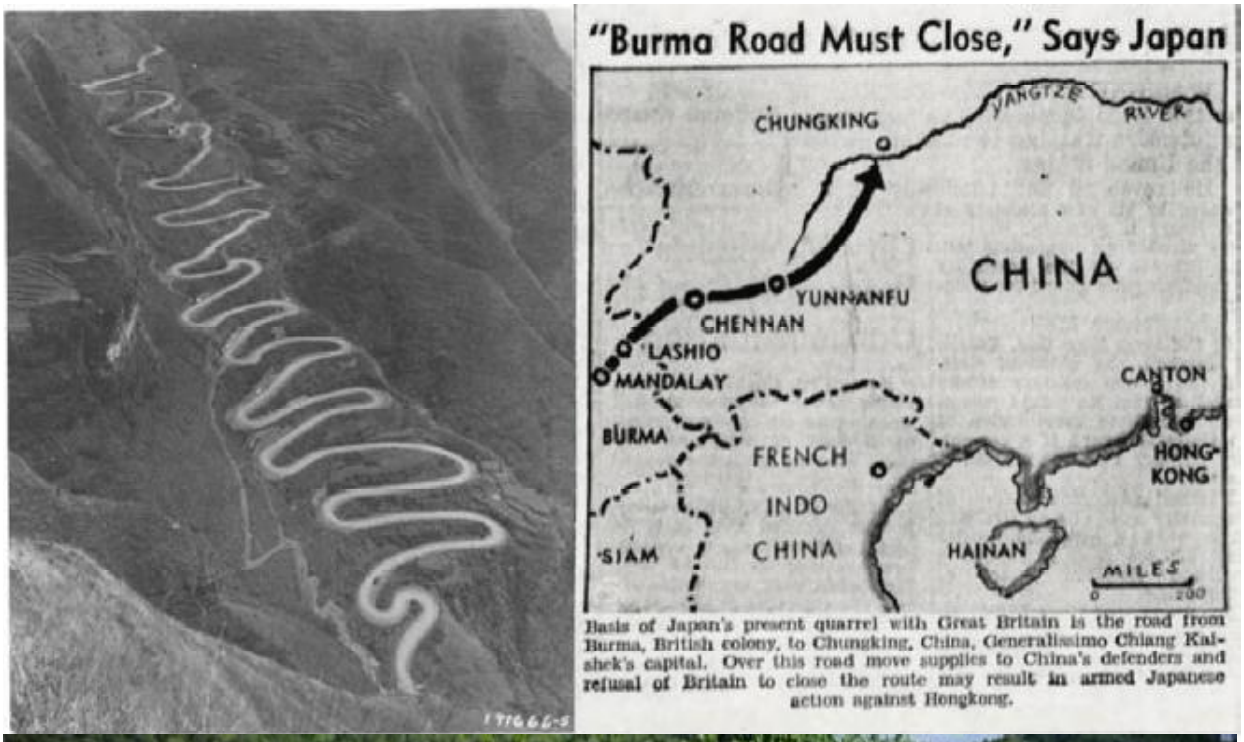
THE FORD GTB BURMA JEEP – SPECIFICATIONS

The Ford GTB, later nicknamed the Ford Burma Jeep, was designed specifically for terrain like the Burma Road. Most of the wheelbase is made up of the cargo tray, with a small cab upfront with seating for two.

The engine extends back into the cab between the two occupants, and unusually the passenger seat is rotated sideways to look at the driver – this was to allow him to look both at the road ahead and at the cargo in the back of the tray – and to help instruct the driver if needed. Ford chose their tried and tested inline-6-cylinder L-head 226 cubic inch engine for the GTB, capable of 90 hp at 3400 rpm and able to run on very low-quality fuel, down to 70 octane or lower. As you may imagine the Burma Jeep wasn't designed for speed or fuel economy, it managed an average mpg of just 9 and a top speed of 45 mph, though it would be very rare that this sort of speed would be reached given the roads they were typically used on. A 4-speed gearbox was coupled to a high and low range transfer case, the turning circle was a reasonably tight 32' and the fuel tank capacity of 40 gallons gave a range approaching 400 miles depending on the terrain. Dual rear wheels were standard on all models other than the GTBS,

and many were fitted with 10,000 lb winches up front - a handy feature given the likelihood of getting bogged or going off the side down into the mud. The majority of Burma Jeeps were used by the USMC and US Navy in Asia and the Pacific, some found use as explosive ordnance carriers at air fields with a crane attached, and a small number were equipped to be wreckers. Just 15,000 or so were ever built and far fewer than this number has survived to the current day, making them a relatively rare vehicle and highly collectible.




EXPLOSIVES

Bluey: "I'll shoot the next flamin' Tommy who asks why do they call us 'Diggers.'"

WW2 LANCASTER BOMBER PREPARING FOR A RAID

How Detroit Won World War

By A.J. Baime

The Motor City's most amazing wartime production miracles, and how they helped topple Hitler.

US servicemen shelter behind a jeep to avoid exploding ammunition as a B-29 Superfortress crash -lands on Iwo Jima, colliding with four Mustang fighters, 1945.

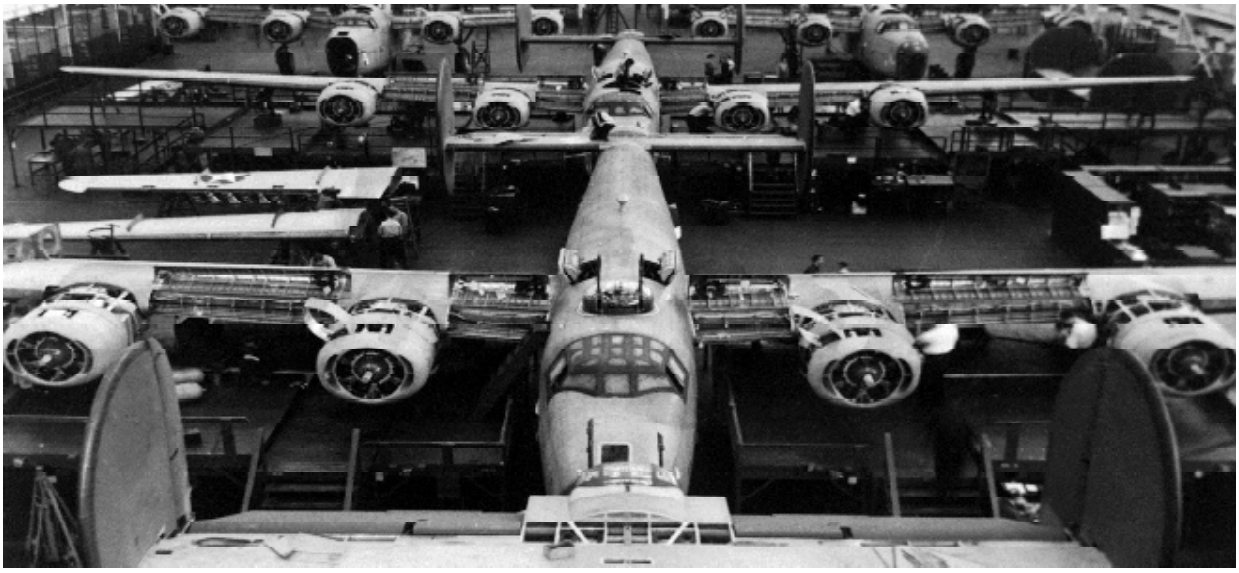
Dwight Eisenhower, the Supreme Commander of the Allied Expeditionary Force, would never forget the moment his boots hit the sand during Operation Overlord—the D-Day invasion of Normandy in 1944.Shortly after the landings, Ike toured the beaches, which were littered with broken, bullet-pierced vehicles. It looked like a junk yard of dead machinery—yet also, proof that the war was being won by the soldiers of the American workforce, on assembly lines thousands of miles away.

"There was no sight in the war that so impressed me with the industrial might of America as the wreckage on the landing beaches," he recalled in his memoirs. "To any other nation the disaster would have been almost decisive. But so great was America's productive capacity that the great storm occasioned little more than a ripple in the development of our build-up." War is about valor, heroism and sacrifice. But the story of victory during Operation Overlord, and the broader war, is also one of industrialism. World War II was, in large part, a contest between the Allies and Axis powers to dream up ingenious war machines and mass produce them with unparalleled speed. The D-Day invasion, for example, utilized some 50,000 vehicles of all types, well over 5,000 ships and more than twice that number of airplanes. There were amphibious trucks, tanks, four-wheel-drive troop transporters, flame-throwing armoured cars, jeeps, fighter planes, bombers... No entity did more to produce that machinery than the American automobile industry, which at the time of World War II, had a larger economy than almost every foreign nation on earth. Think about it the next time you're sitting in your idling vehicle—about the contribution American car companies made to saving the world from Hitler. Here's a look back at the most amazing stories that made Detroit the biggest war boomtown of them all.

William Knudsen, president of General Motors, meeting with President Franklin D. Roosevelt ***At the White House for the first meeting about the new National Defense Advisory Commission. Knudsen traded his high-paying auto-executive job for a $1 government salary to help lead Detroit's war-production effort.***

WILLIAM KNUDSEN: 'GENTLEMEN, WE MUST OUTBUILD HITLER.'

William Knudsen was president of General Motors—the largest corporation in history—in 1940. One day he was sitting in his Detroit office when he got a phone call from the President of the United States, Franklin Roosevelt. "Knudsen?" "Yes, Mr. President." "I want to see you in Washington..." Thus began William Knudsen's wartime adventure. FDR charged the Detroit auto man with heading up all military production in the U.S. Knudsen was making more money at GM than any executive outside of Hollywood, but he left his job to take on a government position, at a salary of $1. Soon after, at the New York Auto Show, Knudsen gave a keynote speech that lit the flame of industrial Detroit. "The first half of 1941 is crucial," Knudsen told a gathering of the most powerful Motor City executives. "Gentlemen, we must out-build Hitler." Knudsen went on to become a lieutenant general in the Army, the first and only civilian American to receive this honours, and those Detroit auto men became heroes in the battle of the assembly lines. As Arthur Herman wrote in his book *Freedom's Forge: How American Business Produced Victory in World War II*, by the war's end, Knudsen had gone from the president of GM to "the man who had built the U.S. armed services into the greatest military machine in history."



Production line at the Ford Willow Run bomber plant. By 1945, Ford was churning out B-24 Liberators at the rate of one per hour.

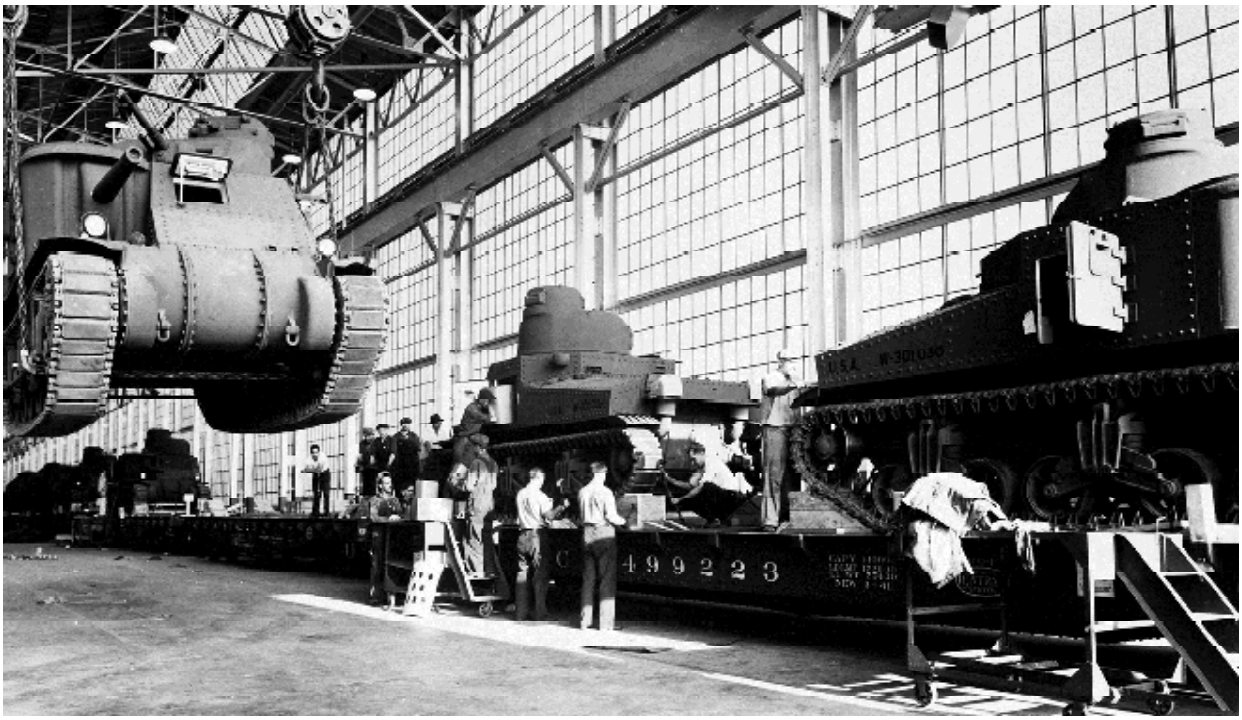
FORD'S WILLOW RUN: 'THE PRODUCTION MIRACLE OF THE WAR'

One day in the spring of 1941, months before Pearl Harbor but well after the war had begun in Europe, a group of Ford cars lurched to a stop in an empty field outside Ypsilanti, Michigan. As recollected in the book *Wheels for the World* by Douglas Brinkley, Charlie Sorensen, the company's foremost production guru, looked out and said, "We'll put a mile plant right across here!" Edsel Ford (Henry Ford's only son) and Sorensen were the driving force behind the most ambitious industrial adventure in history up to that time: to build a factory that could turn out the biggest, most destructive bomber in the American arsenal, the B-24 Liberator, at a rate of one per hour. Ford had never built a four-engine bomber, and aviation experts insisted it could not be done. Construction on the Willow Run Bomber Plant began in the spring of 1941 and it soon became the largest factory under one roof in the world. Its goal was to apply auto-making mass-production principles to 300-plus mph, 56,000-pound (when fully loaded) bombers. *The Washington Post* called Willow Run "the greatest single manufacturing plant the world had ever seen," while *The Wall Street Journal called* it "the production miracle of the war." By 1945, Ford had succeeded in building Liberators at a rate of one-per-hour. The company turned out a total of 8,685 B-24s. Because of Ford, the B-24 is still the most mass-produced American military aircraft of all time.

A Bantam jeep negotiates rough terrain. Jeeps have been called the grandfather of all SUVs.

THE JEEP: 'AS FAITHFUL AS A DOG, AS STRONG AS A MULE'

Of all the vehicles built during WWII, none is more iconic than the jeep. Its story begins like this: In 1940, the Army asked car companies to come up with a design for a lightweight (2,175 pounds or less), four-wheel-drive vehicle that could be mass-produced and essentially take the place of what horses had been in warfare for centuries. The vehicle had to conquer all kinds of terrain, and it had to be able to carry a 625-pound load. Three companies built prototypes: Willys-Overland, Ford and Bantam. The first two went on to make some 660,000 "blitz buggies"—Willys built 376,397 and Ford, 282,352. Because the vehicles by both had to use interchangeable parts, they were very similar. Miraculously, the first jeep that Ford constructed—GP No.1 Pygmy—still exists; it's on display at the U.S. Veterans Memorial Museum in Huntsville, Alabama. As this vehicle took on the name jeep (the origin of the moniker is highly debated), it also took on a life of its own, and today it has been called the grandfather of all SUVs. The famed WWII war correspondent Ernie Pyle wrote of the jeep (just before he was killed in 1945, next to the one he had been riding in), "Good Lord, I don't think we could continue the war without the jeep. It does everything. It goes everywhere. It's as faithful as a dog, as strong as a mule and as agile as a goat."



Workers at a Chrysler plant assemble tanks. The company's first tank rolled off the assembly line even before the factory walls were completely built.

THE DETROIT ARSENAL TANK PLANT

In 1940, William Knudsen telephoned K.T. Keller, the chief executive of Chrysler, and asked him if Chrysler could build tanks. "I don't know," came the answer. "I've never seen one of these things." Soon after, Chrysler broke ground on what would come to be known as the Detroit Arsenal Tank Plant, situated in what is now the suburb of Warren. Its goal: to build swarms of tanks according to auto-making mass production principles—something never accomplished before.

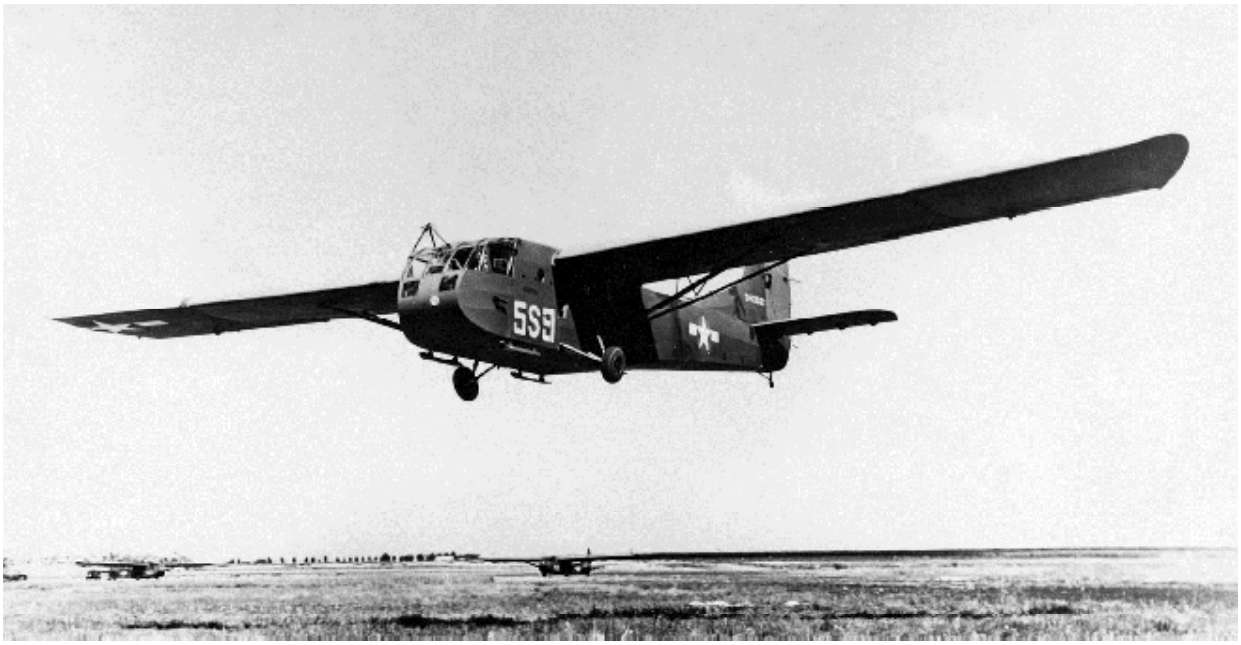
Even before the factory had been completed, the first Chrysler M3 tank rolled off the assembly line. The walls of the factory were not even up, so engineers brought a steam locomotive in to keep the place warm for the workers during Michigan's bitter winter of 1940–41. As the factory swelled to 1.25 million square feet, the company switched to M4 Sherman tanks, which were powered by a Frankenstein of a motor. Engineers took five six-cylinder engines that had been used in the Chrysler Royal and Windsor cars before the war and welded them together into one 30-cylinder motor that could pump 425-horsepower to the tank treads.

In the end, the Detroit Arsenal built more tanks than all of the Third Reich during the war years, tanks that roared through enemy lines all the way to Hitler's Berlin.

The amphibious 'duck' truck, designed and built by GM, operated both on water and on land.

THE AMPHIBIOUS 'DUCK'

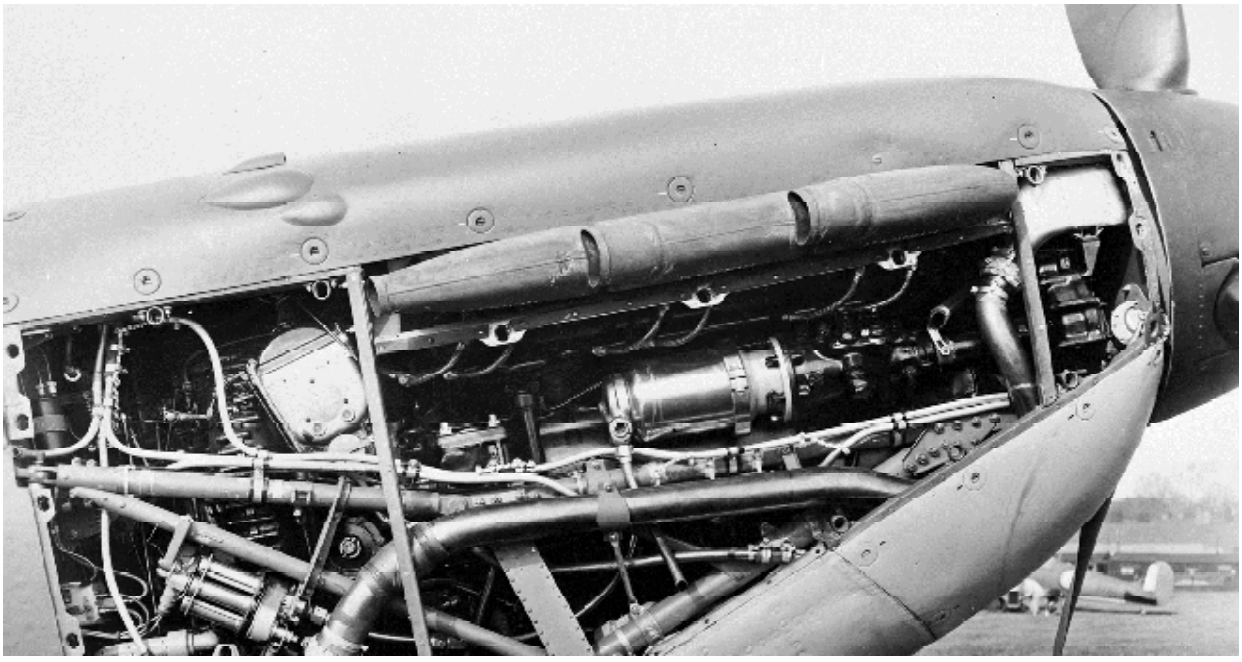
Perhaps the most extraordinary of all of Detroit's World War II creations was a strange vehicle that could practically walk on water. The story goes back to 1942, when GM engineers got together with a marine architect and some Army officers to solve a critical problem. The army was planning massive, highly-dangerous amphibious invasions, and there would be no port facilities for the landings. Soon a sketch was on paper for a vehicle that could launch from a ship, part the waves on propeller power, then hit the ground and drive at speeds of 50 mph, with three axles and six wheels (all-wheel drive). While the vehicle's technical name was DUKW (in GM's code, D signified model year 1942; U meant amphibious; K stood for front-drive; W for two-axle rear drive), the thing came to be known as the Duck. GM built over 21,000 of them, at a cost to the government of $10,800 each, according to Michael W.R. Davis's *Detroit's Wartime Industry: Arsenal of Democracy*. At 31 feet long, the Duck could carry a payload of well over 5,000 pounds. Pairs of them were strapped together to serve as landing craft for tanks. The vehicle made its most noteworthy mark during the Normandy invasion. According to the U.S. Army Transportation Museum, between D-Day on June 6, 1944 and May 8, 1945, Ducks moved 5.05 million tons of cargo onto the continent of Europe.



The U.S. Army Air Force Waco CG-4A glider had a wingspan over 83 feet long.

FORD GLIDERS: BUILT TO DELIBERATELY CRASH LAND

Around the time of Pearl Harbor, the U.S. Army approached Ford Motor Company about building an engineless aircraft that could be towed into the air by another airplane and set loose to glide through the ether, under no power of its own. Its mission? Delivering troops and equipment behind enemy lines, undetected. It was a novel idea. As one Army general later put it: "Never before in history had any nation produced aviators whose duty it was to deliberately crash land." Years earlier, Henry Ford had built a plant in Iron Mountain, Michigan, which he used to turn leftover wood chips from Model T production into charcoal for barbecues. (The brand was originally called Ford Charcoal; today it is Kingsford, the largest producer of barbecue charcoal in the country.) At this plant in 1942, Ford began mass producing a wooden glider called the Waco CG-4A, designed by Ohio-based Waco Aviation. Having never built a glider before, Ford managed to build more of them during WWII, at a cheaper cost, than any other company, and the CG-4A became the most widely used cargo/troop transporter glider of World War II. With a wingspan over 83 feet long and weighing about 7,500 pounds, each wooden glider could carry more than a dozen passengers. It could carry a tank or a Jeep. During the D-Day landings, fleets of these Ford-built gliders whistled engineless over the landing beaches during the pre-dawn hours. A handful of them still exist at the World War II Glider and Military Museum in Iron Mountain, Michigan, near where Ford originally built them decades ago.



Rolls Royce Merlin engine installed into the Spitfire Mark IIA for the Royal Air Force.

PACKARD ENGINES TAKE FLIGHT

The Packard Motor Car Company of Detroit had just unveiled the first air-conditioned automobile ("cooled by mechanical refrigeration") when the Battle of Britain began. The Brits were desperate for aircraft engines, so Packard took on a contract to build the jewel of the Royal Air Force: the Rolls-Royce Merlin liquid-cooled V12 aircraft engine. This would not be easy. Packard had never built such a complex motor. The Merlin was the size of a coffin, more than 7 feet long.

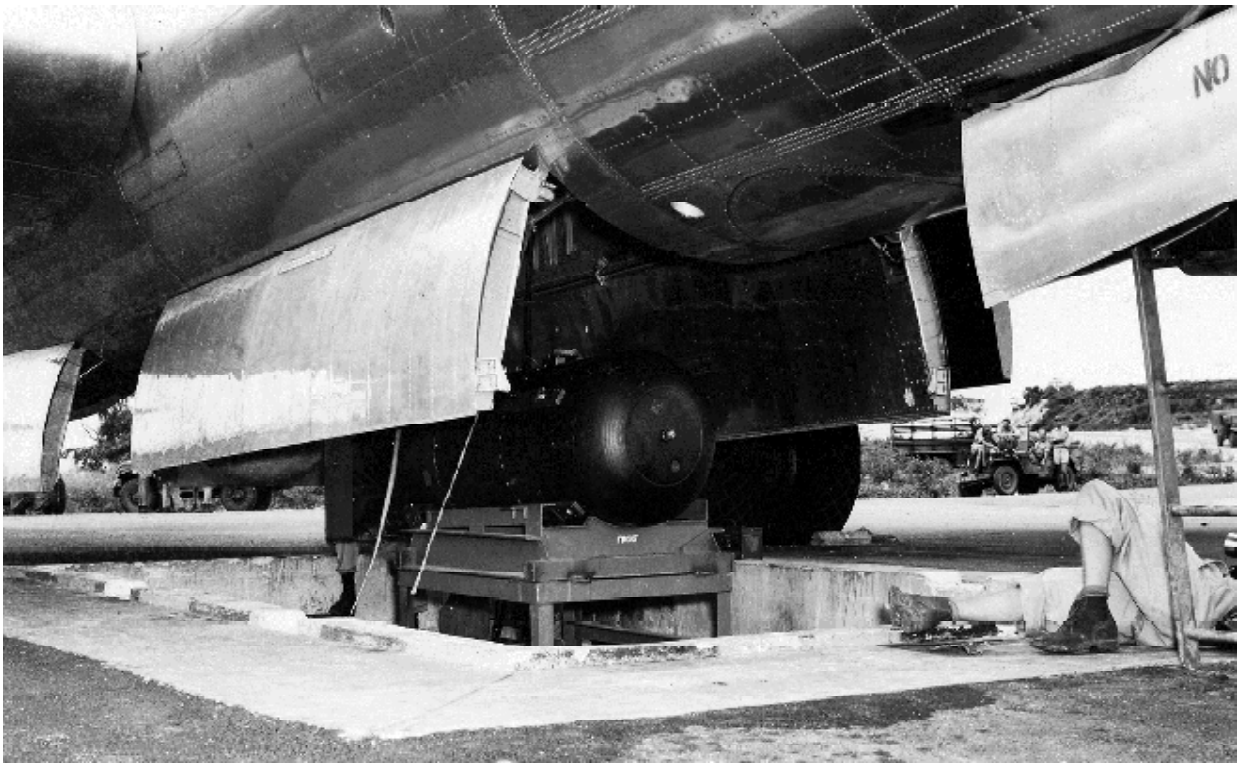
At the same time, Los Angeles-based North American Aviation—a division of General Motors—was having trouble with a fighter plane called the P-51 Mustang; its V12 engine could not produce enough power at higher altitudes to make the Mustang competitive in dogfights. The U.S. Army Air Forces were desperate for a fighter that could outmaneuver enemy aircraft, while maintaining enough range to accompany bombers on long-range missions. "You have to get a fighter to protect our bombers," General Hap Arnold, the chief architect of the American Air Forces during WWII, told his deputy, according to his published diary. "Whether you use an existing type or have to start from scratch is your problem."

When officials dropped this Packard Merlin engine into the North American P-51 Mustang, history was made. With top speeds of well over 400 mph, the Packard-powered P-51 became what most consider the best overall fighter aircraft of World War II. Packard made about 55,000 Merlin engines, and they changed the course of the war.

A PT boat patrolling the waters along the coast of New Guinea, 1943. Packard built engines for the U.S. Navy's PT fleet.

THE STRENGTH OF THE INDEPENDENTS

While Detroit's Big Three—GM, Ford and Chrysler, and their many divisions—were the pillars of American industry in the 1940s, numerous smaller auto companies made major impacts during WWII, companies that are often forgotten today. Nash Kelvinator, builder of Nash cars and Kelvinator refrigerators before the war, made Pratt & Whitney aircraft engines and aircraft propellers. Studebaker made Wright Cyclone engines for the B-17 bomber. De Soto crafted parts for airplanes and anti-aircraft guns, and the Hudson Motor Car company mass-produced aircraft motors. Packard, meanwhile, built V12 marine engines for the Navy's PT boats, such as the one that powered PT 109, the boat that young John F. Kennedy was on when it was sunk by the Japanese.



The atomic bomb, code-named 'Little Boy,' as it is hoisted into the bomb bay of the Enola Gay.

CHRYSLER'S SECRET CONTRIBUTIONS TO THE ATOMIC BOMB

Pedestrians moving past 1525 Woodward Avenue in Detroit in 1943 might have noticed something odd about the place—an inordinate amount of security surrounding the first floor of an abandoned department store. In fact, something very curious was going on inside. Chrysler engineers had set up offices for something called Project X-100, and FBI agents were patrolling the premises, as the work was so Top Secret, none of the engineers working on the project had any knowledge of what it was all about. Only the top executives at Chrysler knew that the company was helping to build the atomic bomb. "To laymen, the thing [the Manhattan Project] sounded almost incredibly fantastic," according to Chrysler's 1947 official history of its bomb work, entitled Secret. "But if the United States Government thought it practicable, this, [Chrysler CEO] Mr. Keller said, was all that the Corporation needed to know." At this laboratory on Woodward Avenue, Chrysler engineers designed diffusers—cylindrical metal containers—that would not corrode during the process of separating fissile uranium-235 from uranium-238, at the Army's secret Oak Ridge atomic plant in Tennessee. By 1944, thousands of workers at Chrysler's Lynch Road factory were at work building 3,500 of these diffusers. According to the Atomic Heritage Foundation, these diffusers were so well-designed, they were not only instrumental in building the Little Boy bomb used on Hiroshima, they remained in use until the 1980s.

A worker inspects shell cases at the converted plant of GM's now-defunct Fisher division, known for building auto bodies.

THE SHEER ENORMITY OF GENERAL MOTORS

At the time of Pearl Harbor, General Motors had dwarfed every other corporation in the world—by far. And by the end of the war, GM had become the largest military contractor in the world, responsible for more than $12 billion in war production. Tanks were rolling out of GM's Cadillac factory, where some of the nation's most luxurious cars were being built just a few years earlier. Oldsmobile had delivered roughly 40 million artillery rounds. Pontiac was building highly complicated Oerlikon anti-aircraft guns.

GM's WWII production numbers (courtesy of the GM Heritage Centre) tell the story: 119,562,000 artillery shells; 39,181,000 cartridge cases; 206,000 aircraft engines; 13,000 Navy fighter planes and torpedo bombers; 97,000 aircraft propellers; 301,000 aircraft gyrocompasses; 38,000 tanks and tank destroyers; 854,000 trucks; 190,000 canons; 1.9 million machine guns and submachine guns; 3.1 million carbines; 3.8 million electric motors; 11 million fuses; 360 million ball and roller bearings; 198,000 diesel engines; and more.
With the fate of the world at stake, GM played the starring role in the effort to outbuild Hitler and Hirohito. No other corporation, anywhere on earth, at any time in history, ever did more to win a war.

CHRYSLER - DODGE NATIONALS Mc LAREN VALE SA. 05-10-2019

I ATTENDED THE CHRYSLER - DODGE NATIONALS HELD AT THE SERAFINO COMPLEX AT McLAREN VALE SA. ON SATURDAY 5TH OCTOBER 2019. SERAFINO WAS A GREAT CHOICE AND THE SETTING REALLY SHOWED OF THESE BEAUTIFUL CLASSICAL CARS. TO MY SURPRISE I FOUND A NICELY RESTORED DODGE WEAPONS CARRIER IN WESTERN DESERT COLOUR. I TRIED TO LOCATE THE OWNER TO HAVE CHAT WITH HIM REGARDING HIS VEHICLE, BUT I WAS UNABLE TO LOCATE HIM. I PHOTOGTAPHED THE VEHICLE SO I COULD SHARE THE VEHICLE WITH ALL WVCG MEMBERS. THE VENUE WAS GREAT THE WEATHER WAS HOT AND HUMID AND THE VEHICLES WERE ALL DISPLAYED TO SHOW OFF THEIR OWNERS BEAUTIFULLY RESTORED VEHICLES. ENTRIES CAME FROM ALL OVER AUSTRALIA AND IT WILL BE ANOTHER 15 YEARS BEFORE THE NATIONALS ARE HELD IN SA AGAIN.


S438 BMF

RAAF EDINBURGH AIR BASE AIR SHOW 8th—9th NOVEMBER 2019

President Kevin Tipler attended the Air show at the RAAF Air Base for the Air Show over the weekend and advised that it was a very well organised and run affair. Good crows and good food on sale. Kevin has forwarded some photographs of some of the exhibits to share with our WVCG Members.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KVE News

Newsletter of Khaki Vehicle Enthusiasts Inc.
Organisers of the Annual Corowa Swim-In held at Corowa N.S.W.

Edition No. 34

October 2019

41st Corowa Swim-In & Military Vehicle Gathering

Mon. 9th - Sun. 15th March 2020

Corowa - NSW

Year of the Military Motorcycle

All types of ex-military vehicles welcomed to enter

ANNUAL COROWA SWIM-IN
Est. 1980
COROWA
N.S.W.

40th Anniversary Number Plates

See page 9 for details

A 1940 Triumph 3H and a 1940 Norton 16H in Australian army service.

Latest News on the 2020 event inside.
Get your Entry in now to ensure you receive a Participant Pack

Thank you to all the supporters of the Corowa Swim-In

FEDERATION COUNCIL

COROWA TREE CARE

COROWA RSL CLUB

Organised by KVE

Supported by FEDERATION COUNCIL

41st Annual Corowa Swim-In & Military Vehicle Gathering

Monday 9th March to Sunday 15th March 2020

Held annually at Corowa, NSW

We welcome all ex-military vehicles and enthusiasts are invited to attend our event. From Wednesday onwards we have organised activities, trips out to visit places of interest, etc. On Saturday morning a Parade of Military Vehicles takes place through the town of Corowa and ending at the Showground. A static vehicle display takes place there as well as a very popular Swap Meet.

All types and makes of ex-military vehicles are encouraged to attend.

The theme is the 'Year of the Motorcycle'

ENTRY FORM

Entrant / Driver:

Name:		
Address:	State:	Postcode:
Number of extra Packs required at $25 each:	Names of those, other than Entrant, requiring Packs:	

Contact phone numbers:

Home:	Work:
Mobile:	Fax:
Email address:	
Expected day of arrival:	
Member of the following clubs:	

Military vehicles entered: (*Trailer details not required*)

Year	Make	Model / Type	Registration/ Permit No.

40th ANNIVERSARY COROWA SWIM-IN NUMBER PLATES (see attached page for details)

Tick box for the plate you require and enter amount paid for plates only at bottom

1. Sequential plate: $30- Yes? preferred plate number :

2 40th Anniversary standard plate: $25 - Yes?

Amount paid for plates only: $

Jan will confirm your number if ordering a sequential plate

Please read and complete page 2 of this form >

Disclaimer & Declaration – Please Read and Sign

Disclaimer

All members, entrants, participants, drivers, riders, passengers, volunteers, members of the public, groups, organisations, businesses, spectators, or others ("Event Participants") who may enter and/or participate in both organised activities controlled by KVE Incorporated (KVE) and other unregulated, ad-hoc activities during the Corowa event period, do so solely at their own risk. KVE takes appropriate steps to manage risk for the activities it controls. KVE provides guidance to Event Participants on the need to exercise care, observe relevant regulations and ensure the safety of all Event Participants. KVE does not monitor all ad-hoc activities that occur through the duration of the event including amphibious operations on the water. KVE, its members, officers, volunteers, sponsors, agents, organisers, promoters, suppliers and their employees accept no responsibility for any loss, damage or injury suffered by an Event Participant or other party howsoever arising from negligence, contractual breech, act, or omission.

Entrant's Declaration (Amphibious Vehicle Entrants to complete both sections below)

In signing this declaration, I acknowledge that I have read, understood and accept the above Disclaimer, the Rules and Conditions of Entry. I certify that the **vehicle entered** complies with all relevant State/Territory regulations, the KVE Rules, has appropriate insurance cover and is roadworthy and safe to operate. **Unregistered vehicles** must have a NSW "Permit to Move". As applicable, **all Firearms** brought to the event must meet NSW Firearms Legislation. I agree to be bound by these requirements and by all NSW and Victorian roads, maritime, traffic management Laws and Regulations. I agree to show due courtesy and act responsibly toward all users of the roads and waterways during the Corowa event and in travelling to and from the event.

Entrant's Signature:	Date:

Amphibious Vehicle Declaration

As applicable, **all Amphibious vehicles that enter the water** must comply with NSW Boating Regulations including registration as a vessel and appropriate safety equipment and the recommended 3rd Party and Comprehensive Insurance. Whilst insurance is not compulsory, we strongly recommend that owners arrange suitable cover.

Please tick boxes below, as applicable:

1. Will you use the Amphibious vehicle on Land only?	**YES**	**NO**
2. Do you have a State Boat Registration that is recognised in NSW?	**YES**	**NO**

(Note: Amphibious vehicles that do not comply with these requirements may still be entered if they are used for land based activities only. If the amphibious vehicle is to be used as a vessel and does not comply with these requirements, it cannot be entered in the Corowa event due to the potential risk to the owner, KVE, its members, officers and participants. Owners who cannot comply with these requirements, who wish to swim their amphibians do so at their own risk. KVE, its members or officers accept no liability for any loss, damage or claim howsoever arising as a result of this activity.)

Amphibious Vehicle Entrant's Signature:	Date:

ENTRY FORMS TO ARRIVE BY 29th FEBRUARY 2020

Entry Fee is $25 per Entrant enclosed with Entry form

Please make cheque or money order payable to KVE Inc. (Sorry no credit card facilities.)

Send to Jan Thompson-Creamer, 9/1 Millett Rd, Mosman, NSW, 2088 or kveinc@optusnet.com.au

Entry Fee can also be paid straight into the Westpac cheque account for:
"Khaki Vehicle Enthusiasts Incorporated" BSB: 032521 Account No. 162538
Please enter your bank deposit reference, date and amount in boxes below:

Ref.	Date:	Amount $:

Please ensure your name is on the Bank Deposit/Transfer form so we can easily distinguish who has deposited the money, and post or email this Entry Form to the above address.

V2/ 7-10-19

40th ANNIVERSARY COROWA SWIM-IN

NUMBER PLATES

Choice of 2 designs

These plates are only available to those completing entry forms as participants. To secure a plate this needs to be paid along with your entry. See bottom of entry form for details to complete. Orders for plates close on 1st February 2020

1. Sequential numbering from 001 to 150

   The following numbers will be auctioned on Friday 13th March at the Corowa Football Club:

   1-10, 39-45, 88, 90, 101, 109, 110

   Cost $30 each as shown below:

   When your entry is received we will contact you to let you know if the particular number you have chosen is available. If it isn't you will be able to negotiate a number.

2. 40th Anniversary standard plates

   Cost $25 each as shown below:

Anti-Drone Laser Dune Buggy to be deployed.

Brian Hartigan

Raytheon has delivered the first high-energy laser counter-unmanned aerial system to the US Air Force, with the system set to be deployed overseas as part of a year-long USAF experiment to train operators and test the system's effectiveness in real-world conditions.

Raytheon's 'laser dune buggy' – a high-energy laser weapon system mounted on an MRZR vehicle – will be deployed by the USAF shortly. Raytheon image.

Raytheon's high-energy laser weapon system uses an advanced variant of the company's Multi-spectral Targeting System, an electro-optical/infrared sensor, to detect, identify and track rogue drones. Once targeted, the system engages the threat, neutralising the drone with directed energy in a matter of seconds.

President of Raytheon Space and Airborne Systems Roy Azevedo said that just five years ago, few people worried about the drone threat, but now attacks or incursions are regularly spoken of. "Our customers saw this coming and asked us to develop a ready-now counter-UAS capability," Mr Azevedo said. "We did just that by going from the drawing board to delivery in less than 24 months."

Raytheon installed its high-energy laser weapon system on a small all-terrain vehicle. On a single charge from a standard 220-volt outlet, the HELWS can deliver intelligence, surveillance and reconnaissance capability and dozens of precise laser shots. It can also be paired with a generator to provide a nearly infinite number of shots.

Raytheon is also integrating multiple proven technologies to counter the unmanned aerial system threat across a wide range of scenarios – from commercial airports and crowded stadiums to military forward operating bases.

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WAR OF WORDS

Today marks the 35th anniversary of the death of Sir Douglas Bader and I couldn't let it pass without this story about the RAF hero. He was giving a talk at an upmarket girl's school about his time as a pilot in the Second World War. "So there were two of the f***ers behind me, three f***ers to my right, another f***er on the left," he told the audience. The headmistress went pale and interjected: "Ladies, the Fokker was a German aircraft." Sir Douglas replied: "That may be, madam, but these f***ers were in Messerschmitts."

ITEMS FOR SALE NOTICE

SHOULD MEMBERS HAVE ANY ITEMS FOR SALE THEY WISH LISTED IN BARTEAD. PLEASE FORWARD DETAILS INCLUDINGA PHOTOGRAPH BY EMAIL TO THE EDITOR. REMEMBER IT IS YOUR MAGAZINE SO USE OUR FACILTIES.

TONY VAN RHODA EDITOR/PUBLISHER; gumbrae44@tpg.com.au

URGENT ITEMS REQUIRED

KEVIN TIPLER IS LOOKING FOR:

GPW ENGINE BLOCK PLUS SUMP AND ENGINE COVER URGENTLY REQUIRED TO COMPLETE HIS JEEP PROJECT. IF YOU CAN HELP KEVIN PLEASE CONTACT HIM ON:

EMAIL; kevintipler.kt@gmail.com MOBILE; 0403 267 294

LANDROVER FOR SALE

1980 SERIES 3 LWB ARMY LAND ROVER FFR IN VERY GOOD CONDITION THOUSANDS OF DOLLARS SPENT TO BRING VEHICLE BACK TO ORIGINAL CONDITION. A LOT OF MECHANICAL WORK DONE, BRAKES COMPLETELY REPLACED, ALL BUSHES UNDER THE BODY REPLACED, THE GEARBOX HAS BEEN COMPLETELY REBUILT WITH ALL NEW PARTS. ALL INVOICES FOR ALL WORK AVAILABLE. ALSO INCLUDED ARE $1200 WORTH OF SPARE PARTS, CAM NET WITH POLES. PLUS A NUMBER OF ORIGINAL RADIOS STILL FITTED. WILL CONSIDER A SWAP FOR A SIMILAR PRICED VEHICLE.