

The

WHISPERER

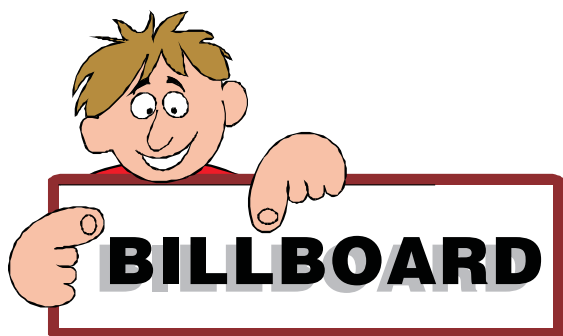
**The Newsletter of the Beaufighter and
Boston Association of Queensland**

OCTOBER 1999



Photos: Charlie King

Two happy groups at the August AGM



1999 AGM

This took the form of a barbecue at the home of President Ralph and his wife Joan's home on the Gold Coast.

It was a most successful and happy event. Our thanks to both of them for once again providing such a good venue. Our thanks also to the ladies for providing the salads etc.

The President's and Secretary's reports were received and officers for the year were voted in. President Ralph and Sec. Peter spoke on the committee's decision to abandon the feasibility study for a Memorial at Kimbe, and advising George Robertson of this decision as he had earlier undertaken to continue the study on his own. A motion approving the committee's decision was passed, and a further motion was passed, that in future we would not be taking part in the Annual Luncheon at Lennon's Hotel during Air Force Week..

Stan Curran spoke on the crowns used in the design of the various RAAF crests. He then presented each member with a shield, showing the crest of the unit the member served in. He had designed and made these shields himself, and they were beautifully made, and truly appreciated by the members.

Chaplain Cameron Smith, who earlier had said grace, displayed a hidden talent. His miming of a soldier, an airman, and a sailor using a toilet was hilarious.

Geoffrey Rose gave a nostalgic talk on the passing of the years, and Charlie King gave a humorous mime which concluded with Charlie reaching down to his fly and pulled out his!! No-it was his singlet.

I am sure all who attended had a thoroughly good time.

COMMITTEE

Patron	Raymond Smith	3263 1274
President	Ralph Ind	5538 5439
V. President	William O'Connor	3286 1067
Secretary	Peter White	3287 5488
Committee	Stan Curran	3290 2980
	Jack Chamberlain	3648 2194
	Les Turnbull	5537 7953

RAAF MEMORIAL MASS

To be held at St Thomas Aquinas Catholic Church 87 Central Avenue St Lucia. Commencing at 10.15am on Sunday 7th November 1999. Awards, Decorations & Medals are requested to be worn



SICK PARADE

Roy Inches is recovering at home in Toowoomba from major heart surgery, under the care of his wife Julia. Our best wishes to you both.



Annual Subscriptions.

Annual subscriptions are due by 31st december 1999, and as this is the final Newsletter for year 1999, you will find a proforma enclosed, covering subscriptions and the RAFFLE.

The first prize is something very special, Three days and nights at Kingfisher Bay resort on Fraser Island. Accommodation will be in one of the largest condominiums at the resort, which accommodates six people in five star luxury. A date will be set when the winner is known.. Your travel agent can give details of this popular resort

You will note there are 10 tickets at a dollar each enclosed Please put your name on the tickets you want when and return them to me. Should you want more tickets enclose the money and the additional tickets will be included in the draw.

You will note we have just stayed in the black for the year, so we hope for a good response to the raffle to keep us afloat in the first year of the new millennium.



CAPTURED

While at Ubon Thailand W/Off Pat Casey and myself would usually go on some sort of an excursion on Sundays. Our normal means of travel was bicycles, however, sometimes it would be by bus or train.

One Sunday we decided to go to Sisakit by train about one hundred miles away. We had been travelling for some time when a steward came along the carriage and spoke to us. We had no idea what he was saying but we soon realised it was a menu he had in his hand and he was asking us whether we wanted a meal. We decided it would be to our advantage although it would be an early lunch. It would give us more time to look around Sisakit, but how to order? The menu was meaningless and the steward couldn't speak English.

Thoughts came to me. I would have to be very careful. I had visited Thai food markets and seen some of the most unpalatable things hanging up, which to my mind were unfit for anyone to eat. Since coming to Queensland I'm often reminded of them when I see a cane toad on the road that has been there for about a week. Continually run over and baked by the Queensland sun, it looks like a larger version of the frogs in the Thai markets.

By the way, a Question and Answer for Queenslanders.

Question: Why did the cane toad cross the road?

Answer: To see his flat mate.

To return to the story, I discovered that the steward knew one word in English "rice". Well I'm fond of rice cooked any way so we settled on rice, however, on it's own it's a bit bland. How could I be sure of ordering something I could eat? I had a brilliant idea - eggs of course. How to get my message across? I was pleased there weren't many passengers in the carriage. Can you imagine me miming a hen laying an egg and then holding up two fingers. The steward beamed a smile in understanding and off he went. I can't remember what Pat Casey ordered. I'm inclined to think it was the same. After the steward left I was stating to become anxious, would he return with what I wanted? Imagine my pleasure when he returned with a bowl of rice with two eggs cooked to perfection.

We had just finished our meal when a well dressed Thai came through the train and in perfect English said, "Good morning gentlemen."

Where were you when we needed you I thought.

He sat down and began a conversation He was a very interesting fellow. Pat Casey had an avid interest in ancient eastern temples like Ankor Wat and was quite knowledgeable about them. The conversation soon got



around to ancient Thai temples. There is a famous temple near Sisakit called Pra ve han. It is very old and highly valued. Pat asked our new friend if he knew about it.

Our visitor said, "Strange you should bring that up, Pra ve han is situated on a high cliff. The cliff goes for many miles and is a natural border between Cambodia and Thailand. There has been a dispute between Cambodia and Thailand as to the ownership of it. Although it is only accessible from Thailand, the temple is situated on the cliff where it juts out into Cambodia. Cambodia and Thailand took their dispute to the International Court and the case was awarded in favour of the Cambodians."

Our new friend was a high Government Official and was on his way to Pra ve han to officiate at the hand over ceremony; he invited us to go with him as his guest. He told us it was about a four hour drive in a four wheel drive vehicle we would have to stay overnight and come back Monday morning.

We said we would love to go, but first would need permission to have leave for the Monday. We would need to contact our base for approval. He said O.K. but his departure deadline was 12 noon. When we arrived at Sisakit he would show us where he was leaving from which was just across the road from the railway station.

When we arrived at Sisakit it was about 11am we would need to hurry. We had problems getting directions to the post office. It turned out to be about a mile away and the only way to get there was on foot. We walked and ran as fast as we could, then our big troubles started. It took ages to get our message across that we wanted to speak to RAAF Base Ubon. Finally we contacted the Orderly Officer and the Orderly Sergeant at Ubon. We waited while they checked with the CO. He granted the leave. By this time we were nearly on our deadline. We arrived at our rendezvous at 12.10pm. Our friend had gone but had left a message with a fellow who told us we had missed him by about a minute. It was most disappointing.

We had a look around Sisakit then went back to Ubon. When we arrived back at Ubon the fellows were surprised to see us.

It seems rumours had run rife. W/Off Casey and F/Sgt Curran had been captured and were being held by the Cambodians. The Orderly Sergeant that day was Kevin "Homer" Parker, a good friend of mine. He had a tremendous sense of humour I suspect he may have had something to do with the rumours. Kevin has since received the highest promotion of all and is not with us any more.

We thought we had dispelled all rumours. I was later to learn that the CO of Base Squadron, Wng Cdr Truman, was firmly convinced that we had been captured.

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Soon after I had returned to Australia I was promoted to Warrant Officer. Not long after that I was commissioned, skipping Pilot Officer and going to Flying Officer. Then I had accelerated promotion to Squadron Leader, the result of being in the right place at the right time and a lot of luck, considering that in the Permanent Air Force at that time it wasn't unusual for some Flt Lt's to wait up to ten years for promotion to Sqn Ldr. I had gone from W Off in four years. Some eyebrows were raised.

You may wonder what all that was about. I was on a staff visit to RAAF Base Richmond. I went into the Officers Mess and came face to face with Wing Commander Truman who as I mentioned had been CO of Base Squadron Ubon. He was a big man with a booming voice. He looked at me and said "Curran you've come up in the world since I last saw you at Ubon." Then he proceeded to hold court and tell the story that when he was CO of Base Squadron Ubon I was a Flt Sgt and with W Off Casey had been captured by the Cambodians. A big international situation was developing but by a clever ruse we had tricked the Cambodians and escaped back across the border to Thailand and made our way back to Ubon.

What was the use? I had refuted this story so many times. I let the Wing Commander enjoy his story. The junior officers were looking at me with admiration. With a little bit of guilt I enjoyed being a hero for a few moments.

STAN CURRAN



THIRTY SQUADRON BEAUFIGHTER A19-137

The photo above, is of the specially mounted 1/48 scale of Beaufighter A19-137, made for us by the Aspley Modeller's club. This club is presently making a similar model of a Boston for us. It is intended to find a permanent place for them early next year.

President's Corner



I wish to thank all those members and their wives/partners who attended the recent AGM and barbecue. I think it is fair to say that everyone enjoyed themselves. There was plenty of tucker left over, not because of it's quality, but rather that everyone was

replete. Thank you once again ladies for the beautiful salads you prepared which contributed in no small way to making the day such a success.

Peter will no doubt refer to matters arising from the AGM in his report, and I want to thank him once again for all his efforts leading up to and during the AGM. He is obviously not his usual spritely self, and his determination not to let the members down by continuing as secretary is very much appreciated and he was given a very well deserved round of applause at the AGM.

I also wish to thank Stan Curran for his outstanding effort in making Squadron Plaques for all members who attended the AGM. Stan's ability to turn out professionally made handicrafts never ceases to amaze me, and I am sure all those who received ill treasure the same.

Thank you Stan from all of us for your very fine effort on our behalf. Thank you also all those members who made 'butions to the AGM by the way of contri reminiscences skits etc.- Geoff Rose who reminded us all what the olden days were like, Cameron Smith's skit had to be seen to be beleived, and Bill O'Connor's discussion on the lack of suitable material for S/Ldr Wackett and his navigator In the Darwin area. Thank you Bill for pursuing this matter

Regards

RALPH.

Annual Combined RAAF Amberley Trophy Day

The Annual Combined Trophy Day, which we take part in, with the Beaufort, Lancaster and Pathfinder Associations, will be held at the Base on 15th December 1999.

Timing will be- arrive Base 0945, then a Welcome will be given, morning tea, a F 111 Squadron's update and lunch at 1200 hours. Our missing shield has been found, and will be there for the presentation.

Please advise ASAP if you intend to be there.

BEAUFIGHTER A19-156

Beaufighter MkXI, A19-156, was delivered to the RAAF in August 1943, and was delivered to 31 Squadron on 23rd November 1943. This Beaufighter was one of eight Beaufighters, which departed Drysdale N.T. strip at 1100 hours, on the 5th April 1944, and proceeded to Semau Island, at the Southern tip of Timor, on a shipping strike.

A camouflaged 160 foot oil tanker was sighted by the crew, and the strike leader notified. A19-176 (leader) and A19-156, attacked the tanker in Pelican Bay, and destroyed it, but on pulling away from the target A19-156 was caught in an area of light unknown 20mm ack-ack fire, and hit in the starboard engine, which failed almost immediately. On setting course away from enemy territory, the aircraft was lightened by firing off all the cannon and machine gun ammunition. Whilst still at low level, and flying on the port engine, the fuel pressure light came on.

The motor coughed and lost power, although the inner tank had been selected, which contained 170 gallons of fuel. The fuel pressure light went out when a cross feed to the starboard tank was employed. A later attempt to feed from the port tank was unsuccessful. After firing off all the ammunition, some fuel was jettisoned, as with the feed from the port tank unserviceable, there was insufficient fuel to attempt to reach the mainland.

A course was then set for Cartier Island, 160 miles due south of Koepang, at 12 degrees 30 minutes south Longitude and 123 degrees 33 minutes east latitude. Cartier Island, Scott Reef and Ashmore Reef, had been recently surveyed as possible forced landing sites.

A belly landing was made at 1345 hours. A hole was found, just above the starboard engine damper, but the rest of the engine could not be examined, due to the position of the aircraft. The crew kept busy dismantling all the instruments-clocks, radio, compass, plastic wing tips, and placing them in the dinghy, with the nose camera and code book. They then adjourned for a swim in the channel between east and west Cartier Island. When a Catalina of 43 Squadron arrived shortly before 1800 hours, the crew commenced to walk to rendezvous with the Catalina about one mile from the Beaufighter over rough coral which broke and entered their boots. They also towed and carried the three dinghies.

On reaching the edge of the coral after 1800 hours, it was now dark and the crew unknowingly walked off the edge, and lost part of their booty. They swam out to the Catalina, and were bundled into the aircraft through the nose turret and starboard position. However the captain did not want to risk his aircraft on the coral and

in the dark, so the dinghies were knifed, and the only items salvaged were the nose camera, and two aircraft clocks. A19-156 was set on fire by the top cover and destroyed. On Tuesday 3rd December 1958, *HMAS Advance* left Darwin for Ashmore Reef and Cartier Island. On 7th December the crew landed on West Cartier Island and commenced to remove the propeller, the request for removal being made by Mr Sam Calder M.P. Parliamentary member for the Northern Territory, on behalf of the Alice Springs Sub-Branch of the RSL.

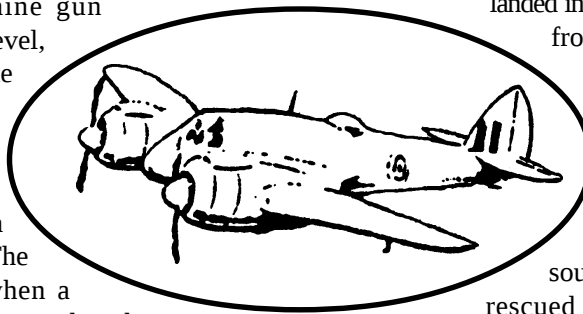
The propeller was refurbished by Connellan Airways in Darwin, and is mounted outside The Alice Springs RSL Club. A plaque inside the club is inscribed in part; "To Airmen - The aircrew mounted on the Memorial outside was taken from a Beaufighter aircraft, which landed in Alice Springs before operating from Coomalie Creek Northern Territory. On 6th April 1944, the RAAF attacked Semau Island and A19-156 was hit by ack-ack gunfire, and was forced to land on Cartier Island, a tiny atoll south of Semau. The crew were rescued by a Catalina from No 43 Squadron".

In August 1992, a retired RAAF officer and his wife found the fuel barge in the channel in Pelican Bay, Semau Island, just where it sank on 6th April 1944. The barge is sitting upright in water carving from metres to 20 metres in depth. Some of the camouflage cover still remains, and it appears to have suffered an explosion amidships, the buckled plates of the hull tell of the beat generated by the fire. Some cannon holes can still be seen in the hull. It is encrusted with coral and a myriad of fish have made it their home.

A report of the Squadron's attack and the dive by members of the N.T. Scuba Diving Club has been published in The Sunday Territorian of 25th October 1992..

During *HMAS Advance*'s time at Ashmore Reef and Cartier Island, the crew spread around "Australian trade-marked cans" to establish Australia's continued sovereignty over the islands, -with regard to their remoteness off the Australian Coast.

Story: JACK BRASSIL.



AUSSIE WAR CRIMINALS

The Flight Commander said "There's your target". We saw three barges loaded to the hilt with Japs. We formed a ring and finished them off. It wasn't very pretty I suppose we accounted for 300 Japs today."

These are extracts from the war diary of former RAAF pilot Robert Bennett, who yesterday woke up to find that he could be charged with murder, under proposed Federal Government war crimes legislation.

On March 5th. 1943, in the Bismark Sea, north of New Guinea, these airman strafed life boats and barges full of Japanese sailors and soldiers who had survived the destruction of their convoy two days earlier, by Allied aircraft. Mr Bennett, of Morphett Vale, said, "That wasn't a very good one."

Yesterday wasn't a good one either.

Until yesterday Mr Bennett a retired air traffic controller, and his wife Margaret, had lived a quiet suburban life. Mrs Bennett said "Now he is being accused as a murderer, a war criminal, just like Hitler."

Mr Bennett said : "I don't think I am a war criminal. No, that's not fair. We were only doing what we were ordered to." Last night Melbourne lawyer Dr Gillian Trigge, an expert on International law, said Mr Bennett and other pilots could be charged with murder under the proposed War Crimes Bill.

"I would say almost certainly an act of executing people in a lifeboat would constitute a war crime and a crime against humanity," she said.

In March 1943, Flying Officer Bennett was 25. He had been in Port Moresby with 30 Squadron RAAF,

Beaufighters, since December 22, the previous year. He said yesterday of the operation "We didn't like doing it. We were told to do it, and the point was we had no ships in the area, which could do anything about it.

"So there they were in barges and lifeboats. So what do you do with them? And also one of our pilots, from 22 Boston RAAF Squadron was caught by the Japs, and they cut his head. We didn't think highly of them. We didn't like it very much. We told the Air Officer Commanding that. He said we had to do it because we would only putting more work on the AIF if we let any of them get ashore."

"My reflector gun-sight had gone bung. I had a go without the thing. It was my turn to go around and have a go. There were splashes of water all around the thing, I think that was the only attack that I made. I couldn't be sure.

"I didn't see the faces of the Japanese. We had a range of about 600 yards with our four cannons and six machine guns. When we got home we told the AOC we were very unhappy about the whole damn business and that was it, we didn't mention it again."

A spokesman for the Attorney General, Mr Bowen, said last night, Australian Troops would not be excluded from the bill. The RSL .President Brigadier Alf Gardner, said T.V reports last night were irresponsible in their pursuit of a "beat-up" to titillate viewers. The RSL has asked the Federal Government to withdraw the Bill. In Townsville the Opposition Leader Mr Howard demanded that Australian troops be excluded.

THE GREAT AIR RACE by Peter White

Two of the RAAF Squadrons operating from Vivigani Strip on Goodenough Island during the last few months of the year 1943, were 22 Squadron (Bostons) and 30 Squadron (Beaufighters). Both Squadrons were operating within RAAF No 9 Group against targets generally located in New Britain. Most of these missions were against Japanese shipping moving along the southern coast of that Island.

As a consequence of them travelling in formation across some 250 nautical miles to these targets, there developed arguments about which type of aircraft was fastest. To settle this question a decision was made to have a race over a distance of 50 nautical miles at low level

It was decided to have the race as close to Melbourne Cup Day as was practical, so Sunday 31st October was the chosen date.

There was heavy rain on this morning, so the squadron was stood down at 1400 hours and the race was on when the rain cleared and was set for 1700 hours. Thirty Squadron's entrant was Beaufighter A19-54 (LY_V) an early English built model. The Pilot was the Squadron Commanding Officer S/LDR Bill Bolton, with Observer

F/Lt Keith McCarthy, and two passengers. A lot of work was done on the aircraft polishing and cleaning etc. To try to get a little more speed. The Boston was flown by by The Commanding Officer of 22 Squadron, W/CDR Jim Emmerton with a crew of two. The distance of the race was fifty miles from seaward, and the strip was the finishing line, The chosen height was 1000 feet. The Boston crossed the finishing line first, but was disqualified for getting off to a flying start. A second race was then arranged for the 2nd of November. In the days between the two races, some thirty ground staff worked on the Beaufighter, polishing wings, sealing all open ports, taking out all equipment not required, and anything to lighten the all up load. Because FO the problem at the start of the first race, a Kittyhawk from 76 Squadron was given the job as official starter. This time the Beaufighter won.

One of our wireless section mechanics ran a book on the result. I won ten shillings at odds of even money. There was quite a lot of money changed hands on the result. It was back to the war the following morning before daylight.

ONE WAY TO GET YOUR DSO



The date was 4th October 1943. I was an Air Observer in No 30 RAAF Beaufighter Squadron. My pilot was S/Ldr Arthur Thomson DFC, a very skilled and highly experienced pilot with whom I had paired up with at No 5 OTU Wagga Wagga where we completed a conver-

sion course to Beaufighters.



S/Ldr Arthur Thomson DFC and F/Lt Peter White, the crew of A19-137

We were posted to 30 Squadron in May 1943 when the Squadron was operating from the 7 Mile Strip at Port Moresby. This was a very busy period for the Squadron as the Japanese were being pushed back. On the above date we were detailed to lead a Barge Sweep along the Southern coast of New Britain. We were in A19-137 and our number Two was F/O Ted Marron with Air Observer Sgt Bunny Gollan. Due to the air superiority of the Allied Air Forces in the area, the Japanese were forced to supply and reinforce their bases at Salamua, Lae and Madang from Rabaul using small ships and barges moving at night and hiding up during the day.

Each Barge Sweep was carried out by two aircraft, one flying very low searching for camouflaged barges and small ships. When a sighting was made both aircraft attacked the target ships.

On this mission on 4th October when I went close to getting my DSO, barges were sighted at Brown's Bay, some 40 miles south of Rabaul. We had destroyed quite a number of barges at this spot some weeks earlier. The Beaufighters were particularly effective against small shipping because of their massive fire power of four 20 mm cannons mounted low in the fuselage and six .303 machine guns mounted in the wings. One of the barges attacked was carrying fuel and burnt fiercely. I moved forward to behind the pilot with the camera to take some head-on photos as we made a further attack, forgetting how close we were to the large Japanese base at



This barge fire attracted Zeros from Rabaul who jumped the two Beaufighters, badly damaging A19-137

Rabaul, where no doubt by this time the fires had been sighted from there and aircraft alerted.

We were caught with our pants down, and the first we knew Zeros were around was when our port wing tip was shot away. Our number two was chased, but with the Beaufighter's faster speed Ted Marron got clear away. The damage to A19-137 in the first attacks slowed us down to less than a Zero's nominal speed, so they continued to attack with ease. The port main fuel tank was holed, the port aileron was badly damaged, the hydraulics were destroyed and the undercarriage shot to pieces. There were many more hits and general damage. At this stage we were so close to the water that during each attack cannon and bullet splashes were all around us in the water. I was doing my best to let Arthur know from which direction the next attack was coming so that he could take violent evasive action. During this he said, "Peter someone is shooting and it's not me" Pretty cool under such circumstances and it did a lot for my moral at that stage. When the attacks stopped one zero formatted on our port side as it appeared that the Zeros had run out of ammunition but we were still airborne. By this time we were well out in the Pacific somewhere South East of Rabaul. Both the aircraft compasses had gone haywire, the radio had been shot to pieces and we were some 150 miles from the nearest friendly airstrip on Kirawina Island. I crossed my fingers, sucked my thumb and gave Arthur a course to fly that I hoped would get us a landfall at Kirawina, if the Beau could stay in the air long enough. We knew that we were in one of the toughest built aircraft which had proved it's ability to take a heap of punishment.

Shortly after setting course, the fuel that had been streaming out of the port tank stopped, as the self sealing had worked. I tried to get out of my seat, to go

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forward to see if I could be of any help, but found I had some trouble moving. The supports of my seat had been shot away and I noticed my trouser fly had a great rip across it. As I moved I felt an awful pain in a very private spot. Closer inspection in that area showed there was a jagged and very, sharp piece of metal lodged in my fly. This problem was then pretty easily solved. Two armour piercing cannon shells were found lodged in the kapok of my Mae West and my camera had been damaged.



A sad end to a great aircraft.

The trousers and Mae West were displayed in the operations room for some time. There were many rude remarks made to me and one of our Pilots, Mike Burrows, who was an amateur cartoonist produced a cartoon which was on display at the same time.

We were maintaining a height of about six hundred feet by some superb flying and a herculean effort by Arthur because of damaged control surfaces. At one stage the aircraft was losing height and seemed out of control. I went forward again to see what I could do. It appeared Arthur had flaked out. His shirt was soaked by perspiration. I gave him a shake and he responded - much to my relief. He recovered control without losing too much height.

Here is a new section to keep your brains turning.

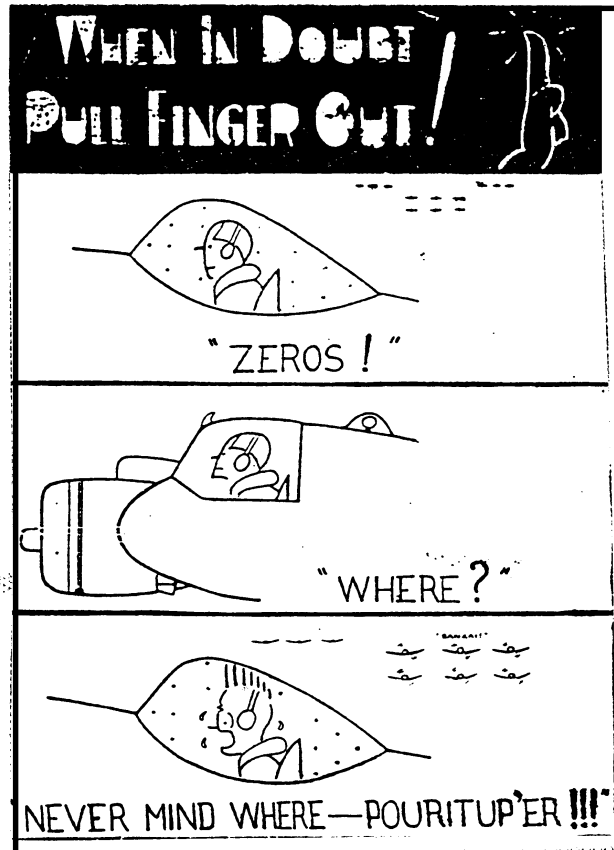
DO YOU KNOW THIS AIRCRAFT?



We did make landfall by lots of luck and a very good wheels-up crash landing was made. It was incredible that neither of us was injured seriously. We were carted off to hospital for a checkup. It was sad to see A19-137 had been bulldozed off the strip. We had been allotted it on its arrival in the Squadron in July 1943, flew ten missions in it and lost it on Kirawina in October 1943.

DSO = Doodle Shot Off.

PETER WHITE



Cartoon by F/Lt Mike Burrows

That's right! It's a Sopwith 'Camel' as flown by Snoopy and several other Aces on the Western Front in WWI.

But what is this one?



Answer in the next issue of The Whisperer

	Surname	First Name	Rank	Address	City	State	Post Code	Phone	Mustering	Squadron	Wife
1	Aitkinson		LAC	54 Spring St	Deception Bay	Qld	4058	(07) 32042291			
2	Bannister		FSGT	PO Box 1	Robina	Qld	4226	(07) 55932444			
3	Beadle		LAC	11 Tuggerah St	North Booval	Qld	4304	(07) 32813928			
4	Blain		Mr	Warner Rd	Warner	Qld	4500	-7			
5	Borchers		CPL	8 May Park Dr	Paynesville	Vic	3880	(03) 51567875			
6	Brassil		Mr	56 Anniversary Dr	Terrigal	NSW	2260	-2			
7	Campbell		CPL	22 Wongawallan Rd	Eagle Heights	Qld	4271	(07) 55451980			
8	Cassidy		Fit Lt	1/64 Boundary Rd	Mortdale	NSW	2223	(02) 95802944			
9	Castle	John	Mr	41/7 Oatlands Esplanade	Runaway Bay	Qld	4216	755248699	Hon Artist	All	
10	Chamberlain		Fit Lt	120 Dudley St	Annerley	Qld	4103	(07) 38482184			
11	Clarke		Mrs	92/42 Ridley Rd	Bridgeman Downs	Qld	4035	(07) 38628691			
12	Clarke		LAC	Unit 18 / 100 Middle St	Cleveland	Qld	4103				
13	Close		Fit Lt	7 Challey St	Aspley	Qld	4034	(07) 32635387			
14	Clough	George	Mr	189 Juers St	Kingston	Qld	4114	(07) 32082060			
15	Coggin		SGT	17 Clive St	Inverell	NSW	2360	(02) 76223404			
16	Coleman		Fit Lt	190 Kirkwood Road West	Tweed Heads Sh	NSW	2486	(07) 55249379			
17	Collett		Mr	30 Campbell Rd	Parkside	SA	5063				
18	Collins		Fig Off	4/71 Chatswood Rd	Greenslopes	Qld	4120	(07) 33942005			
19	Corbett		LAC	2 Bellbird St	Wellington Pt	Qld	4160	(07) 32073398			
20	Creedy		Fit Lt	84 Richmond St	Gordon Park	Qld	4031	(07) 38572875			
21	Curran	Stan	Sqn Ldr	6 Caloola Dve	Springwood	Qld	4127	07 33886053	ENGAERO	22/30/31 SON	Daisy
22	Cutler		Fit Lt	14 Turner St	Ipswich	Qld	4305	(07) 32183145			
23	Denner		LAC	6 Lee Rd	Runaway Bay	Qld	4216	(07) 53374505			
24	Donnelly		W OFF	PO Box 5	Gracefield East	Qld	4075	(07) 38924848			
25	Dunlop		Fit Lt	8 Ermina Crt	Carindale	Qld	4152	(07) 33989238			
26	Ellis		Mrs	44- 22 Montgomery Ave	Main Beach	Qld	4217	(07) 55280117			
27	English OBE		Fig Off	33/9 Salford St	Victoria Pt	Qld	4165	(07) 32077424			
28	Fanning		Fig Off	2 Burkitt St	Bunderberg	Qld	4670	(07) 41524522			
29	Farquhar		Mr	66 Longueval St	Moorooka Heights	Qld	4105	(07) 38482575			
30	Gray		CPL	126 Barrier Reef Dve	Robina	Qld	4226	(07) 55752885			
31	Hall		Fig Off	403 Levitt Rd	Ferny Grove	Qld	4055	(07) 33514052			
32	Hamilton		Mrs	2 Hammersley Circuit	Alexandra Hills	Qld	4161	(07) 38241126			
33	Hamilton		Fig Off	135 Victoria St	Mackay	Qld	4740	(07) 49574002			
34	Hayes		Fig Off	8 White St	Gladstone	Qld	4680	(07) 49722560			
35	Heselwood		Mrs	Edgewater Village David Lov	w Way Bilibi	Qld	4560	(07) 54500187			
36	Hill		LAC	39 Steward St	Bundaberg	Qld	4670	(07) 41520637			
37	Houston		W OFF	17 Plover St Slade Point	Mackay	Qld	4740	(07) 49551313			
38	Hunt		Fig Off	PO Box 123	Tweed Heads	NSW	2485	55366767			
39	Hutchinson		F SGT	83 Dahlia St	Greystains	NSW	2145	(02) 96046591			
40	Inches		CPL	757 Ruthven St	Toowoomba	Qld	4350	(07) 46365917			
41	Ind		Fit Lt	13 Inga Ave	Bundall	Qld	4217	(07) 55385439			
42	Jacobi OBE		Fig Off	PO Box 1551	Boroko	PNG		6450258732			
43	Jensen		Mr	MS 963 Langbeckers Rd	Bundaberg	Qld	4670				

	Surname	First Name	Rank	Address	City	State	Post Code	Phone	Mustering	Squadron	Wife
44	Jensen		Mrs	PO Box 2388	Bundaberg	Qld	4670	(07) 41597356			
45	Johnson		Flt Off	8/134 Middle St	Cleveland	Qld	4163	(07) 38213575			
46	King		LAC	2 Megan St	Tweed Heads South	NSW	2486	55243637			
47	King		Flt Lt	127 Britania Ave	Morningside	Qld	4170	(07) 33993540			
48	Lawson		LAC	2186 Wynnum Rd	Wynnum	Qld	4178				
49	Loveband		W OFF	PO Box 494	Batemans Bay	NSW	2536	(02) 44713853			
50	Lyons		W OFF	318 Beaconsfield Terrace	Brighton	Qld	4017	(07) 32691331			
51	Masson		LAC	'Wilderness'	Yuleba	Qld	4427	(07) 46235187			
52	Masterson		Flt Off	28 Carrick Way	Torquay	Qld	4655	(07) 41243607			
53	McClymont		Mrs	'Palmahna' 151 North Creek	Rd Lennox Head	NSW	2478	(02) 68877304			
54	McKenzie		Flt Lt	93 Eucalypt St Bellara	Bribie Island	Qld	4507	(07) 44087512			
55	McMinn		SGT	4 Kurrawa Ave	Mermaid Waters	Qld	4218				
56	Meers			PO Box 117	Mapleton	Qld	4560	(07) 54457565			
57	Merrotisy		SGT	17 Murphy's Rd	Kingscliffe	NSW	2487	(02) 66742830			
58	Miller		Flt Off	21 Whitesands Place	Batehaven	NSW	2536	(02) 44711187			
59	Morgan		LAC	119 Madson St	Grovelly	Qld	4054	(07) 33556596			
60	Nicholson		Flt Lt	RAAF Estate Baltimore Pde	Merriwa	WA	6080	(08) 93114470			
61	Nixon		Mrs	'Phiara'	Rolleston	Qld	4702	(07) 49843163			
62	O'Connor		W OFF	26 Coberg St	Cleveland St	Qld	4163	(07) 32861067			
63	Pearson DFC		Sqn Ldr	388 Swan Rd	St Lucia	Qld	4067	(07) 38708271			
64	Quinn		F SGT	PO Box G499	Perth	WA	6001	(08) 93641343			
65	Robertson DFC		Flt Lt	189 Quarry Lane	Rockhampton	Qld	4700	(07) 49212171			
66	Rose		Flt Lt	16 Novar Court	Robina	Qld	4226	(07) 55620202			
67	Rowell		Flt Lt	10 Duncraig Rd	Applecross	WA	6153	(08) 93647686			
68	Scott		Mr	1 Toongarra Rd	Leichardt	Qld	4305				
69	Sheridan		F SGT	530 Bridge St	Toowoomba	Qld	4350	(07) 46349123			
70	Smith		Sqn Ldr	43 Juliette St	Annerley	Qld	4103	(07) 55343949			
71	Smith RFD AE		Gp Capt	561 Ellison Rd	Aspley	Qld	4034	(07) 32631274			
72	Snell		Mr	50 McLean St	Gulliver	Qld	4812	(07) 47795042			
73	Commander 20 Flight AIRTC			PO Box 94	Kedron	Qld	4031				
74	Thomson DFC		Flt Lt	323 Myers Rd	Merricks North	VIC	3926	(03) 59897219			
75	Triton MID		Flt Lt	142 Yabba St	Ascot	Qld	4007	(07) 32625965			
76	Turnbull		Flt Lt	40/7 Oatland Esplanade	Runaway Bay	Qld	4216	(07) 55377965			
77	Wardlaw		SGT	30 Currinundi Rd	Caloundra	Qld	4551	(07) 54934374			
78	Wells		Mrs	13 Considine St	Rockhampton	Qld	4700	(07) 49226260			
79	Wemyss		Miss	36 Meron St	Wynnum West	Qld	4178	(07) 38934142			
80	Whish-Wilson		Mr	60 Debra St	Toowoomba	Qld	4350	(07) 46357634			
81	White MID	Peter	Flt Lt	9 Scott St	Beenleigh	Qld	4207	(07) 32875488	OBSERVER	30 SQN	
82	Wicks		Mrs	14 Jocelyn Terrace	River Heads	Qld	4655	(07) 41245046			
83	Williams		Mr	7 Torras St	Kirwan	Qld	4817	(07) 47731664			

OLD PILOTS NEVER SAY DIE.

After suffering a stroke on 13th December in December 1997, I am still in Rehabilitation ward at Princess Alexandra Hospital in Brisbane on 17th March 1998, fourteen weeks out of circulation.

I was unlucky enough to get the flu, after arrival at the hospital, and was very sick for a couple of weeks. The nurses filled me with Panadol, I vow I will never take Panadol again. Panadol may have killed some bugs, and relieved some pain, but they also stupefied me. The world ceased to exist. All I saw were walls, ceiling, nurses and patients.

I became known as the impatient patient. Things never happened as I wanted them to, and I could not be persuaded to use a bottle. A fellow in the bed next to me upended his three times, on himself, in three nights. I did not want this to happen to me.

I insisted in going to the toilet, with help. One day I lost my step and fell against a small, young, nurse, hitting her with my shoulder, and pinning her to the doorjamb. I couldn't get off her, and she couldn't yell for help.

Another time in this ward, I dropped my pants in the toilet, and when I bent to retrieve them I lost my balance, and fell backwards. I put a hole in the wall with my head, and lost a bit of skin, but luckily O.K. otherwise. The alarm button was on the other wall, and I had to press it with my toe. I haven't lived it down yet, and that was two months ago.

Conditions here are very good, but hospital beds are not made for the sick and sore. Meals generally are very good, plenty of orders and advice mind you, but generally well meant. A few are outspoken and old blokes who resent lectures from young kids, but they can be won over. I have tried to accept it all with humour, and treat most things as a joke, so I can't resent being here. Some people are resentful of the fact that they are here and do not accept what has happened and this holds up their own recovery. You have to go with the flow and although my mother supervised my learning to walk seventy seven years ago, I now get advice from all sorts of people, and let me tell you, learning to walk again is very tiring. One cannot afford to land on one's behind like a baby does. No nappy, and one has to remember old bones get fragile.

My wife got tired of visiting me, and fell on floor here, and broke her pelvis, and also became a patient,

and saved the travelling for each visit. I reckon she was only keeping an eye on me. Wives always think they know their husbands best.

Any at this time I look like having a useless left arm (I'm luckily right handed) and my leg might be alright with no need of a wheelchair when I get out anybody want a useless left arm? I'll sell it cheap. Some answers to nurses questions: How are you going? "By bus." At meals. Are you alright? "No I vote labor." Have your bowels moved? This after taking bran, bowel tablets, prune juice, and fibre balls. I imagine the answer. These are subjects that interest patients and nurses, so humour is a good remedial medicine.

The rate of rehabilitation here is good, but there are a few sad tales. Our oldest patient is 94, always makes sure he knows his nurses names, and always thanks them for what they do. Our oldest lady is 90, and despite stiff parts and pins, gets about quite well. She insists that she will live alone, in a four bedroom house when she gets out. There are several in their eighties, and one alone could write a book about their experiences. Many of our old sayings go right over the head of nurses and others. For instance, he has a lovely head of skin he is growing through his hair. Put the wood in the hole-Shut the door. Today I start physiotherapy, with my third course of trainees - I am thinking of charging for the use of my body.

CHARLIE KING.

RAAF LEADS THE WAY

With the peace-keeping force now in place in Timor, we should be giving a big cheer to the Raafies who were at the vanguard of the operation.

Long before the troops landed, the RAAF crews had been shuttling back and forth across the Timor Sea bringing out hundreds of refugees for shelter in Darwin.

After the refugees were settled in, the RAAF were transporting the first of the troops into Dili. This was not a picnic like flying pollies about the country. There was every chance that the opposition could have thrown up the odd ground to air missile.

It looks as though the RAAF members will be on a tour of duty until after Christmas.

Our best wishes go out to the families of all.

