

The

WHISPERER

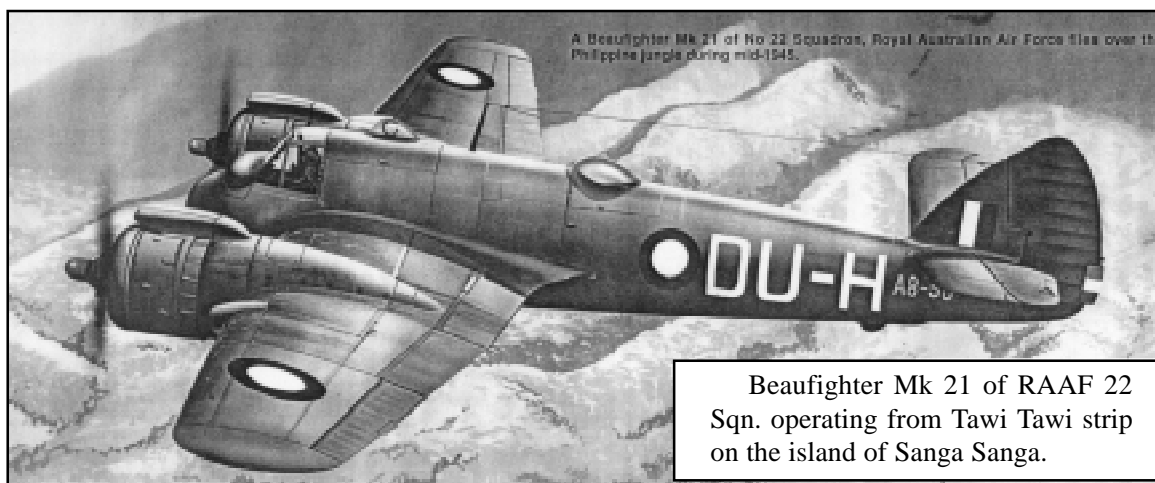
The Newsletter of the Beaufighter and
Boston Association of Queensland

OCTOBER 2000



Her Excellency Delia Domingo-Albert, Philippines Ambassador to Australia, presents the Philippines Liberation Medal to Allan Miller.

Allan flew with 22 Squadron from Sanga Sanga on the Island of Tawi Tawi during World War II.



Beaufighter Mk 21 of RAAF 22
Sqn. operating from Tawi Tawi strip
on the island of Sanga Sanga.

"NICKY" BARR OBE MC DFC & BAR

'Nicky' Barr was born in Wellington, New Zealand, on 10 December 1915, but grew up in Australia where he became a Rugby international.

He was training to be an accountant in Windsor, Victoria, before joining the RAAF on March 4 1940. After training in Victoria, he was commissioned as a Pilot Officer and spent two months in 23 Squadron at Archerfield, Queensland before he left Australia for the Middle East on September 1 1941. He was posted to 3 Squadron in the Western Desert on 26 November 1941 and gained his initial victories while flying Tomahawks, before the unit converted to Kittyhawks. His first was a Bf 110 shot down south west of Tmimi on 12 December while flying Tomahawk AN336.

On January 11 1942, after shooting down two enemy fighters while flying a new Kittyhawk, AK645, he attempted to land and pick up a downed pilot. As he came in, he was attacked by two Bf 109s but, still with his undercarriage half down, he shot one of these down while he tried to climb away. He was then shot down himself and wounded. His walk back to British lines took him five days.



"Nicky" Barr following one of his many adventures

when enemy tanks appeared.

Discarding the cowlings, he took off and reached home after being missing for four hours. Next day he was promoted CO of the squadron, six months to the day after his first sortie as a lowly Pilot Officer. He was shot down for the second time on May 30, returning this time after just two days. On June 26, while escorting Boston bombers, his Kittyhawk suffered engine trouble, and he was then attacked by

two Bf 109s. He baled out of his burning aircraft, badly wounded.

After 84 sorties in which he became 3 Squadron's top scorer of WW2 with 12 destroyed, two probables, eight damaged, he became a prisoner of the Italians, who first transported him to hospital in Tobruk. He was then moved to Italy.



After about five months in hospital at Bergamo, he escaped and had almost reached Switzerland, when he was recaptured and sent to Gavi. Later, while prisoners were being evacuated from the camp to Germany after the Italian armistice, Barr managed to unfasten the door of the wagon, and after organising the escape of others with him, he jumped from the train. He soon met one of the others who had injured himself when jumping and after this man had medical attention at San Lorenzo, they both travelled on to Monastero. Eight days later, he left his companion and went on to Goriana Valli and here, finding himself too weak to cross the mountains, he organised prisoners in the district and helped them escape to Allied lines. Barr was again captured, this time by Alpine troops, and after being ill-treated, was handed over to the Germans, who imprisoned him, with another recaptured escapee, in a prison cell. Discovering the keys in the door to be on the outside, they managed, with the aid of a piece of wire, to escape and return to Goriana. Here Barr acquired a radio transmitter and continued to help others escape. Towards the end of February 1944 he obtained guides and brought 10 prisoners with him through to the Allied lines. He was awarded an MC.

The award of a Bar to his DFC had meanwhile been gazetted in February 1943. After rest and recovery treatment, he returned to Australia as a Wing Commander, arriving in September 1944. From November 1944 to August 1945 he was Chief Instructor at No 2 (Fighter) OTU at Mildura, Victoria.

This article was produced with the kind permission of the editor of No 23 Squadron Association (Qld) Newsletter.

Continued from page 2

Nicky Barr. by Peter White

Nicky Barr was posted to No. 23 Squadron, in June 1940, when he was still an Air Cadet. His promotion came through pretty soon after his arrival. He was posted to 3 Squadron, in the Desert in September 1940.



W/Cdr Andrew "Nicky" Barr OBE MC DFC & Bar with F/Lt Peter White MID at a recent 23 Sqn function.

I flew with him as his Air Observer, until he was posted. When discussing his skills as a pilot, he always maintained that Air Board would trust him with only one motor. The phony war was coming to an end, and Italy was about to declare war so we did a lot of hours, including seaward patrols, shadowing Italian shipping scurrying for home, before the declaration.

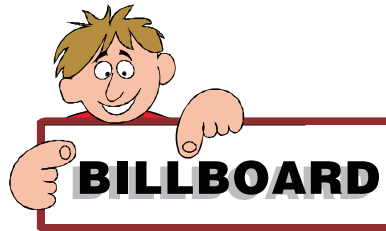
He was one to push things close to the limits, I well remember the many times I blacked out, in the rear seat, due to his tight turns, savage pullouts from dive bombing practice, and loops. One memorable flight was a meteorological flight at Archerfield. At 12000 feet he said he was going to find out the terminal velocity of a Wirraway, with that he rolled over into an almost vertical dive, full boost and fully fine prop setting. The end result, all fairings were gone or severely bent, all fabric surfaces split and torn, and a seized motor. He did make a good job of the dead stick landing in the middle of the 'drome.

Vale.

LOFTY HAYES passed away on the 24th August 2000. and his funeral service was held at Rockhampton. Condolences were sent to his widow Jean and the family.

George Robinson attended the service on behalf of the Association, and said a few words about "Lofty's service, in particular with his service in Beaufighters.

Lest We Forget



Annual RAAF Memorial Mass

This service held annually at the St Thomas Aquinas Catholic Church, at 87 Central Avenue St. Lucia, will be held on Sunday 5th November, 2000. commencing at 1000 Hours, and afterwards at Morning Tea.

Awards, decorations, & medals are requested to be worn. The Association has had members attending this service for a number of years, and members are once again requested to attend.

Cleveland Wirraway Memorial

We have been advised by the Redland Shire Council, that they are going to replace the Australia Remembers Plaque, with a more suitable cast bronze Plaque. This is very much appreciated, and furthermore the cost is to be shared by the Mayor of Redlands, and Federal member Con Sciacca.

RAAF Amberley Annual Day

We have had preliminary advice that the date for this event is 16th November 2000. We will post out further details when we have them.

At present we have been advised that the Governor of Queensland will be attending, together with Senior RAAF Officers. It is understood that a new Memorial Wall has been constructed in The Rose Garden of Memories, and this will be unveiled by the Governor, after the luncheon. Our Patron Ray Smith has been an active member of the committee which initiated this project.

We will post full details when they come to hand. President Ralph will present our shield to the winning airman/airwoman at the luncheon.

ALL MEMBERS ARE URGED TO ATTEND THESE FUNCTIONS.

It would be appreciated if you could let me know if you intend to take part.



STAN'S PAGE

HOW THE WHEEL TURNS



One of our most respected pilots in TT&SD (Target Towing & Special Duties) Flight was Flt Lt Warwick Addison. I had good reason to remember him, however, after I had left the Flight. I can't remember seeing Flt Lt Addison again.

When Neville Parnell published "Whispering Death" about 1980 thirty years later I was surprised to see a photo of Warwick Addison showing him in 31 Squadron at Sanga Sanga. We had been in 31 Squadron at the same time. I was unaware of that.

Neville Parnell did a very good job of "Whispering Death", understandably there were a few errors or misprints in it. Flt Lt Addison was only credited with two operational sorties. I know he did many more than that.

The next I heard of Flt Lt Addison was only a few weeks ago when the secretary of 31 Squadron Assn. Jack Anderson sent out a newsletter and it included all the names and addresses of all 31 Squadron association members, and there was Warwick Addison again.

I said earlier that I had good reason to remember Flt Lt Addison. On page 76 of "Whispering Death" it reports that on 20th October 1947, that the port engine of A8-351 failed on take off from Richmond. Flt Lt Gorman was the passenger.

The aircraft was on a test flight after fitment of a new engine. I had fitted the engine by myself. At that time there were few technical men in the flight and it wasn't unusual for a fitter to do a job like that by himself.

After seeing Warwick Addison's name on the address list I rang him, although fifty years had passed since the incident. Of course he remembered the event very well and assured me it was the starboard engine, whichever, I had installed it. He remembered that soon after take off there was an explosion in the starboard engine and then the engine cut out, he immediately feathered the dead engine and jettisoned fuel to reduce weight as he was trying to gain some height. His approach back for an emergency wheels up landing was low over Windsor. He had some concern about clearing the famous Anglican church. I think it is called St John's and was designed by the ex-convict architect Greenaway and is listed as a national heritage building. I'm reminded of another saying I know but in this case, just imagine if the fan had hit the church, The heritage people would never have forgiven him, however, he would have got his name in the history books.

As he approached low over the fence the alarm went up and most of the flight was on the tarmac to see the landing. At that time Richmond was a grass drome, It must have been very dry because as soon as the aircraft touched down it was enveloped in a huge cloud of dust, we couldn't see a thing, then out from the dust came a running figure. It was Flt Lt (Pappy) Gorman a cheer went up from the crowd, we assumed that both crews were safe. As expected Flt Lt Addison escaped unhurt.

While I was talking to Warwick Addison he mentioned that he had stayed on in the Air Force for some years I was surprised; it was a wonder we hadn't crossed paths again. I asked him what rank he was on retirement. He had reached Group Captain, which was pretty good for the permanent Air Force. Promotion exams were not easy from Squadron Leader to Wing Commander required one year at Staff College.

During the conversation he made a remark which jogged my memory. He said, "I really had to stretch the glide to get her over the fence." It amused me a bit, the last time I'd remembered that phrase it was in an Aero Engineers exam many years ago.

I asked Group Capt Addison whether he had ever seen a report on the failed engine. He hadn't seen one neither had I but I knew something about the cause of the engine failure.

Again I was given the job to replace the engine. The failed engine was to be sent back to the overhaul facility for "Strip and Report". After it left I never heard of any report.

At that time replacement engines came as "power eggs" that is they came complete with cowls and all ancillaries back to the airframe. When we received them we thought it would be a breeze to change the engine, but it proved to be very difficult to remove and replace the mounting bolts. I would have much preferred to change a short engine.

When I disconnected the throttle linkage I noticed the throttle shaft resisted movement. Obviously there something wrong.

Then I removed the air intake scoop to have a look down the carburettor choke tubes, I looked down and forced the butterflies wide open so I could see and feel down below the butterflies. There was considerable damage under the butterflies and in the induction chamber.

To have a good look I removed the carburettor. In additions to multiple indentations in the induction chamber the impellor was very badly damaged and there was a foreign object in the chamber. I picked it up and recognised it as a snifter valve. The snifter valve is about 1 1/2" long and about 3/8" dia inside is a small spring loaded ball valve which relieves at 5psi and is fitted to the junk head on the cylinder to relieve any hydraulic pressure between the sleeve and the junk head.

Continued on page 5

Continued from page 4

I checked all the cylinders to see whether any snifter valves were missing. There were none missing I could only conclude it had been dropped down the intake at the overhaul facility after the engine had been test run.

As many who read this will know the Take Off RPM of a Hercules engine is 2,900 The Supercharger in "M" is 6.68:1 giving the impellor an awesome 19,372rpm. Just imagine the belting around that snifter valve was getting and the damage being done. I imagine the distorted impellor was causing considerable heat friction, which ignited the ideally mixed gas causing the explosion and engine failure.

I reported my findings to the Flt Sgt and was told the engine was allotted for "Strip and Report" my job was to remove it and send it back to the overhaul facility. I was considerably deflated I was sure the Pilot and the Engineer Officer would like to know what I had found. I didn't think we would hear any more of it.

STAN CURRAN

Note: The supercharger had two ratios M was 6.68: 1 and S was 8.35: 1. M was for below 8,000 ft S for above 8,000 ft.

22 Squadron "A Source of Pride"

It seems rare to find somebody who has a real passion for his or her work.

But F/SGT Dick Hutchinson, who is the Unit Historian for 22 Squadron (City of Sydney) RAAFAR, is certainly one of those exceptional people.

A man truly dedicated to his work, FSGT Hutchinson spends much of his own time researching and writing a book on the History of 22Squadron, which will be called "A Source of Pride".

He chose this title after reading a speech made by 22 Squadron's first Honorary Air Commodore, the Right Honourable Lord Wakehurst (Governor of NSW) who, in his farewell speech to the Squadron said, "his association with 22Squadron had always been a source of pride to me".

"I am definitely proud to be a part of 22 Squadron and especially proud to be writing the history of this unique Squadron", said FSGT Hutchinson, who is a Department of Defence Quality Assurance Representative.

"I've still got a long way to go with the book, but I'm doing so much of it in my own time". If you need to know anything about 22 Squadron, FSGT Hutchinson is the man to ask. He can even recount ultimate results

of events, which occurred when the cadre Squadron began some sixty years ago.

FSGT Hutchinson is a Licensed Aircraft Maintenance Engineer, who joined 22 Squadron 19 years ago as an Engine Fitter. He was working for a motor cycle importer in 1977, when his boss suggested he should join the Army Reserve as an alternative to being given a raise. Not wanting to waste his aircraft trade skills, he joined the RAAFAR.

He said being in the RAAF Reserve had provided him "with a stable path in the background of anything else I have been doing".

"It allowed me to quite comfortably make several career changes outside. Probably the biggest factor is that I've made a lot of good friends. That applies, not only to the people I've met in the Squadron and the PAF, but also ex-RAAF members I've met while researching the history of the Squadron".

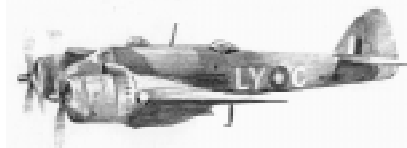
FSGT Hutchinson began to write the Squadron's history in 1979 after he and some colleagues were asked to clean up 22's history sheets. "In doing that we found that all the photographs were missing. I went to the Archives in Canberra to get some copies, but they told me that someone had come in 1970 and taken all the photographs.

"I then started looking for squadron photographs and really got involved in the history. One day I even noticed that I had secondary duties as a Historian on my AER." To improve the historical documents already available, FSGT Hutchinson began to interview 22SQN members." I'd seen many of these peoples names in history books and never imagined that I would meet them."

They all sounded extremely grateful that someone was interested in hearing their stories. "I had some wonderful talks with these people. They spoke of their feelings- how they felt when fighting for their country. This contrasts with the dry and abbreviated official records. Some of these people have passed on and I have been very lucky to have recorded things that might have been lost to history forever".

"What we have to remember is that the Air Force consists of people: people who have worked and do work very hard to achieve goals". No22 Squadron was formed at Richmond as a unit of the Citizen Air Force on 20th April 1936. The Squadron was designed to train civilians to fly and maintain service aircraft as members of the Defence Force. The first aircraft taken onto Squadron strength were two Hawker Demons and three Gypsy Moths.

FLGOFF DEANNA IALACCI



A GREAT BEAUFIGHTER PILOT.

G/Cpt Bob Braham, with three Distinguished Service Orders, Three Distinguished Flying Crosses, plus Belgian Decorations was the most highly decorated fighter pilot in the RAF, and the Commonwealth Air Forces in World War II. With the post war award of the Air Force Cross he is thought to be the most highly decorated British serviceman. He destroyed 29 enemy aircraft and damaged six more. He was the top scoring Ace flying twin engined fighter aircraft, and was fifth in the list of all top scoring fighter pilots serving in the British and Commonwealth Air Forces in all theatres of war.

In December 1937 he applied for a Short Services Commission in the RAF, and was accepted. His pilot's training was at NE&RFTDS Desford, and he was awarded his Wings in August 1938, Early in 1939 he was posted to 29 Blenheim Squadron (Night Fighters) where he carried out his first operational sortie. It was from here that he shot down his first enemy aircraft, on the night of 24th August 1940, during the Battle of Britain. It was here that the Squadron was equipped with Beaufighters MK IFs, fitted MKIV III radar, which was an aircraft ideally suited to Home Defence night fighting, and to him personally. He was to destroy 19 enemy aircraft in Beaufighters. F/LT Guy Gibson who later became famous as leader of the Dam Busters was his Flight Commander. Braham successfully crash-landed two aircraft without damage to himself or observer, both when he was unable to lower the undercarriage.

He received his first DFC in January 1941, and in March he destroyed his second enemy aircraft a Dornier 17Z. His observer was Sgt. Ross. The Squadron was moved to West Malling in Kent, and it was from this station that he developed his extraordinary night fighting skills and started his association with two observers who contributed much to his success, "Sticks" Gregory and "Jacko" Jacobs. By November 1941 he had destroyed 7 enemy aircraft, was promoted to F/LT and received the first bar to his DFC. He was taken off operations, and was posted to 51 OTU at Cranfield as a night fighting instructor.

He was posted back from the OTU to 29 Squadron in July 1942, and promoted to Squadron Leader, where they still had Beaufighters. He operated with his observer "Jacko" Jacobs and during August destroyed 1 and damaged 3 aircraft. Return fire from a JU 88 caused his port engine to catch fire, this he extinguished, but just as he regained the English coast his starboard engine caught fire. He was able to crash land without injury to him or his observer. He was awarded his first DSO in October 1942.

By the end of October he had destroyed 12 enemy aircraft, with 1 probable, and 4 damaged. He was given command of No 141 Squadron His observer F/O

Gregory DFC DFM was posted with him. By his example, dedication and courage, he was able to transform the Squadron from a defensive role to an offensive one. The combative spirit and esprit de corps he engendered in all ranks stood the Squadron in good stead, after he left, right up to the end of the war. He was only 22 years of age at this time.

From February 1943, and despite training new crews, W/C Bob Braham was pressing for a more offensive and aggressive role for the Squadron. They carried out night Ranger patrols over Brittany, and daylight intercept patrols over the Bay of Biscay and Atlantic Approaches. Braham carried out the first of both these types of operations and continued with attacks on trains, stations motor transports and other ground targets. At sea he damaged a U-boat, torpedo boat and an E-boat. His own aircraft was attacked by an enemy fighter and was also hit by flak from ships, but without injury to himself or his observer F/Sgt Blackburn. The squadron suffered the loss of three aircraft during these two months.

In May 1943 the Squadron was moved to Wittering, and the Beaufighters were fitted with new radar, which intercepted radar impulses given out by the German night fighter's airborne interception radar. These operations started on 15th June 1943 and Braham now back with his old observer "Sticks" Gregory had immediate success destroying an Me 110 over Holland. By the time he left No 141 Squadron in October his total was now 20 destroyed, plus 1 probable and 6 damaged. During this period his aircraft suffered damage from fighters and flak and had to return twice on one engine, with no injuries to himself or crew.

He was awarded the first bar to his DSO on 24th September 1943. He wrote when leaving 141 Squadron. "My association with my first love, 141 Squadron, was now broken for good, and with its comradeship that I have never known since".

He took a staff course from October 1943 until February 1944, and from there he was posted to No 2 Group Berkshire, as Wing Commander Night Operations. Although a staff Officer at HQ, Braham was able to carry out some operations from various Squadrons in the Group. By the time he was shot down on 25th June 1944 he had carried out 15 operations over France, Denmark and Germany. On one occasion, with his observer "Sticks" Gregory, he chased and attacked a FW190, which flew very low to the ground in an attempt to escape. Braham flew so low that the tips of his propellers were bent on hitting a mound. He was attacked by a Me109 which severely damaged his aircraft, but he pressed on and destroyed the FW190. He was then hit by flak, but with great skill he managed to ditch the mosquito and was rescued by an MTB.

Continued on page 7

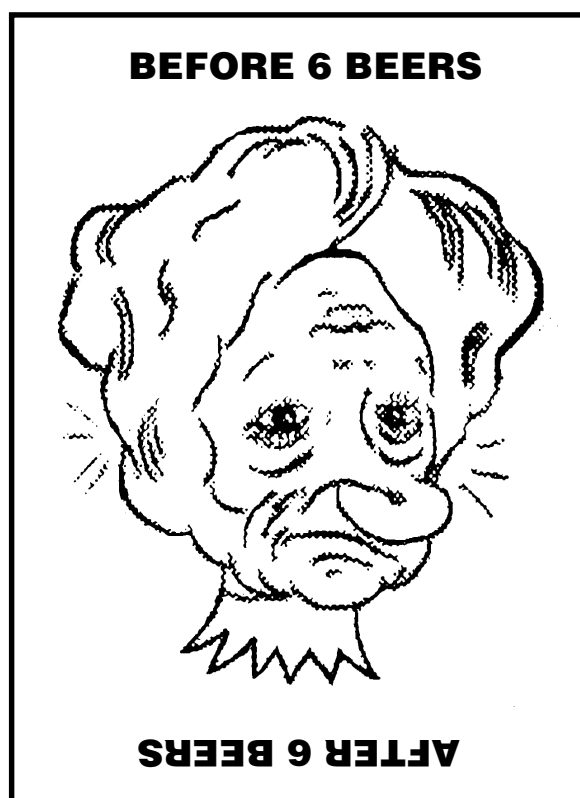
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Bob Braham continued his career with both the RAF and RCAF, and after a career of 30 Years retired at the early age of 48 years. He took up a position with the Canadian Department of Indian Affairs in 1968.

On New Year's Eve in December 1973, he suddenly became ill and was found to have an inoperable brain tumor. He died in hospital in Halifax on 7th February 1974, at the age of 53 years. There was no funeral or cremation service as he had willed his body for medical research. A memorial service was held on 13th February 1974, in Halifax.

Don Arts.

From the internet by Allan Miller.



Sick Parade.

Allan Miller is back on deck , after major surgery, and now his heart is beating pretty well he reckons.

Patron Ray Smith was certainly not his usual self on the phone in recent times. It seems that his health problems are pretty heavy. You gotta keep boxing on Ray.

President Ralph's wife Joan has just undergone serious vascular surgery, and is recovering very well. We are all wishing you well Joan. So that you can keep Ralph in line for us.

Ron Collins tells me he is making very good progress after his surgery.

The End of an Era

Number 22 Squadron was formed at Richmond on 20th April 1936, and were equipped with such aircraft as Hawker Demons, Gypsy Moths, Ansons, Seagulls assorted trainers and Wirraways, then in April 1941 were equipped with beautiful American Aircraft-Douglas Bostons. These had been in transit to a Dutch Base, north, of Australia which was captured before the ship could deliver them. They were diverted to Australia, and allocated to the Squadron.

The Squadron moved to New Guinea and from November 1942 till November 22 1944 carried the attack to the Japanese with the Douglas Bostons from New Guinea to Morotai.

The Squadron raided Bunanan Harbour on Mindanao on the 22nd November but that night, the airfield was successfully raided by an estimated 12 Japanese aircraft in one of their few successful counter attacks during this stage of the war.

The approaching Japanese aircraft did not respond to calls to identify themselves and the two stand-by Northrop P61 black Widow night fighters took off to intercept them. The attackers showed up on anti-aircraft gun control radar at 2017 hours and these opened up just as the bombs began falling on the two strips.

High explosive and anti personnel bombs caused considerable damage to the runways and buildings and destroyed a total of 15 RAAF and USSAF aircraft and damaged 29 more. Two men died and ten were injured.

Anti aircraft gunners claimed one destroyed and one possible. The P61s fired on the attackers but obtained no kills.

No 22 Squadron's area was worst hit, with seven Bostons destroyed and six more damaged beyond repair. The aircraft had been fuelled and bombed up for the following day's operations resulting in great damage to the surrounding areas.

In the midst of the burning aircraft and exploding munitions, two airmen, Corporal Verden James Dean and Leading Aircraftman Milton John Gill, endeavored to minimize the loss of aircraft and equipment. For their actions, which were very much above the normal call of duty, they were awarded the George Medal, "in recognition of brave conduct" as posted in the London Gazette October 19 1945.

No longer capable of carrying out operations, 22 Squadron was pulled out of the line pending re-equipment with Beaufighters, whilst it's remaining Bostons performed communications duties, including mail deliveries. By 6th December, the Squadron had completed it's conversions to Beaufighters and returned to the fray.

JAMES RICHIE GRANT

The Philippines Liberation Medal

During a recent visit to Canberra, Member Allan Miller made an appointment with the Philippines Consul, regarding this medal, as he felt he qualified by his service at Sanga Sanga, with 22 Squadron.



He had put a lot of time into making an application, and had not heard the result of his application for a long time. He felt the best thing to do was to visit the Philippines Embassy and talk to them .

At this visit to the Philippines Embassy he was advised his application was approved, and it would be presented to him, personally by the Consul. Allan's agreement for this to be done in the presence of the media, was given. It was the intention to use this occasion to further Philippines- Australian relations.

The following is information received from Allan for the benefit of members who intend to make an application for this medal.

ELIGIBILITY.

General: For service in the liberation of the Philippines from 17 October 1944 to 3 September 1945.

Specific .A member of the armed forces of the Philippines or a member of an Allied armed force who meets any of the following conditions is eligible for the award.

Participation in the initial landing operations on Leyte, and adjoining islands from 17 October to 20 October 1944.

Participation in any engagement against the enemy during the liberation campaign.

Service in the Philippines for not less than 30 days, during the period 17 October 1944 to 3 September 1945.

Service in the Philippines Island of Leyte by members of 22,31, and 30 Squadrons has been validated for these conditions.

PROCEDURE.

(1) Veterans fill out a prescribed application form which are distributed by the Philippine Embassy, and the Philippine Consulates. (I have some here)

The form is sent to:

Discharged Personnel Records
Dept of Defence (Air Force Office)
PO Box E33
Queen Victoria Terrace
CANBERRA ACT 2600.

The applicant's service in the Philippines, during WWII, is validated.

(2) Certified forms are then returned to the Embassy which prepares the list of applicants whose service record has been verified.

(3) The lists are forwarded to the Philippines Department of Defence through the Department of Foreign Affairs;

(4) The same lists are submitted by the Embassy to the Australian Department of foreign Affairs and Trade, which transmits them to the Governor General for his approval to enable the veterans to accept and wear the medal.

(5) The Governor General's approval is transmitted to the Philippine Embassy by the Department of Foreign Affairs and Trade.

The last awarding ceremonies were held in 1995 and 1996, so I presume that the successful applicants will be advised of the next Awarding Ceremony. A look at the above procedure would indicate, that a successful application could take a considerable time.



*Refuelling a
Beaufighter of
No. 30 Squadron
in mid- 1944*

President's Corner



Hello everyone! It seems quite a while since Peter has asked me to do a note for the Whisperer. He has been on the sick list once again having a cornea transplant. Having taken me to quite a few places in his car prior to the operation it was somewhat bemusing to hear him say that he can now read road signs again. I don't know how he has got away with it for approx. 20 years.

In all Peter received 35 replies to the questionnaire re the future of the Assoc. I would like to sincerely thank all those members who took the trouble to reply. Peter & I were very gratified by your response. All bar one member were strongly in favour of the Assoc. continuing & the Executive will take on board the suggestions in the replies.

It was very distressing to hear of the untimely passing of "Lofty" Hayes. I first met him when he joined 22 Sqd. He had first served with the AIF in the Middle East before joining the RAAF where served as a navigator. He & I shared a 4 man tent with Dick Scott & Eddie Ham. Lofty was one of those really genuine characters & was liked by all who knew him - Vale Jim (Lofty) Hayes. I would like to thank George Robertson very much for representing the Assoc. at the service in Rockhampton - thank you George.

Regards RALPH



*31 Squadron Beaufighter A19-192 flown by
F/Lt Pat Delany
by Gold Coast Artist John Castle*

The Pilot's Toast

Here's to me in my sober mood
As I ponder and think
And here's to me in my drunken mood
As I gamble, sin and drink.
When my flying days are over
And from this world I pass
I hope the bury me upside down
So the world can kiss my ass

Anon.

22 Squadron Association News

In recent correspondence, Dick Hutchinson, 22 (City of Sydney) Squadron historian, advised that 22 Squadron Association long time President Wal Tulloch said he would no longer be able to carry on as President. After admonishing him for being a piker, "You've been in the job for a few months, and you are quitting already", he replied he had been severely handicapped, and could no longer get about. Knowing that he had to resort to a wheel chair last Anzac Day, Dick made further enquiries and found out that Wal's problem did not stem from his health. He has simply decided to hand his driver's licence in, before they could take it away from him. Considering he turned 100 this month of August, I am sure all members will be appreciative of the great job he has done for the Association since it was formed just after the War.

Wal's retirement coincided with the decline in health of three other members of their committee, and thus left the future of the Association in the air. This is a problem affecting all other ex-service associations including ours. Fortunately a group of Post War ex members have held a meeting, with the full co-operation of the Squadron's present Commanding Officer, to ensure that the Association's future is assured. We in the Beaufighter and Boston Association do not have a serving Squadron to carry on for us.

Dick is also involved in RFD (Reserve Forces Day), and 22 (City of Sydney) Squadron he marches in this parade each year and tells me that 22 Squadron was originally formed from two flights from 3 RAAF Squadron. If you need any info on RFD please do not hesitate to contact me.

PETER WHITE

THE AIRMAN'S PRAYER

"My God, this night I have to fly and ere I leave the ground,

I come with reverence to thy throne where perfect peace is found.

I thank Thee for the life I've had, for home and all it's love,

I thank Thee for the faith I have that cometh from above.

Come with me now into the air; be with me as I fly,

Guide Thou each move I shall make, way up there in the sky.

And should it be my time to die, be with me at the end.

Help me to die a Christian's death, on Thee, God, I depend.

Then as I leave this mortal frame, from human ties set free

Receive my soul, O God Of love, I humbly come to thee."

F/LTE.B. IMPEY, RAAF.

NOMINAL ROLL

Atkinson LAC W	54 Spring Street Deception Bay 4058	3204 2291
Beadle LAC F	11 Tuggerah Street North Booval 4304	3281 3928
Brassil J	56 Anniversary Drive Terrigal 3260	(02) 4384 5957
Campbell Cpl C	22 Wanmgawallen Road Eagle Heights	5546 1980
Cassidy F/LT F	1/64 Boundary Road Mortdale 2223	(02) 9580 2944
Castle J	41/7 Watlands Esplanade Runaway Bay 4216	7552 8699
Chamberlain F/LT J	120 Dudley Street Annerley 4103	3848 2184
Clark Mrs M	92/42 Ridely Street Bridgeman Downs 4103	3263 5412
Close F/LT G	7 Chaley Street Aspley 4034	3253 5387
Clark LAC K	18/180 Middle Street Cleveland 4163	3286 7696
Clough G	Trinder Home 10 Laurel Sttreet Woodridge 4114	32088357
Coleman F/Lt E	190 Kirkwood Road West Tweed Heads Sth 2486	5524 9379
Collins F/O R	4/71 Chatswood Greenslopes 4120	3394 2005
Corbett LAC C	2 Bellbird Street Wellington Point 4160	3107 3398
Creedy F/LT K	84 Richnond Street Gordon Park 4031	3857 2875
Curran S/LDR S	^ Caloola Drive Springwood 4127	3388 5053
Cutler F/LT S	14 Turner Street Ipswich 4305	3281 5145
Donnelly W/O A	PO Box 5 Graceville East 4075	3892 4848
Dunlop F/LT N	8 Ermina Court Carindale 4152	3398 9238
Ellis Mrs S	44/22 Montgomery Avenue Main Beach 4217	5528 0117
English OBE A	33/9 Salford Street Victoria Point 4165	3207 7424
Fanning F./O L	2 Burkitt Street Bundaberg 4670	4152 4522
Farquhar J	65 Longeauval Street Mooraka Heights 4108	3848 2575
Hall F/O G R	403 Levitt Road Ferny Grove 4055	3351 4052
Hamilton Mrs E	2 Hammersley Crescent Alexander Hills 4161	3824 1125
Hamilton F/O J	135 Victoria Street Mackay 4740	4955 1313
Hayes F/O J	8 White Street Gladstone 4680	4972 2559
Heselwood Mrs M	Edgewater Village David Low Way Bli Bli 4560	5450 2560
Hill LAC A	39 Stewart Street Bundaberg 4670	4152 0637
Houston W/O F G	17 Plover Street Slade Point Mackay 4740	4955 1313
Hunt F/O G R	PO Box 123 Tweed Heads 2485	5536 6767
Hutchinson F.SGT R	61 Alpha Road Greystaines 2145	(02) 9896 6891
Inches CPL R	757 Ruthven Street Toowoomba 4350	4536 5947
Ind F/LT R	13 Inga Avenue Bundall 4217	5538 5438
Jacobi F/O J	PO Box 1551 Boroka Papua New Guinea	6450258732
Jensen Cpl C'	MS 963 Langbecker Road Bundaberg 4670	4159 7240
Jensen Miss P	PO Box 2388 Bundaberg 4670	
Johnson F/O G	8 Middle Street Cleveland 4163	3821 3574
King LAC F	2 Megan Street Tweed Heads 2486	5524 3637
King F/LT C	127 Britannia Avenue Morningside 4170	3399 3540
Lawson LAC R	2185 Wynnum Road Wynnum 4178	3396 4590
Loveband W/O J L	PO Box 494 Batemans Bay 2538	(02) 4471 3853
Lyons W/O D	318 Beaconsfield Terrace Brighton 4017	3269 1331
Masson LAC W	Wilderness Yuleba 4427	4624 4034
Masterson F/O W	4/5 McKean Road Scarness 4655	4124 4034
McClymont Mrs S	"Palmalma" 151 North Creek Rd Lennox Hd 2478	(02) 6687 7304
McMinn SGT V	4 Kurrawa Avenue Mermaid Waters 4218	5572 2805
Meers C	PO Box 117 Mapleton 4580	5445 7565
Merrotsty SGT J	17 Murphy's Road Kingscliffe 2487	(02) 6574 2830

Miller F/O A	21 Whitesands Place Batehaven 2536	(02) 4471 1167
Morgan LAC H	119 Madsen Street Grovely 4054	3356 6596
Nicholson F/LT K	RAAF Estate Baltimore Parade Merriwa 6089	(08) 0311 4470
Nixon Mrs B	"Phiara" Rolleston 4702	4984 3163
O'Connor W/O W	26 Coburg Street Cleveland 4163	3286 1067
Pearson DFCS/LD V	388 Swann Road St. Lucia 4067	3870 8271
Quinn F/SGT K	PO Box 499 Perth 6001	(08) 9354 1343
Robertson DFC F/L G	189 Quarry Lane Rockhampton 4709	4921 2171
Ross F/LT G	16 Novar Court Robina 4226	5562 9202
Rowell F/LT H	10 Duncraig Road Applecross 6153	(08) 9364 7656
Sheridan F/SGT J	3/35 Tourist Road Toowoomba 4350	4659 5560
Smith S/LDR C	43 Julliette Street Annerley 4103	5534 3949
Smith G/CAPT R	561 Ellison Road Aspley 4034	3263 1274
Snell R	50 McLean Street Gulliver 4812	4779 5042
Thomson DFC S/L A	323 Myers Road Merricks North 3926	(03) 5989 7219
Triton MID S/LDR N	1442 Yabba Street Ascot 4007	3262 5965
Turnbull F/LT L	40/7 Oatlands Esplanade Runaway Bay 4216	5537 7965
Wardlaw SGT R	30 Currimundi Road Caloundra 4551	5493 4374
Wells Mrs K	13 Considine Street Rockhampton 4700	4922 6260
Wemyss Miss A	78 Stuart Street Bulimba 4171	3395 7210
Whish-Wilson C	60 Debra Street Toowoomba 4350	4635 7634
White MID P J	9 Scott Street Beenleigh 4207	3287 5488
Wicks Miss B	14 Jocelyn Terrace River Heads 4655	4124 5046
Williams R	7 Torres Street Kirwan 4817	4125 8128

Members are requested to check their entry and advise the Secretary of any errors.

CHANCE FIND

It was an otherwise routine day for bush surveyor, Dave Edwards. Until he spotted a piece of metal on the ground, and he called a halt to the bulldozers working behind him.

Edwards leading a gang of Telstra contractors carving a road through the forest for the new radar station on Bathurst Island, knew what he had stumbled across on Wednesday..

"When you start finding bits of aluminium with rivets in it, that's a vivid indication that its an aircraft", he said.

Emanating from a deep central crater, were fragments of metal and spent ammunition scattered everywhere. Edwards then noticed a partly buried machine gun.

"I hope nobody was killed here" Edwards said. "You get a bit nervous of these things in case some poor bugger was killed".

Flight Sergeant Ian "Tiny" Wilkins, and his navigator Sergeant Bill Byrnes did die, but it was age and ill health that got them. It was not the hits their Beaufighter strike aircraft took from Japanese anti aircraft guns, during a raid over Timor on the last day in December 1942.

The story of how they made it 800km back to Australia, badly winged and in hellish weather conditions, was being remembered this week after the discovery of what is certainly the remains of their plane'

It had always been assumed, that the plane had carried on and dived into the sea after Wilkins and Byrnes baled out,

From late 1943, the 24 Beaufighter strike aircraft of 31RAAF Squadron were based at Coomalee Creek, south of Darwin.

These two seater planes, manned by the RAAF's best were heavily armed. As they came to 80 or so kilometres from their target , they would drop to three or four metres above the sea level, close enough to make a wake in the water, and wind up to 520kmh. Just short of the target, they would pull up rapidly and strafe the enemy airfields.

Former Squadron member Ken McDonald, said on the day in question, six Beaufighters had set out from Coomalee Creek to attack Betano, on the south coast of what is now East Timor.

Continued on page 12

HANDS OFF.

“Evans Head Aerodrome is a dedicated memorial to the memory of the 5000 airmen who trained there, during World War II, and to the many who gave their lives in defending Australia.”

A lady I know, Mrs Jean Haughton-Jones of St. Lucia in Brisbane, who published a book on the Evans Head aerodrome, rang me and she was concerned that her beloved Aerodrome was in danger of being carved up for housing and other unknown development. She advises the following:

A document available from the Council's offices in Evans Head, free of charge, titled “Draft Evans Head Strategy” includes an option to close the airfield for Housing.

A new community based airfield committee has been formed, and is made up of representatives from the region as well as other individuals from other states. Those who have joined have an interest in preserving the Evan's Head Historical Aerodrome.

The carve-up and management of the Evan's Head Aerodrome has been controversial since the 'drome was taken over by the Richmond River Council in 1992. The council seems to have lost the plot in its grab for land at Evans Head. It has taken a very short term view of the Airfield, and appears to have ignored the long term interests of ratepayers.

A lot of our members had a long association with Evans Head Aerodrome, both in taking part in training exercises, instruction, and target towing. I would urge members to support the Evans Head Aerodrome Committee. The address of the secretary (John Saunders) 3 Heath Street Evans Head NSW 2476.

Membership available is:-

Ordinary Membership	\$ 10
Pensioner “	\$ 5
Supporter “	\$ 5
Corporate “	\$100

Meetings are held at Evans Head Aerodrome on the 4th Sunday of the month. The executive meets at 1030 hours and this is followed immediately by an ordinary meeting. Refreshments and food are available.

Peter White

WE WERE WARNED

It is not necessarily impossible for humans to fly, but it so happens God did not give them the knowledge of how to do it. It follows therefore, that any one who claims he can fly must have sought the aid of the devil. To attempt to fly therefore is sinful.

Roger Bacon.

CHANCE FIND - Continued from page 11

The second aircraft flown by Wilkins was hit in the tail section. The cables between the pilot's cockpit and the planes elevators were cut.

The result was that Wilkins could not control the height. This meant they came home from Timor in a series of wild ups and downs, like a roller coaster.

McDonald said Wilkins was short of fuel and that to land the flailing aircraft would mean certain death and it was better to bale out.

“When Billy Byrnes was ready to jump” McDonald said Tiny yelled at him and said “Are you ready to go....give me your cigarettes...they will be no good to you in the water down there, will they?”

“So Tiny took Billy's cigarettes, We were lucky to get a packet per week then”. Somewhere near Cape Helvitius, on Bathurst Island, Tiny Wilkins a bulky man followed Byrnes, through a hatch in the bottom of the diving aircraft.

In a letter rediscovered yesterday by Wilkins son the pilot wrote “Up till then I had not given much thought to the jump, but when I saw Billy's face, it started me thinking”.

Tiny Williams landed waist deep in water near a small RAAF camp. He wrote “A chap with a crowd of black Tiwi islanders arrived a couple of hours later.”

Byrnes, floating in his life jacket more than a kilometre from the shore was rescued five hours later in an inflatable raft.

Not a great deal is known about Byrnes, who died in 1983, but remained navigator to Wilkins through out the war.

Wilkin's son said his father who died 18 months ago, didn't discuss the war unless pressed. It remains something of a mystery as to why the Tiwi Islanders never happened across the plane after all this time.

The radar road is being relocated around the site, which is now being cleared of live ammunition. It is proposed the Beaufighter's remains be left where they now lie.

Paul Toomey The Australian Newspaper,

THE THEORY OF FLIGHT

The airplane stays up because it doesn't have the time to fall.

MAN ALONE

I must put on record my regret, that the human race ever learned to fly.

Sir Winston Churchill