

THE VOICE

December 2012 Edition

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How the KVAA Got Its Name

The picture below, taken in 1976 on ANZAC Day, shows Korea & S.E. Asia Forces Association (KSEAVA) members proudly and all in step marching down Swanston Street and by Melbourne City Square to the Shrine of Remembrance. It would be nice to identify the front rank.

Given that the numbers of Korea War veterans in the Association outnumbered veterans from other combat areas, the idea gradually took shape that the 1950-1953 veterans should have their own association. Various names were formally considered, including the Korea and South East Asia Veterans Association Inc. (KSEAVA).

Eventually, the Executive and members at the time, selected the Korea Veterans Association of Australia Inc. as the name for their new association. The name was certified on the 7 June 1984 and incorporated under the Associations Incorporation Act 1981. This ended the existence of the former Association and the name of the Korea & S.E. Asia Forces Association in Victoria.



Anzac Day, 1976. Marching down Swanston Street to the Shrine of Remembrance.

Associate Member

International Federation of Korean War Veterans
Korea & South East Asia Forces Association of Australia
Sister with Korean War Veterans Association Australian Chapter
Twinned with the South London Branch British Korean Veterans Associations
Twinned with the Korea Veterans Association of Canada

Affiliated Associations

Association of Queensland Korea Veterans Inc.
Korea Veterans Assoc. Sunshine Coast Inc.
Korea War Veterans Association of NSW
Australian Korea Veterans Association Inc.

Allied Associations

Australian Peacekeepers and Peacemaker Veterans' Association Inc.



Life Members

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John Brownbill RFD KSJ
John Burke†
Bill Campbell†
Victor Dey OAM
John Duson
Athol Egeberg
Mick Everett†
J F Frawley OAM BEM†
Stan Gallop
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Allan Murray
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Crying Wolf

by Ernie Holden

Another snippet about Ernie's time in Korea from his book: Mates, Mortars and Minefields.

Mills '36 hand grenades were delivered in a large wooden box with rope handles at each end for carrying. They had individual compartments for each unarmed grenade and at the end of the box there was a packet of three-second fuses. A two-prong spanner was supplied to undo the base plates of the grenades. After the U-shaped fuse was inserted in the bottom of the grenade, the base plate was replaced and screwed up with the spanner. Thus, each grenade was 'armed' ready for its deadly explosive mission when needed. When the pin was pulled and the detonator activated, the fuse gave a white trail of smoke for three seconds before exploding.

After manufacture, some light grease was smeared over them to stop rusting. Most soldiers chose to clean the grenades with petrol or solvent to prevent their clothes or hands getting grease on them. On 8 May, after stand-to, I discovered that the young fellow next to me was a bit of a practical joker. He dropped a hand grenade, acting as if it was an accident and yelled, "Grenade!"

I shot round the corner of the trench before the three seconds was up in case it exploded but the pin had not been pulled out and the trail of white smoke wasn't there. He laughed his head off as he saw me shoot through like a scared rabbit. Over the next week or so, he tried that same practical joke on me about three times and I took off every time in case he had really dropped an armed grenade. I wasn't interested in the old theory of the boy who cried wolf. I was more interested in living.

President's Report

Report on the President

As those of you who attend the monthly General Meeting will already know, KVAA Inc. President, Vic Dey, entered hospital in mid-November for a heart operation. As of writing, Vic is recovering at a rehabilitation centre and is expected – and is eager to be – back on the job as President of the KVAA well before the January General Meeting. Thus there is no President's Report this month. Instead, here is something completely different...

The Big Bang

The largest explosive mine ever detonated in wartime was probably the British Messines or Wyttschaete Ridge mine, set off at 0310 on 7th June 1917 in Flanders. A total of 93 pounds was used (almost half a kiloton) deployed in 19 separate charges planted at depths of from 50 to 100 feet along some 15,000 yards (over 7 miles) of painstakingly and meticulously excavated tunnels.

The blast knocked down buildings up to 400 yards distant, was heard some 130 miles away in London, and felt nearly 500 miles off in Dublin. Two German divisions were virtually obliterated by the explosion, and portions of three others were serverly mauled. The explosion resulted in some 10,000 dead or missing and over 7,000 prisoners, some so dazed they were unable to give their names for several days afterwards.

As a result of this one blast, the British advanced fully 1.75 miles, nothing to speak of, even by World War I standards, albeit that British casualties were virtually nil.

Interestingly, two additional mines failed to detonate and their precise location was eventually lost. One exploded spontaneously in 1956 causing considerable damage.

Source: *Strategy & Tactics* No. 85

No. 30 Communication Unit

by Jim Frawley

Jim Frawley joined the RAAF in February 1949 and was trained as a Wireless Maintenance Mechanic (Air) at the School of Radio Ballarat, completing his training in June 1950. In January 1952 he was posted to Japan/Korea returning to Australia in April 1953. He retired from the RAAF in 1971 after 22 years.

Following my period of service in Korea with No. 77 Squadron, I was assigned to No. 30 Communications Unit, 91 (Composite) Wing, RAAF, based at Iwakuni, Japan. At the time, Wing Commander Cy Greenwood, a former Berlin airlift pilot commanded it. The unit was equipped with eight C-47 (Dakota) transport aircraft, one of which (A65-108) was fitted out for VIP purposes, primarily for use by General Robinson (Red Robbie). The other seven aircraft performed various operational tasks on an "as required" basis.

Operational tasks were allocated the previous day and the first take-off was usually scheduled for between 0400 and 0600. Outbound from Iwakuni, flights were mainly to Korea. However, there were flights to Tokyo and a few other places. Operations to Korea included the transfer of personnel to Korea, and movement of mail, equipment, supplies and occasionally munitions. On the return trip, the aircraft carried freight mail, and passengers, either on their way to a well deserved R&R or, for the lucky ones, the first stage of their return to Australia, or just on rotation.

The aircraft were also called on to Medevac out the British Commonwealth wounded. Litters were arranged down each side of the aircraft, three high. 28 was the maximum number of litters that could be carried. At Yong Don Po (K16) during the Korean winter, prior to the patients being loaded, American ground staff would connect a machine to the aircraft and pump in hot air. The C-47 was unlined and not pressurized, with a maximum cruising altitude of 10,000 feet. Outside air temperature at this altitude is minus many degrees centigrade. The normal aircraft heating system was quite primitive by todays standard and was most ineffective during the northern winter. The RAAF nurses that tended to the needs of the wounded did a magnificent job with little recognition. Most of them flew over 600 hours during a tour of duty. They are to be congratulated for their dedication.

During the winter of 1952, it became necessary to cover the aircraft wings and cockpit windows overnight to prevent ice forming on the surfaces. Prior to this protection, it was a major task to have the aircraft ready on time for the early morning departures. This protective covering of the aircraft surfaces was an extra chore for the afternoon shift maintenance personnel, but it paid handsome dividends the next morning when the aircraft were being prepared for operations.

On a technical point, the C-47 was equipped with two HF communication systems and a single 4-channel VHF radio similar to that used in the 77 Squadron mustangs. 4 VHF channels were not enough in the Korean War environment. At one time, over approximately a six-week period, each aircraft reported a complete lack of communication over the VHF system during some portion of the flight. Each time the radios were removed and checked extensively only to find no fault. The Corporal in charge, Ted Eckert, was tearing his hair out in frustration. In the end, it was decided to

(continues on Page 6)

Notices

'Welcome Home' Photo Sought

I am seeking a photo of the 3RAR Welcome Home parade held in Brisbane in 1954, for returning soldiers who came back aboard the new Australia. My late husband, Fred Breedon, was in the centre of these men in one photo which I have lost. If you can help, you can contact me on (02) 6040 0590.

Looking for Harold Hunter

Seeking information on Private Harold (Boof) Hunter, S/N 51747, from Western Australia for my father, Henry (Slim) Morcom of 10 Plt. 'D' Coy. 3 RAR in Korea 1951-1952. Any information would be appreciated. Please reply to Alan Evered or Alan Morcom on alan.morcom@internode.on.net

For Sale: Apartment in Noosa



One bedroom with kitchenette. Has great views. Fairly isolated making it great for lovers of solitude. Would suit active single. Toilet...a little, ahem, inconvenient. Not recommended for occupation during a bush fire or cyclone. For further information contact Spiro_at_dodgybuilder@bodgyjob.con.au

Christmas Message 2012

by John Brownbill RFD KSJ

There are four words that are quoted as Christmas time: PEACE, HOPE, LOVE and JOY. The first three we hear often throughout the year.

This year amid all the turmoil and struggle in many countries we heard the cry for peace as people seek freedom and justice. We hope for better outcomes for those suffering through natural disasters and express our love in different ways as we walk through hard times with others.

The word that is really unique to Christmas is JOY. Why joy?

Joy is associated with the giving and receiving of gifts. A unique gift because it is from God. The joy is associated with the birth of a unique child, Jesus Christ. The joy of God came to focus in human history in Jesus Christ. The most familiar passage is the angel's announcement of "good tidings of great joy, which shall be to all people." (Luke 2:10).

This joy is because God wanted to give us His presence with us as we journey through our whole life. This year, some of us have had the delightful experience of knowing the joy of a baby becoming part of our family. Do you remember how it was with you when you encounter a baby. There is a tremendous love that goes with the joy as you communicate with that tiny one. You reach out your finger and let them grasp it and you delight in the expressions made. You want to give wholeheartedly to that child. It is a joy to get to know them.

So joy is not just a one way thing that stops with us, like pleasure seeking which is just for self. Joy is our experience of giving out to others around us – to create more joy. This is the Christmas spirit. This is God's gift to us to pass on to others. It is the joy of giving – yes there are gifts to give – but the gift that God gives us in Christ is greater. We have the joy of giving peace, hope and love into the lives of those around us.

I think that is something of what God does at Christmas. He gives us his presence. He comes to live among us and he does it in our footsteps starting as a baby in a manger giving great joy.

We pray that you know God's blessings of Christmas as you celebrate together with joy.

With every blessing

John Brownbill.

The Landlubber

To refer to people as landlubbers is taken to express sailors' contempt for those not at home at sea. Their love of the land made them long to be back on shore. This explanation misinterprets the 'lubber' to mean a 'lover'. However, there is no relationship between the two. From Scandinavian, 'lubber' describes a 'clumsy' sort of person who, lacking experience, is good for nothing and would be as awkward and incapable on land as at sea.

Source: *Mistakes, Misnomers and Misconceptions* by Rudolph Brasch, Angus & Robertson 19933

HMAS Sydney: From Hero...

Nine RAN ships and aircraft took part in the Korean War. They were the aircraft carrier *Sydney*, the destroyers *Anzac*, *Tobruk*, *Bataan* and *Warramunga*, and the frigates *Murchison*, *Shoalhaven*, *Condamine* and *Culgoa*. The initial mission allotted to these ships was to assist in the evacuation of British and American civilians from Korea. However, it was not long before they were engaged in escort work, anti-submarine picketing and coastal bombardment. *Bataan* was involved in operation *Round Up* which included a successful daylight raid on Ponggu Myon Peninsula in Haeju Gulf. *Anzac* was leader of a unit whose task was to defend friendly islands, maintain the blockade of the enemy coast, and bombard enemy positions and railways.



The war in Korea was often fought in the bitter cold of the northern winter. Ice formed on ships, and snow fell, covering aircraft and made conditions for the fighter pilots most uncomfortable.

Some of the other feats of *Sydney* in her 'tours of duty' were: during the two operational periods, the ship concluded 474 offensive sorties flown for the loss of three aircraft (2 Furies, 1 Firefly) and 28 aircraft damaged by flak. On the second patrol (October 11-26) 389 sorties were flown. While operating off the west coast on November 12, the ship reached her thousandth sortie in 18½ flying days since arrival in Korean waters.

On November 13, the single clear day of the patrol, *Sydney* was joined by USS *New Jersey* wearing the flag of Vice-Admiral E. M. Martin, USN, commanding the 7th Fleet. It was the last day of the patrol, successful in spite of the weather as her CO commented: "I am pleased to be able to say that on 13th November no railway line was serviceable in the area covered by my aircraft."

During her final patrol, on November 18, *Sydney* joined HMS *Belfast*, for a coordinated strike against the industrial centre of Hungnam on the east coast. More than 100 sorties were flown during the two day operation. During a section of the west coast patrol *Sydney* averaged 50 flying sorties a day. When the patrol ended she had lost five planes, 25 of her aircraft were damaged, and had flown 383 sorties.

On January 16, 1952, *Sydney* assumed command of a task group for the last time, when she took over the west coast patrol from USS *Badoeng Strait*. Operations continued until January 25, the carriers last day of participation in the Korean War. During the period January 17-25 a total of 293 sorties was flown.

After spending 64 days in the Korean Theatre, *Sydney* left for Australia on January 26 having steamed more than 40,000 miles, expended 269,249 of 20mm ammo, 6359 rocket projectiles, 902 bombs (1000 and 500 lbs.), with a record of averaging 55.2 sorties each day. Officers and men in all ships performed duties that were often monotonous and tedious, frequently carried out under conditions of hardship and extreme discomfort.

...to Zero

HMAS *Sydney* continued in her role as an aircraft carrier until 1958 when she went into special reserve on 30 May as a carrier training ship, having steamed 312,004 miles since her commissioning. Australia's involvement in the Vietnam War saw the reactivating of *Sydney* as a fast troop transport vessel on 7 March 1962. She made 24 successful trips to Vietnam during Australia's commitment there before resuming her role as training ship. On 20 July 1973, just short of *Sydney*'s 25 anniversary and 12 months before the expected date, the government announced the scapping of the ship. The air of disbelief among the current and former crew rapidly gave way to a mixture of emotions – anger, sadness, then memories of other times and other places. *Sydney* and her sister ship, HMAS *Melbourne*, were acquired from the U.K. by the Commonwealth Government when it was decided in 1947 to establish an RAN Fleet Air Arm.

Source: *Navy News*, 3 August & 19 October 1973

install a second VHF system.

This, it was hoped, would overcome the two problems being experienced, insufficient frequencies available to the pilots and improved reliability of communications. Within two weeks of the first No. 2 VHF installation, there were no more VHF communications problems.

We came to the conclusion that the lack of communications was caused by an atmospheric phenomena rather than equipment failure. I remember in the early 1960s, on an SP2H Neptune flight between Townsville and the RNZAF Base, Whenuapai, we were out of radio contact for over two hours, unable to raise either Australia or New Zealand. Contact was finally made with Fiji.

Another service provided by 30 Communications Unit, was flight line service to United States aircraft. It was found during this time that the U.S. had a better VHF receiver than was available to us, but not for long. We soon acquired enough of these receivers to equip all the Unit aircraft. When the aircraft eventually returned to Australia, these receivers were lost to the RAAF control towers.

30 Commonwealth Unit, later 30 Transport Unit, and later again 36 Transport Squadron, had a formidable record. Only one C-47 was lost during the Korean War. In December 1950, after landing at Suwon (K13) the aircraft was told to hold to allow a flight of Mustangs to take-off. One of the Mustangs misjudged his take-off and struck the C47. No lives were lost. As the Chinese were advancing, everything that could be removed from the aircraft was, and what was left was blown up. The Unit/Squadron never, during my time with it, missed a flight because of unserviceability and I believe only one day's flying was lost and this was because of a typhoon.

More than 12,000 wounded were flown out of Korea by the RAAF, as well as 100,000 passengers and over 50 million pounds of freight and mail. This represents a lot of sorties, considering the maximum take-off weight of the aircraft was normally 28,500 pounds, later cleared for a 1000-pound overload during the Korean War. This weight, of course, includes the net weight of the aircraft and 800 US gallons of 100-octane fuel.

When hostilities ceased, the RAAF kept flying. Between April and July 1956, as Commonwealth forces were withdrawn from Korea, the RAAF Transport Squadron flew 700 troops to Iwakuni for return to their home country, as well as wounded and POWs.

A lot of the operations performed by the transport aircraft would not have been possible had it not been for the Ground Controlled Approach (GCA) systems operated by the USAF. Our pilots could not see the ground because of the weather conditions, and even down to conditions of zero visibility, the GCA operators were able to talk them down to the point when the wheels touched the runway.

This was almost an everyday occurrence during the Korean winter. Today in Australia, airports are closed if there is fog covering the airfield. The GCA system in use 50 years ago kept the airfields in Korea open in worse conditions than we ever experience here.

In 1956, after ten years in Japan, and three years after the signing of the Korean peace treaty, it was time to call it a day. For the RAAF at Iwakuni, it was the end of the Service's longest period overseas. The transport squadron was the last to leave, ending a fourteen year association with the U.S. 5th Air Force.

First Published in *The Voice*, November 1999

Air Force Dictionary

Blamestorming – Sitting around the squadron discussing why a mission failed and who was responsible.

Seagull Colonel – A colonel who swoops in, makes a lot of noise, and dumps stuff all over everything.

Assmosis – The process by which some people seem to absorb success and promotability by kissing up to the commander.

Adminisphere – The rarefied organizational layers beginning just above the wing level. Decisions that fall from the adminisphere are generally profoundly inappropriate or irrelevant to the problems they were designed to solve.

Ohnosecond – That minuscule fraction of time in which you realize that you've just made a BIG mistake.

Percussive Maintenance – The fine art of whacking the crap out of a \$200,000 inertial navigation unit to get it to work again.

Military Mouthfuls!

Arguably the military commander with the longest name in modern history was the Russian general Prschibitschewski (17 letters), who unsuccessfully commanded a division at Austerlitz in 1805. Allowing for hyphenated names, then this dubious honor probably belongs to the Dutchman Perponcher-Sedlnitzky (21 letters), who led a Dutch-Belgian division with little distinction at Waterloo in 1815. In American military history the honour undoubtedly belongs to the sixteen letter Hinmatonyalatkit, better known as Chief Joseph..

Source: *Strategy & Tactics* magazine No. 86

The Royal Australian Navy's 1942

The year 1942 was one of tragedy and a few small triumphs for the Royal Australian Navy. The following is a brief summary of what happened to our ships during the Japanese southward assault towards Australia.

- *Vampire* and HMS *Thanet* in action against Japanese destroyers off the Malaysian coast.
- First air raid on Darwin in which RAN ratings are killed.
- *Yarra* rescues survivors from burning troopship *Empress of Asia* at Singapore.
- Six RAN ships take part in the evacuation of Sumatra.
- *Perth* at Battle of the Java Strait. Allied withdrawal from Java begins. *Perth* sunk in Sunda Strait (1 March).
- *Yarra* sunk south of Java (4 March) and *Vampire* sunk in Bay of Ben (9 April).
- *Australia* and *Hobart* at Battle of the Coral Sea (4-10 May).
- *Napier*, *Nizam* and *Norman* in Madagascan operations.
- Japanese midget submarines attack shipping in Sydney Harbour. Depot ship *Kuttabul* sunk (31 May).
- *Nestor* sunk in the Mediterranean (15 June).
- *Deloraine* sinks Japanese submarine *I-124* off Darwin and *Arunta* sinks the *R-033* off Port Moresby.
- *Australia*, *Hobart* and *Canberra* in Guadalcanal Campaign.
- *Quiberon* sinks German U-Boat *411*.
- *Canberra* sunk off Savo Island (9 August) and *Voyager* wrecked off Timor (23 September).
- *Armidale* sunk off Timor (1 December).

Yarra's Sacrifice Was in Vain

Yarra, a 1,080 ton sloop, commissioned in January 1936, saw considerable action throughout the first part of World War II. Ultimately employed in South East Asian waters against Japanese forces, she won honour for her crew when she rescued 1800 men from the blazing *Empress of Asia* while under heavy bombardment. Of those rescued, 1314 were taken off the burning vessel while *Yarra* was alongside it. The remainder of the men were picked up from boats and floats.

Following the decision that all Allied ships evacuate Java, many vessels moved to escort duties and made for various ports. *Yarra*, under the command of Lieutenant Commander Rankin, was ordered to escort a small convoy of ships to Australia. They left Batavia on 27 February 1942 and, shortly after dawn on 4 March, the convoy was attacked by three Japanese cruisers and four destroyers. *Yarra*, whose armament consisted of three 4-inch guns, sacrificed herself after making a smoke screen to give the convoy a chance to scatter and escape. She then turned and steamed towards the enemy, hoping to get within range and delay the Japanese forces. At a range of 12 miles, the Japanese cruisers opened fire with their heavier guns and the destroyers raced into position to launch torpedo attacks.

It was an unequal struggle and after 20 minutes *Yarra* was smashed into silence and finally sunk. At first it was thought there were no survivors but after being in the water for 105 hours on two floats and two rafts, 13 survivors were picked up by a Dutch submarine and were landed at Colombo. The Japanese, having rapidly disposed of *Yarra*, destroyed the convoy.

Perth Couldn't Escape

The light cruiser HMAS *Perth* accompanied by the cruiser, USS *Houston*, left Tandjoeng Pick in the Dutch East Indies (modern Indonesia) on the night of 28 February 1942 intending to intercept a Japanese convoy thought to be 50 miles north-east of Batavia (modern Java). Shortly after 2300, a Japanese destroyer was sighted. *Perth*, after sending a signal that an enemy vessel had been encountered, went into action along with the *Houston*.

Perth was soon engaged by Japanese heavy cruisers and destroyers but it was not until about 2350 that *Perth* was hit by a shell and a small fire broke out. Though hit repeatedly after this, *Perth* kept up a steady return fire and inflicted damage on the enemy. Informed that ammunition was running low, the Commanding Officer, Captain Waller, decided to escape through Sunda Strait; however, *Perth* was soon under attack again. Four torpedoes struck the *Perth*, two while the crew was abandoning ship. Ninety minutes after the initial opening engagement, *Perth* heeled over to port and sank. The *Houston* also went down fighting.

The official figures state that 11 of *Perth's* company, including Waller, were KIA, 354 missing presumed dead, while 105 died in P.O.W. camps.

Source: *Navy News*, 2nd February 1973

The Night Before Christmas (in Aussie Land)

'Twas the night before Christmas; there wasn't a sound.
Not a possum was stirring; no-one was around.
We'd left on the table some tucker and beer,
Hoping that Santa Claus soon would be here;

We children were snuggled up safe in our beds,
While dreams of pavlova danced 'round in our heads;
And Mum in her nightie, and Dad in his shorts,
Had just settled down to watch TV sports.

When outside the house a mad ruckus arose;
Loud squeaking and banging woke us from our doze.
We ran to the screen door, peeked cautiously out,
Snuck onto the deck, then let out a shout.

Guess what had woken us up from our snooze,
But a rusty old Ute pulled by eight mighty kangaroos.
The cheerful man driving was giggling with glee,
And we both knew at once who this plump bloke must be.

Now, I'm telling the truth it's all dinki-di,
Those eight kangaroos fairly soared through the sky.
Santa leaned out the window to pull at the reins,
And encouraged the 'roos, by calling their names.

'Now, Kylie! Now, Kirsty! Now, Shazza and Shane!
On Kipper! On, Skipper! On, Bazza and Wayne!
Park up on that water tank. Grab a quick drink,
I'll scoot down the gum tree. Be back in a wink!'

So up to the tank those eight kangaroos flew,
With the Ute full of toys, and Santa Claus too.
He slid down the gum tree and jumped to the ground,
Then in through the window he sprang with a bound.
He had bright sunburned cheeks and a milky white beard.

A jolly old joker was how he appeared.
He wore red stubby shorts and old thongs on his feet,
And a hat of deep crimson as shade from the heat.

His eyes – bright as opals – Oh! How they twinkled!
And, like a goanna, his skin was quite wrinkled!
His shirt was stretched over a round bulging belly
Which shook when he moved, like a plate full of jelly.

A fat stack of prezzies he flung from his back,
And he looked like a swaggie unfastening his pack.
He spoke not a word, but bent down on one knee,
To position our goodies beneath the yule tree.

Surfboard and footy-ball shapes for us two.
And for Dad, tongs to use on the new barbeque.
A mysterious package he left for our Mum,
Then he turned and he winked and he held up his thumb;

He strolled out on deck and his 'roos came on cue;
Flung his sack in the back and prepared to shoot through.
He bellowed out loud as they swooped past the gates –
MERRY CHRISTMAS to all, and goodonya mates!

The I-17 vs The USA

Able to cover 14,000 nautical miles at a speed of 16 knots, the Imperial Japanese Navy submarine I-17, commissioned in January 1941, was designed for long-range scouting. Under the command of Commander Nishino Kozo, the I-17's first patrol began in December of that same year, when she was assigned to scout off the coast of Hawaii prior to the attack on Pearl Harbor.

After that she was ordered to sail for the coast of California and attack any shipping found there. Her first anti-shipping action took place on 18 December, some 15 miles off Cape Mendocino. On that day she attacked, using both her deck gun and torpedoes, on the 2,000-ton freighter *Samoa*. Though I-17 damaged *Samoa*, the American ship was able to reach San Diego. Four days later, on 22 December, I-17 attacked the 6,912-ton oil tanker *Emidio*, hitting her aft with a torpedo. *Emidio* didn't sink, but had to be run aground in order to keep afloat. The ship and her cargo were later salvaged.

The next day, 23 December, the I-17 attacked the 7,038-ton oil tanker *Larry Doheny* with both torpedoes and shell fire. The gunfire inflicted only minor damage to the tanker's bridge, and the torpedo missed. Shortly after the attack on the *Doheny*, I-17 sailed west for the Japanese submarine base on Kwajalein.

In early February 1942 the I-17, still under the command of Nishino, was again ordered to go to the west coast of the US. Once there, Nishino was to bombard, with his deck gun, various onshore targets located between San Francisco and Los Angeles. Though the I-17 had been assigned the mission of conducting a shore bombardment, she received no high explosive rounds for her gun, taking onboard only armor-piercing rounds. Those rounds, unlike high explosive ones, need to strike a hard surface to activate their fuse, and they carry only a relatively small explosive charge.

Nishino selected as his initial target for the bombardment the Richfield Oil Company's aviation fuel storage installation at Santa Barbara. He had visited that facility before the start of the war and was thus familiar with its layout. On the night of 23 February, he surfaced and fired 17 armor-piercing rounds from his deck gun. The gunfire did little damage to the facility, as the shells all landed wide of their target, but the operation as a whole did cause panic along the coast.

Source: *World at War* magazine #25 Aug.-Sept. 2012

The Not So Great Escape

One night in late March 1944, 76 Allied airmen escaped through a tunnel from their prisoner-of-war camp deep in Poland. This escape from Stalag Luft III has become iconic in enshrining Allied bravery and ingenuity and Nazi evil, partly due to the 1950 book by Paul Brickhill, but mostly due to the smash 1963 movie, *The Great Escape*, starring Steve McQueen. In fact, the movie is so well known that it has become the defacto historical account, the one most believe is true, which is unfortunate, as it isn't.

The Movie: the digging of the tunnels and the days after the escape took place in glorious spring sunshine.

Reality: Conditions were unseasonably bad with the temperature hovering around zero and a thick layer of snow on the ground. Many of the escapees were equipped with unsuitable clothes such as lightweight trousers and boots that quickly became waterlogged.

The Movie: One of the stated objectives (by Bartlett) was that the escape would open a new front in Germany and waste enemy time, manpower and resources.

Reality: The Germans used only whatever existing capacity they already employed. The escape actually helped the German war effort, as during the large-scale hunts, thousands of other escaping PoWs, regular prisoners, and absent foreign workers were rounded up in the dragnet.

The Movie: the escape was unique.

Reality: Throughout the war there were plenty of mass escapes organised by Allied PoWs. For instance, the 'great escape' from the camp at Szubin, Poland, in March 1943 in which 43 Allied airmen tunneled out.

The Movie: An exciting motorbike chase which ends – literally – in the barbed-wire border between Germany and Switzerland.

Reality: Aw, come on. If you really think this actually happened, then I have a bridge in Sydney you might want to buy.

The Movie: The motorbike-riding Virgil Hilts, played by Steve McQueen, was an American.

Reality: Although U.S. airmen watched out for patrolling German during the construction of the tunnel, no American did any of the digging or took part in the actual escape. Virgil Hilts was not American. In fact...

The Movie: Virgil Hilts.

Reality: Virgil Hilts was fiction. *The Great Escape* was an American movie which required a Hollywood hero, thus the inclusion of the intrepid, motorcycle riding all-American boy complete with baseball glove and ball as a counterpart to those stolid, stiff-upper-lipped Brits.

Summary: The Great Escape is probably the definitive WWII escape movie, albeit one full of stock characters and racial and cultural stereotypes and as such it is escapist entertainment rather than history.

Source: *BBC History Magazine* Vol.13, No. 7, July 2012

Operation Watchtower

Eight months after the Japanese struck with a vengeance at Pearl Harbour, the United States launched its first amphibious offensive of World War II – code-named Operation Watchtower.

The American offensive entailed the deployment of some 11,000 assault troops from the 1st Marine Division to an out-of-the-way Pacific island named Guadalcanal. The Japanese were constructing an airfield on the island, from which they intended to launch attacks against Allied shipping to Australia and New Zealand.

Following an unopposed landing on August 7, 1942, the 1st Marine Division hacked its way through razor-sharp kunai grass and thick jungle undergrowth to beat a hard-won path to the airstrip. On August 8, the Marines seized it with little resistance from the enemy (most of whom were Korean labourers who had fled into the jungle). They renamed the airstrip Henderson Field after a Marine pilot who had died during the Battle of Midway two months earlier. On the night of August 9, however, a Japanese cruiser force sank four Allied cruisers off Savo Island, after which the U.S. fleet withdrew with most of the landing force's supplies. Determined to reclaim their airstrip, the Japanese launched a counteroffensive. For the next six months the Marines withstood their determined foes. When the last Japanese troops evacuated Guadalcanal on destroyers in February 1943, an estimated 1,600 Americans had been lost in land battles; another 2,000 men and 26 U.S. ships had been lost in engagements at sea. It was a serious wound, but not a critical one.

The blow to the Japanese, however, was deadly. Their campaign not only cost them 600 airplanes, 26 ships and more than 25,000 men, but it proved to be a turning point in stopping Japanese expansion in the Pacific.

Source: *Military History* magazine, August 1999.

Out & About



Vic Day with Koo-young Lim, Vice-President of the Korean Chamber of Commerce and Industry in Melbourne. Taken at the Stella Maris Seafarers Centre, 26 September 2012



Taken at the Korea Veterans Reunion on October 19, 20 and 22 in Canberra this year. Front row (l-r): Gerry Steacy, Tom Parkinson, Victor Dey, George Coleman, Michael O'Burtill. Back row (l-r): John Duson, Leo Gleeson, Ron Christie, Mick Griffin, Arthur Slee, Charlie Slater, Bill Ward, John Munro. Not present for photo: Colin Berryman, Arnold Pepper, Harry Spicer, Ralph Wollmer.

Austin Health Remembrance Day Service Heidelberg Repatriation Hospital, 16 November

A new Korean War Memorial for MIAs was unveiled and the existing Korean War Memorial rededicated.



Special thanks to students, Joshua Strachan, Jasmine Gonzallez, Maddi Singleton and Supriya Singh, and teacher, Belinda Irving (not pictured) from the Fountain Gate Secondary College, for their attendance, and also to Associate Member, Paul Moseley.



(l-r) Ivan Ryan, Maddi Singleton, Ron Christie, Keith Langdon, Jasmine Gonzallez, Mark Ahn, George Coleman, Supriya Singh, Gerry Steacy, Arthur Slee, Alan Evered, Tom Parkinson, Joshua Strachan.

Humour

The Aussie Version of Creation

In the beginning, God created day and night. He created day for footy matches, going to the beach...and BBQ's. He created night for going prawning, sleeping, and BBQ's, and God saw that it was good.

On the Second Day, God created water...for surfing, swimming, and BBQ's on the beach, and God saw that it was good.

On the Third Day, God created the Earth to bring forth plants to provide malt and yeast for beer and wood for BBQs, and God saw that it was good.

On the Fourth Day, God created animals and crustaceans, chops, sausages, steak and prawns for BBQ's, and God saw that it was good.

On the Fifth day, God created a Bloke to go to the footy, enjoy the beach, drink the beer and eat the meat and prawns at BBQ's, and God saw that it was good.

On the Sixth Day, God saw that the Bloke was lonely and needed someone to go to the footy, surf, drink beer, eat and stand around the barbie with. So God created Mates, and God made sure they were good Blokes, and God saw that it was good.

On the Seventh Day, God looked around at the twinkling barbie fires, heard the hiss of opening beer cans and the raucous laughter of all the Blokes. He smelled the aroma of grilled chops and sizzling prawns and God saw that it was good...

Well, almost good...

He saw that the Blokes were too tired to clean up and needed a rest. So God created Sheilas to clean the house, to bear children, to wash, to cook and to clean the Barbie, and then God saw that it was not just good...

It was better than that, it was Bloody Awesome!

IT WAS AUSTRALIA.

I'm Tired

Yes, I'm tired. For several years now I've been blaming it on middle age, droop, poor blood, lack of vitamins, air pollution, saccharin, obesity, dieting, under-arm odour, yellow wax build-up, and other maladies that make you wonder if life really is worth living.

But now I find out that I'm tired because I'm overworked. The population of this country is 20 million but six million are retired. That leaves 14 million to do the work. Then there are 4 million at school and 2 million under the age of five. That leaves 8 million to do the work.

Of this total 1 million are unemployed, another million are underemployed, and 3 million are employed by the Federal or State Governments. That leaves 3 million to do the work. Take from that the 2 million employed by Councils and local Authorities and that leaves 1 million to do the work. Now there are 720,000 in hospitals and 279,998 in prisons.

That leaves just TWO PEOPLE to do the work. You and Me. And you're sitting on your backside reading this.

No wonder I'm tired!

Complete vs Finished

No English dictionary has been able to explain the difference between the two words *complete* and *finished*, in a way that's easy to understand. Some people say there is no difference between *complete* and *finished*. I beg to differ, because there is.

When you marry the right woman, you are *complete*.

And when you marry the wrong one, you are *finished*.

And when the right woman catches you with the wrong woman, you are...*completely finished*.

AMA responds to Government's Health Plan

The Australian Medical Association has weighed in on the new Government health care and hospital proposals. The allergists voted to scratch it, but the dermatologists advised not to make any rash moves. The gastroenterologists had sort of a gut feeling about it; however, the neurologists thought the Government had a lot of nerve. The obstetricians felt they were all labouring under a misconception while the ophthalmologists considered the idea short-sighted. Pathologists yelled, "Over my dead body!" while the paediatricians said, "Oh, Grow up!" The psychiatrists thought the whole idea was madness, while radiologists claimed they saw right through it. Surgeons concluded that the whole plan was a stitch-up and internists thought it was a bitter pill to swallow. The plastic surgeons were quite approving, saying that, "This puts a whole new face on the matter..." The anaesthesiologists thought the whole idea was a gas, and the cardiologists didn't have the heart to say no. GPs generally decided to wash their hands of the whole thing. The podiatrists disagreed, thinking it was a step forward, however, urologists were pissed off at the whole idea. In the end, the proctologists won out, leaving the entire decision up to the arseholes in Canberra.

Point Cook Photographs

Museum Visit and Memorial Dedication, RAAF Base, Point Cook, 2 October 2012



(l-r) Don Scally, Nicole & Alan Evered, Keith Langdon, Arthur Slee (obscured), Laurie Hubbard, Joan Slee (obscured), Mark Ahn, Iil Woo Park, Leo Gleeson.



(l-r) Tour guide, Sandra and Murray Inwood, George Sykes, George Coleman.



(l-r) Wing Commander Emily Cameron, Murray Inwood, George Sykes (back, obscured), Alan Evered, Laurie Hubbard, Sandra Inwood, John Boyer (back, obscured), Keith langdon, Nicole Evered, Allan Riches, Don Scally, Edna Dey.



KVAA Inc. President, Vic Dey, opens proceedings.



Air Commodore John Hewitson.



Laurie Hubbard, ex-No. 36 Transport Squadron places a wreath.



Wreath layers (l-r): Laurie Price, ex-No. 77 Fighter Squadron, Emily Cameron, John Hewitson, Laurie Hubbard & Gerry Steacy.



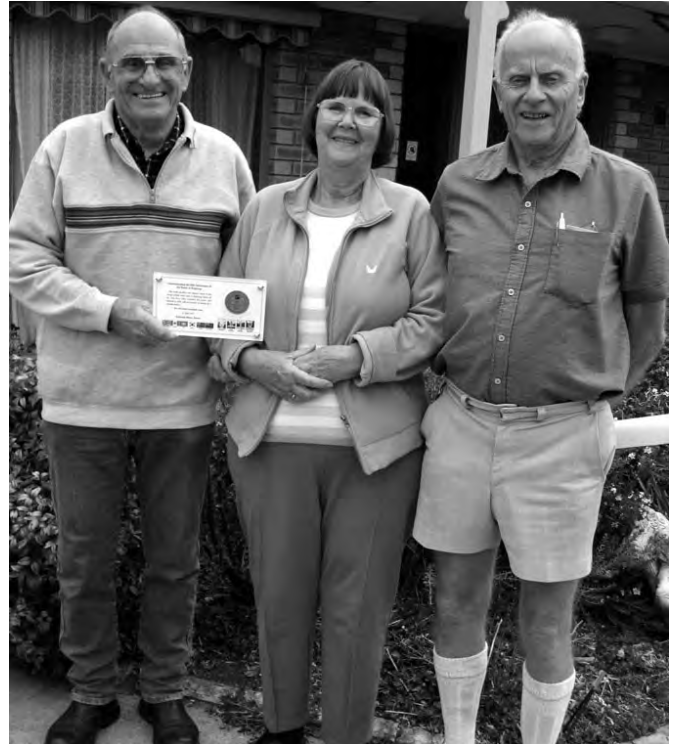
(l-r) Laurie Hubbard, Air Commodore Hewitson, Chaplain Craig Boettcher, Don Scally, and George Sykes.

Alan's Odyssey North

Every year around June, for reasons unknown, Alan and Nicole Evered leave drab, windy and wintery Melbourne for sunny Queensland (this year via South Australia and NSW) returning in spring. On the way they stop in on various KVAA Inc. members to catch up and get the local (veteran) news.



Gordon and Eula Dickson, Parkes, NSW.



Ron and Eileen Hayllar, ex-Queensland now Numurkah, Vic.



Maurie Pears, Isle of Capri, Queensland. Project Manager, Queensland Korean War Memorial.



Ted Parkinson of Deception Bay, Queensland. Re-elected President of the KVA Sunshine Coast Inc.



The Queensland Korean War Memorial is truly enormous. That's Alan Evered in the foreground.

Editorial Disclaimer

Articles in *The Voice* are printed on the understanding that, unless stated, they are the original works of the contributors or authors. The editor reserves the right to reject, edit, abbreviate, rewrite or re-arrange, any item submitted for publication. The view of contributing authors are not necessarily those of the Association, the editor or publishers of *The Voice*.

The Ode

They shall grow not old,
As we that are left grow old;
Age shall not weary them,
Nor the years condemn.
At the going down of the sun,
and in the morning
We will remember them.
LEST WE FORGET

Farewells

Kenneth V Barrington, 51810, 2RAR
on 10 October 2012
WA State President, RAR Association.

Harold Dick, 3400207, 3RAR
on 6 September 2012

Ian James, 3410149, 1RAR
on 10 October 2012

Rex Ernest Smith, R38542, *HMAS Sydney*
on 11 November 2012

William Ivan Wood, 51862, 1RAR
on 14 June 2012



"Gale warning just came through Sir!"

"Men fear death, as if unquestionably the greatest evil, and yet no man knows that it may not be the greatest good" – Will Mittford.

Nominations for KVAA Office Bearers 2013-2014

Positions required: President, Vice President, Secretary, Treasurer and Committee members

Current Office Bearers 2011-2012: President - Vic Dey / Vice President - Tom Parkinson / Secretary - Alan Evered / Treasurer - Gerry Steacy / Committee - Ron Christie, John Duson, Keith Langdon, Allen Riches (minute secretary), Arthur Roach and Ivan Ryan.

KVAA Constitution - Rule 14: Election of Officers & Ordinary Committee Members

1. Any financial member of the Association may submit his/her nomination for a position as an ordinary member of the Committee but must comply as follows: The nomination form must be signed by two (2) financial members of the Association and be accompanied by the written consent of the Candidate.
2. Nominations must be returned to: The Secretary, KVAA Inc., PO Box 2123, Rangeview, Victoria 3132.

Please cut here - - - - -

NOMINATION FOR OFFICE BEARERS / COMMITTEE 2013-2014

We the undersigned, being financial members of the KVAA Inc, do hereby nominate:

Name:	For the position of:
Proposer:	Signature:
Seconder:	Signature:
I,	
Do hereby and hereon accept nomination for the position of:	
Signature:	Date: