

## BEAUFIGHTER A19 - 145

MK XI Delivered to RAAF 11 : 7 : 43

Delivered to 31 Squadron 6 : 10 : 43

This aircraft was one of six Beaufighter aircraft detailed to provide cover for six B25 Mitchell aircraft of 18 Squadron on an operational strike against enemy shipping at Taberfane, Aroe Islands on 21st November, 1943.

All aircraft were airborne at 0730 hours and proceeded to target with the B25's. On the flight to the target area, one B25 experienced engine trouble and broke formation to return to base, breaking radio silence.

The enemy was expecting the formation with two RUFES already in the air and plenty of ack-ack around. One B25 was shot down immediately and the remaining strike force attacked and sank the main target vessel of 2500 tons.

Two more RUFES took off and joined the melee in which all the Beaufighters were damaged. None of the crews were injured, but some lively escapes were made.

All remaining aircraft set course for the mainland, the Beaufighters to refuel at Millingimbi. Refuelling completed, they took off for their base at Coomalie Creek, where, upon arriving, they realised that A19 - 145 had not arrived. During the next few days, many hours were spent searching the country along the route, but to no avail. The crew were then posted as missing.

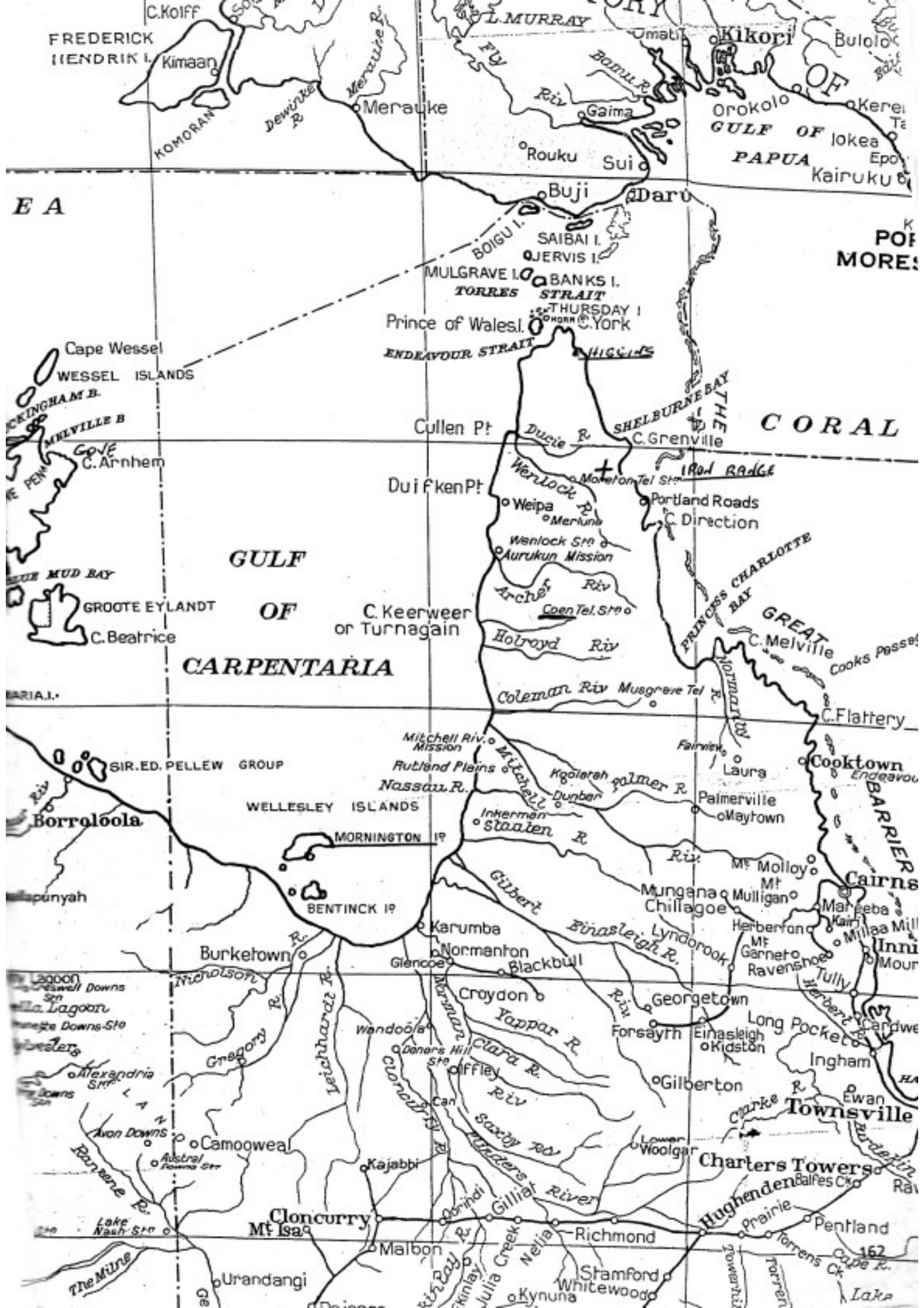
On 21st October, 1992, a helicopter pilot spotted an aircraft wreck in a position 11°58.5' S.Latitude 133°57' E.Longitude. The original position is quoted in August/September, 1944 as 12°25' S.Latitude 134°02' E.Longitude: when reported by aborigines from Goulburn Island, who found the wreck.

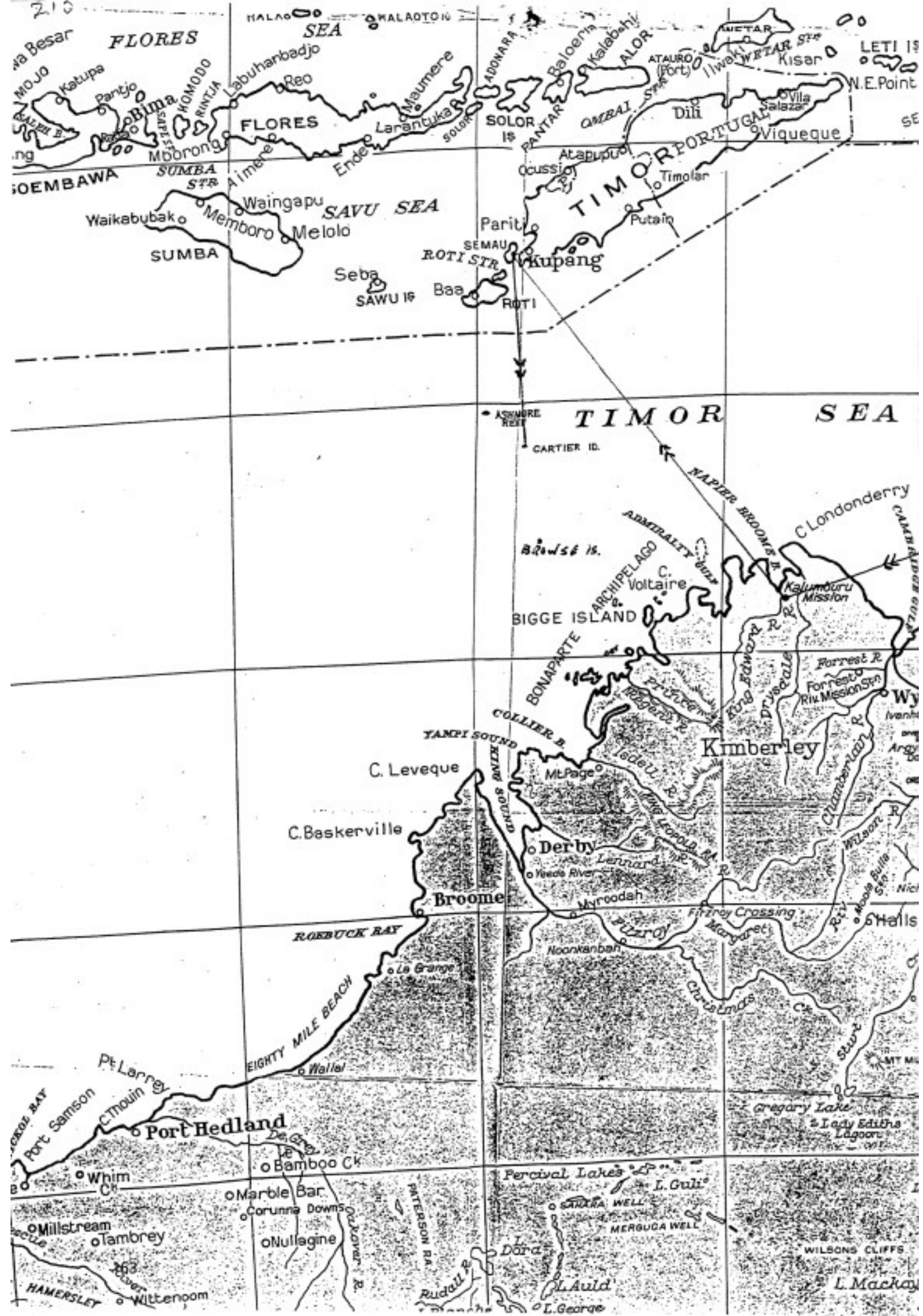
The pilot is still missing, but the navigator is interred at the Adelaide River War Cemetery.

When found, the aircraft wreck was in intact sections, including wing with rockets, tail section and engines broken away. It was also reported that there were two bombs, possibly fragmentation bombs, one attached to the wreck and one laying around, with plenty of 20mm cannon and .303 machine gun ammunition scattered about.

This led to the speculation that it could not possibly be A19 - 145, as on the strike as top cover, the aircraft would not be carrying bombs, and rockets did not arrive at Coomalie Creek until August, 1944. Also, if the aircraft were carrying bombs, they would have been armour piercing for the strike, not fragmentation.

The present position of the wreck puts it approximately 25 NM north of track, and close to Junction Bay, where the body of the navigator was found. It will be assumed that the crew had trouble with the aircraft and were in a better terrain for a crash landing, as the country on the track between Millingimbi and Coomalie is very rugged.





## THE ENEMY TROD OUR SHORES

by Robert Kendall Piper

The landing by Japanese surveillance groups on Australian shores during World War II has been the subject of speculation and argument for the last forty years. Recently some of the actual participants, who are alive and well back in Japan, have finally revealed their part in the story.

On the night of the 14th January, 1944, a special army reconnaissance party departed Koepang, on Timor, for Australia. Led by Lieutenant Suzuhiko Mizuno the group were acting on orders received ten days earlier from their 19th Army Headquarters.

Hiyoshi Maru, a small 25 ton former fishing vessel not unlike our famous KRAIT, with a crew of six sailors, was allocated for the expedition. Other Japanese on board were Sgts. Morita and Furuhashi with Lance Corporal Kazuo Ito acting as the radio operator. Fifteen native Timorese, to be used as a cover were included in the complement.

All the Japanese members involved were from the special MATSU (Pine Tree) Organization, then headed by Captain Masayoshi Yamamoto, and included three graduates of the famous Nakano Intelligence School. It was a well trained and determined team that was planning to set foot on the North-Western coast of Australia.

The voyage was made via Cartier and Browse Islands to the Admiralty Gulf area, which is approximately 560 kilometres south-west of Darwin. It is somewhat humorous that during the war both of these small sandy dots in the ocean were also designated by the allies as emergency alightment areas for aircraft and ships in distress. Food and survival caches had been secretly stored there and were marked on aviation and marine charts.

Headquarters Nineteenth Japanese Army had also allocated one Type 99 (codenamed LILY by the Allies for ease of identification) light bomber from 7th Air Division at Kendari to provide Hiyoshi Maru with air cover for part of the journey.

Staff Sgt. H. Aonuma was the pilot of the aircraft which was equipped with four 7.7 mm. machine guns and six 50kg. bombs. In 1985, the co-pilot, Hachiro Akai, recounted his part of the story in the following translation:

"Our sortie was on 16th January, 1944, two days after the HIYOSHI MARU left Koepang Harbour. I was sitting at the very front of the aircraft where everything could be seen. We made a direct course for Cartier Islet. There was an occasional white cap on the waves and not even a fishing boat to be seen.

Probing the distance with my field glasses I saw on the surface something long and dark, like a boat, making in the direction of the HIYOSHI MARU. It was definitely an enemy submarine.

The air gunner beside me reported it in a loud voice to the corporal who conveyed it on the inter-communication system to the pilot. He in turn signalled ready to fire. Apparently the submarine was aware of our approach, for it immediately began to dive. Cursing the slowness of our aircraft, we knew that we had to reach it while it was still unsubmerged.

Finally, it came within range and our air gunner got in two bursts. The tracer bullets showed that they were right on target. By now the submarine was almost submerged. We dived on it with guns blazing and released our six bombs, then climbed away and turned left to observe the results.

There were six large eddies right over the submarine. We circled three or four times to ascertain whether we had sunk her, but, could not see anything. I am quite sure that she sustained damage of some kind.

After this engagement we continued our southerly course, flying low in order to evade the enemy's radar.

After a few minutes we saw the HIYOSHI MARU, also on a southerly course. Her crew were all on deck waving to us in welcome.

We circled once above her and made south in search of Cartier Islet. It did not appear. We turned west and found it at quite a distance from where the map showed it to be ..."

The Matsu group remained at Browse Island until dusk on 16th January, then set off again travelling in the comparative safety of darkness. The mainland became visible at first light on the 17th. White smoke, possibly a campfire, was seen rising on a mountain east of their position.

Three groups under Lt. Mizuno and the two Sgts. went ashore and explored in different directions. Like proverbial latter day tourists they strolled the area at their leisure. With an 8mm. movie camera, carried especially for the purpose, a record was made of the visit and what they saw.

Mizuno, now a 69 year old Professor of Chinese at Chukyo University in Nagoya, recently told of his memory of the event:

"As soon as we got there we started walking along the coastline. Occasionally we went inland as well. My only impression is of red rocks, small trees and terrible heat.

It was very hot, perhaps 40 degrees centigrade, and being very close to the sea it was also very humid. We were sweating a lot.

We didn't find any traces of habitation, but we did see some old campfires. Even though we thought there were no people living in this area, we were all very nervous."

The party, after two days on mainland Australia, subsequently returned safely to Timor.

In fact, the mission had been undertaken at the request of the Japanese Navy and its purpose was to verify intelligence received from Navy sources that the Americans were building a naval base at Admiralty gulf.

On their return the group reported that the enemy's surveillance was poor and that subsequent expeditions would not be difficult. In these they envisaged landing about ten parties of five men each who would provide continuous observation of Darwin, its airfields and the Drysdale fighter airstrip' in order to acquire prior knowledge of the enemy's plans for the counter attack.

Ironically, only several weeks later, the RAAF commenced building their large Truscott airfield complex, a mere 25 kms. from where the Japanese had landed - and found nothing.

Meanwhile, another landing was believed being carried out on Australia's shores, on an island in the Gulf of Carpentaria, some 1400 kms. to the east. It appears to have been deliberately timed to coincide with that at Admiralty Gulf.

As yet, Japanese sources have been unable to confirm this simultaneous incident, other than to advise that the men were possibly of the 5th Division at Mimika or from the then occupied Tanimbar Islands.

On the southern end of remote Mornington Island, near the pre-war mission station, was RAAF Radar Unit No. 313, with one officer and 35 other ranks. It was one of hundreds of similar units that we know were scattered throughout Australia and the islands to the north. Adjacent to its buildings and masts was a small, recently constructed airstrip for the delivery of supplies, mail and communications.

Suspicious were first aroused on 14th January, 1944, when the duty crew detected a lone, unidentified aircraft. The plot on their screen appeared to be viewing the island some 16 to 24 kms. north west of the unit. (Two months earlier, spurious echoes had emanated from the same direction, but upon investigation the officer-in-charge had proved negative.)

None of the crew, captain or owner appeared to understand even the elementary rudiments of navigation. They claimed that they had set sail on 5th June from Bandoeng in Java (Indonesia) for Timor, to sell their goods and that bad weather had blown them south.

F/Lt R. W. Fletcher, the commanding officer of No. 326 RAAF Radar Station, with six station personnel, and assisted by Lt. K. Davidson, R.A.N.R., the local light house keeper, took the highly suspicious vessel into custody.

To board the junk, the party requisitioned Ron Shipway's armed lugger, the DONNA FRANCIS, which was delivering stores in the area.

Naval authorities at Fremantle were convinced that the account of their intentions and journey were fabricated. Weather, tides and wind at that time meant that they probably came from somewhere east of Timor.

A number of the Chinese, when they arrived at Broome, were wearing European clothes of good make and style, but totally unsuitable for wear in the tropics. The true story is still unknown today.

As early as 1942, enemy material had been discovered near Darwin and aroused the suspicions of the military. In September that year, a party of personnel from 77 Squadron, RAAF, then based at Batchelor, discovered two attache cases with Japanese markings. Their contents consisted of an electrically heated flying suit and other personal wear.

The following day, F/O's Cox and Knight, searched the immediate area in Tiger Moth A17 - 470 for a possible crashed enemy aircraft. Nothing further was sighted.

In 1935 a Northern territory crocodile shooter, Peter Alexandrovic, found a Japanese radio transmitter 24 kms. from the mouth of the Daly river. This area is some 110 kms. south of Darwin. the equipment, manufactured by the Tokyo Electrical Company Pty. Ltd. in November 1942, bore the cherry blossom symbol of the old Japanese Imperial Navy, appeared undamaged.

There were no know crashed enemy aircraft in the area. Eight years later the transmitter was recovered by Darwin newspaperman Bob Howarth. Its purpose in that area, so remote from civilization, has yet to be revealed, though it was probably connected to two earlier discoveries during the war.

The first was in August, 1943, at a position 23 kms. up the Daly River. the close proximity to the 1959 discovery should be noted here. A shot was heard by members of a detachment of 6 Cavalry Division, part of the North Australia Observer Unit (NAOU). Upon investigation, the body of a Japanese was discovered with his pistol alongside. The man, who had apparently suicided, was buried close to where he was found.

Shortly thereafter, a Japanese radio transmitter was recovered by aborigines on the surface of a sandy strip of plain near Red Cliff at Anson Bay. this is where the Daly river flows into the sea. The radio was handed in to Sgt. K. Marshall at the nearby NAOU Post.

Upon careful examination it appeared to have been damaged by being struck at one end on the condenser. There was no sign of major damage or a hole in the ground which might have been expected if the set had been jettisoned from an enemy aircraft. The transmitter was delivered by jeep to HQ Norforce by Sgt. Marshall and Major Stanner.

The following month a mystery submarine was sighted off the nearby coast and reported to Norforce. Had it failed to rendezvous with the Japanese coastwatcher ??

A further radio, quite new in appearance, was found in April, 1944, on the east side of the Daly river (exact position not stated) by Constable R. C. Fitzer, with natives Tommy, Paddy and Tracker Joe. It was also Japanese, lying in the mud of the bed of the river and with leads jaggedly cut through as if it had been abandoned in some haste, possibly from a low flying aircraft. This item was also recovered and brought in.

Allied Air Technical Intelligence Unit (AATTU) examined the equipment, and considered that it possibly came from a DINAH recco aircraft and may have been dropped about six months earlier.

The following day local aborigines reported that a large black ship made four unsuccessful attempts to land at a beach, 24 kms. north west of the radar station. Eventually the vessel disappeared in the direction of nearby Rocky Island. The description of the ship, supplied by the natives, suggested a tanker! A physical investigation of the area was immediately carried out by F/O R. J. Brown, OIC of the station, in company with W/O Dunlop, the aerodrome defence instructor. No trace of the intruders or their vessel was found.

The natives who made the original discovery were again questioned, but were adamant about what they had seen. From further enquiries, it was revealed that they were first attracted from the bush by the sounding of the boat's horn.

Before leaving the area, the RAAF men posted eight natives, in pairs, as lookouts about eight kms. apart.

At dusk on the 16th an unidentified surface vessel was seen on the radar scope, moving from Rocky Island to within sixteen kilometres of the station. The track showed the ship to be swift moving and travelling directly toward the RAAF unit. A blackout was strictly observed by the Australians, and all precautions taken against a possible enemy landing. Station personnel manned gunposts throughout the night. At dawn, no trace was found of the suspected Japanese group. The aborigines also had nothing unusual to report.

F/O Brown and a party of men made an observation of Rocky Island from a high peak, inland on Mornington. Nothing was sighted. Their diary's last entry on the incident states: '18 January 1944 - construction of machine gun emplacements commenced'. Regular rifle shoots on the 200 metre range were instigated shortly thereafter. It was obvious that they had taken the whole incident most seriously.

There had been another landing scare in April 1943. Japanese radio traffic had been intercepted by the RAAF Radio Unit at Townsville and interpreted as men being placed ashore on Cape Yorke Peninsula.

The giant American/Australian airfield base at Iron Range, midway between Cooktown and Horne Island, and inland from Portland Roads, was subsequently alerted. As a consequence, a party of ten RAAF guards, as well as a detachment from the Army's 13th Garrison Battalion, were sent out on 17th April. They patrolled Tozer's Gap, on the road linking the aerodrome with the sea, only to return two days later without sighting anything suspicious.

On the 20th July, 1944, the Japanese Army in Timor sent a KI-46 DINAH (high speed, twin-engined, reconnaissance aircraft) over the Truscott Airbase, adjacent to Admiralty Gulf. Three Spitfires from 54 Squadron (RAF), on detachment at Truscott, intercepted the intruder and shot it down from 17,000 feet. The fighters were vectored to their target by the recently installed No. 317 Radar Station on Sir Graham Moore Island and No. 344 on West Montalivet Island.

Killed, when the DINAH crashed into the sea, were Lieutenants Kiyoshi Iizuka (pilot) and Hisao Itoh (observer) of the Dai 70 Chutai (70th Independent Flying Squadron). Their unit was based at that time at Koepang in Timor.

In 1980 a section of the DINAH, believed to be Serial No. 1958, was recovered by Stan Gadjia of Broome and donated to the West Australia Air Forces Museum at Perth. It can be seen on display there today, a remnant of one surveillance mission in our north-west that didn't get away.

One mysterious incident, which should not go untold, was the apprehension of the 150 ton Chinese junk BANDOENG MARU some 160 kms. north of Broome, at Cape Leveque, on 16th August, 1944.

The leaking vessel arrived with blown-out sails and in highly suspicious circumstances. On board were 25 tons of sugar, 20 tons of tea, as well as concealed tobacco. There was also a Union Jack and English charts.

Both the owner Lo Sang, Captain Lien Liong Kee and crew of fifteen denied any knowledge of a deck cargo which was jettisoned and might have accounted for the exposed sixty centimetres of weed on the ship's side. Had men and provisions already been offloaded before the junk made contact with the Australians, or were they simply lost to pirates?

The Great Gulf Gallop occurred in April, 1943, when a series of lights, aircraft, submarines and surface vessels, were sighted, but unidentified, on the Western side of Cape York Peninsula. Reports streamed in from Weipa and Arukun Missions, Edward and Mitchell Rivers, as well as right up to Horn and Thursday Island.

Pedal radios hummed and property owners and their families embellished the stories before fleeing south. The Gulf population panicked.

It was subsequently revealed by military intelligence that no landing by enemy troops had occurred and there had been the passing of too much baseless chatter and information back and forth among so-called interested parties.

People in the area were subsequently informed to report, in future, only what they saw and not what was heard from other people.

The inhabitants of the Gulf returned to their homes and settled down to an uneasy life until the end of the war, not quite sure if a landing had occurred or not, or whether they were simply the victims of a wartime cover up. There are many today who still believe it happened.

Forty one years after his historic landing on our north west shores, Mizuno returned to Australia. The trip this time was not of surveillance, but simply to say thank you.

In June, 1985, he visited ex Major Gerald O'Day. This Australian officer had treated him very lightly in 1945 when Mizuno was caught with a cache of undeclared weapons, ammunition and supplies, after the surrender in the Celebes.

In completion, one can only speculate whether, despite the advent of a very limited coastal patrol service and improved radar, Australia's northern coastline is not as naked as it was some forty years ago.

#### ACKNOWLEDGEMENTS:

1. Professor Suzuhiko Mizuno, Nagoya, Japan.
2. David Sissons (ANU), Canberra.
3. Dr. Ikuhiko Hata, Tokyo, Japan.
4. Misako Piper, Canberra.



THE BEARER HAS  
 CEASED RESISTANCE —  
 TREAT HIM WELL IN ACCORDANCE  
 WITH INTERNATIONAL LAW.  
 TAKE HIM TO THE NEAREST  
 COMMANDING OFFICER.

C. in C. Allied Forces.



園藝に  
 いそむ人々

## TRANSLATION OF JAPANESE LANGUAGE ON SURRENDER LEAFLET

\*Officers and men of the Japanese Army and Navy.

With the war coming inexorably to an end (remember that), there is the law of man as well as the law of Heaven (the sacred word of the Emperor). Those continuing the war are the Generals. However, there is certainly no blame falling on you who from the beginning to the end fought bravely. To continue the war hereafter will lead to a useless (futile) death. Probable the feeling closest to your hearts is that foreigners should not prevail. We hope that you think about the idea that the death of any of you who are here today will not help your country. Up to now, more than 7,000 Army and Navy officers and men have surrendered in the belief that 'it is better that I am there after the war to help Japan, rather than die futilely now'. They have been moved to an area away from the fighting and are being cared for medically. We will treat (any surrendered soldiers) fairly in accordance with international law and of course arrange for unlimited medical (and other) help as required. Furthermore all personnel will be moved immediately to safe areas. To ensure that there is no chance of misunderstanding (your motives) when you come to us, come during the day, singly or in squads, with your hands up and without weapons.\*

The front of the card reads in English: "The bearer has ceased resistance - treat him well in accordance with international law. Take him to the nearest commanding officer - O in C Allied forces".

The script on the front of the leaflet reads "hard working agricultural labourers".

\*\* Leaflet from Bill Dunbar

\*\* This translation has been provided by Historical Records and Information Services - Air force, Canberra and done by ANU.

### 日本陸海軍將兵諸君

物極まれば必ず變ずる之は天理であり  
物の理である。四面皆敵援軍いたらずし  
かし之は終始敢闘した諸君の責ではだん  
て無い。今後なほ戦をつくるは無益の死に  
はる外にたいと云ふ事は誰のよりも一番よく諸  
君の胸中にある感であろう。今日このとこ  
り於ける諸君の死が國家になんの役にたつか  
と云ふ事につきよくお考へを願ひたい。既に  
当方へは七千餘名に上る日本陸海軍將兵  
が今無益の死よりも戦後の日本のお役に  
その信念の下に来て居られ、靜に療養に又  
修養に其回くを送つて居られる。諸君も  
今直ちにそこを出て當方に來られよ。國際

公法にもとづき<sup>必要</sup>の取扱を受くるは勿  
論。医療を要するむきには直ちに之を  
支給するの手配もあり、且全部の人員は  
早速非戦闘地区にうつされる。又當方に  
來らるゝに際しては万一の誤解を避く  
るためひるま武器を持たず手をあげ  
ておいでを願ふ一人づつでも又班をつ  
つておいである自由である。ここに記載の  
英文には「この人(人々)はもはや敵では  
ないよろしく國際法の定むる所に從  
ひ親切にとりあつかひ、軍醫、上官のど  
ろにおくるべし。聯合軍最高指揮官  
とあるのであります。

N° 5

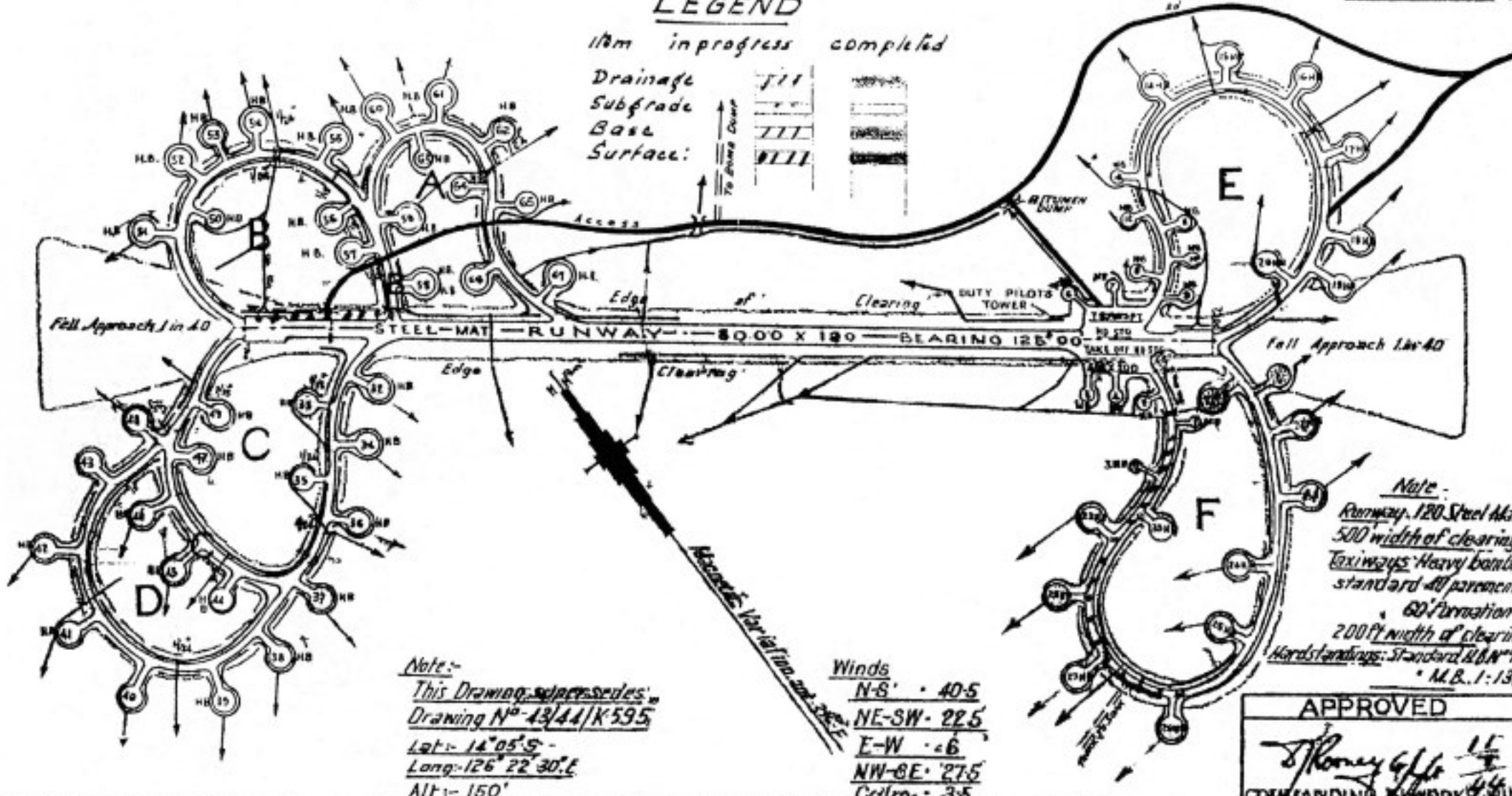
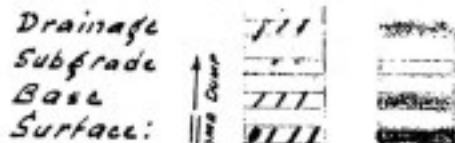
Progress to 30/6/45.

Kevin Graham Flt. Lt. 2nd Lt.

**SECRET**

**LEGEND**

100m in progress completed



Note:-  
 This Drawing suppresses  
 Drawing N° 43/44/K/595  
 Lat - 14° 05' S -  
 Long - 126° 22' 30" E  
 Alt - 150'

Winds  
 N-S - 40-5  
 NE-SW - 22-5  
 E-W - 6  
 NW-SE - 27-5  
 Calm - 3-5

Note:-  
 Runway: 120' Steel Mat  
 500' width of clearing  
 Taxiways: Heavy bomb  
 standard 40' pavement  
 60' formation  
 200' width of clearing  
 Hardstandings: Standard 40' x 60'  
 M.B. 1:13.

**APPROVED**

*[Signature]*  
 COMMANDING WORKS & PLN  
 DRAWING N° 43/44/K/595

*[Signature]*  
 COMMAND'NG I.S. & D.U.

Drawn by L.A.C. Ashcroft R.G.  
 Checked by  
*[Signature]*  
 FLT  
 AERODROME SERVICES

**ASSOCIATED DRAWINGS**

**R.A.A.F.  
 LANDING GROUND  
 TRUSCOTT T. W.A.**  
 SCALE: 1000' = 1" 58 00'

**AMENDMENTS**  
 If alterations positions 425 & drainage, OKA etc.

FED. AVIATION HISTORY PRESERVATION  
"HASLET" COLLECTION  
PO BOX 3880 DARWIN, AUST. 5794

# BEAUFIGHTER 208



DATE	PLANE	CREW/REMARKS
17-11-1942	A19-64	S/L Ridings & W/O Clark
30-11-1942	A19-65	Crashed on strip - wipe off - no one hurt
30-11-1942	A19-69	F/Sgt Morrison & Sgt Forrest
23-12-1942	A19-22	W/O Smith & Sgt Hands
29-12-1942	A19-71	W/O Wilkinson & Sgt Byrnesw - Crew O.K.
29-12-1942	A19-20	P/O Gabb & Sgt Webb - Crew O.K.
06-01-1943	A19-70	In swamp, Cape Stewart - Crew O.K. - Returned to 4RSU, 25/07/1943
19-01-1943	A19-67	P/O Thomas & Sgt Van Nooten
25-02-1943	A19-66	Crashed on strip
02-02-1943	A19-31	Strafed on strip - burnt
15-03-1943	A19-79	F/O Longoni & Sgt Dale
17-03-1943	A19-91	Crashed on strip - Crew O.K.
17-03-1943	A19-78	In mud near Darwin - Crew O.K. - Returned 02/06/1943
27-04-1943	A19-59	F/L Greenwood & Sgt Thompson
06-05-1943	A19-60	F/O Budd & P/O McQueen
10-05-1943	A19-72	Burnt on strip, Millingimbi
12-05-1943	A19-19	F/O Branelly & Sgt McGrath
19-05-1943	A19-45	F/O Taylor & Sgt Coburn
19-05-1943	A19-29	F/O Firth & P/O McLennan
19-05-1943	A19-58	Sgt Armstrong & Sgt Robertson
07-06-1943	A19-112	Crashed on strip - Sgt Terry (serious). Sgt Doyle & W/O McDonald W.O.D.(O.K.)
01-06-1943	A19-103	Crashed RAAF Darwin - Crew O.K. - Returned July
12-06-1943	A19-57	Crashed strip - Crew O.K.
23-06-1943	A19-62	Crashed strip - Crew O.K.
23-06-1943	A19-113	Crashed strip - Crew O.K.
24-06-1943	A19-118	? Gillespie & ? Cameron
09-08-1943	A19-117	Burnt while refuelling - Returned 25/11/1943
18-08-1943	A19-18	Forced landing, Caper Stewart - Crew O.K. - Returned later
21-08-1943	A19-47	F/L Gardiner & F/O Lyons
21-08-1943	A19-63	F/O LLeathhead & F/O Graves
30-08-1943	A19-119	F/L Willard & Sgt Butler
14-09-1943	A19-8	Forced landing, Bathurst Island - Crew O.K.
17-09-1943	A19-70	Forced landing on coast - Crew O.K.
29-09-1943	A19-116	Crashed Millingimbi. F/O Taylor & F/O Hocking. Cpl Gorton & LAC Deggs
03-10-1943	A19-144	Crashed strip - Crew O.K.I. - Returned 14/12/1943
09-10-1943	A19-40	Belly landed, Livingstone - Crew O.K.
09-10-1943	A19-18	Forced landing, Darwin
18-09-1943	A19-84	Crashed amd burnt, RAAF. Darwin - F/Sgt Ellis & Sgt Carton. LAC Pitts
19-10-1943	A19-17	F/O Cridlands? & P/O De Peiries?
21-11-1943	A19-82	Crashed on strip - Crew O.K.
21-11-1943	A19-145	F/Sgt Gaunt & P/O Jones
21-11-1943	A19-36	Shot up on operation - Crew O.K.
03-12-1943	A19-80	Crashed on strip - Crew O.K.
04-12-1943	A19-117	F/O Stubbs & P/O Taylor. LAC Coghlin
06-12-1943	A19-86	F/O Gerdes & F/Sgt McMillan. LAC Henry
04-01-1944	A19-144	Crash landed, Drysdale - Crew O.K.

Supplied by Alex MacKinnon



Phil Quance, Jack Anderson, October 1967 (Photo Joan Stennet)





Dedication of Plaque on Olympic Hwy, 7 km. north of Cootamundra. Shown in photo - Phil Engelbrecht, Roy Rynhart, Norm Garth, Neil Kelly, Ted Roberts, Mrs. Lin Hodgson, Mrs. Betty Johnson, Ron Robinson, Jack Anderson



ADELAIDE BRANCH



Trevor Ley Harry Gare Frank Fooks Col Eats Tom Davies Bill Smith Bill  
Forrest

Buff Reece Bob Clawlow Eric Coleman Wal Hammond Ken Robinson

(Photo: J. Gleason)

NO. 31 SQUADRON 1987 ADELAIDE NATIONAL REUNION



*Commemoration*  
FINE OLD TAWNY  
**PORT**  
7 YEARS OLD

A rich, mellow port vintaged from Barossa Valley  
shiraz and mataro grapes matured in oak casks  
for a minimum of 7 years.

CHATEAU YALDARA PTY. LTD. LYNDCH, SOUTH AUSTRALIA 5351

PRODUCE OF AUSTRALIA 750ml

19.0% ALC/VOL





Dedication of Plaque at Adelaide Airport, February 1983  
(Photo J. Glendon)





Reunion at Clifton Gardens, NSW, 1981 (Photo's J. Oldsen)





Welcome Sir!



Jack Anderson & Ray Harbour taking in the views. (Phot J. Glidden)



Canberra 1990 - Bill Rinkin Bob 'Plum' Warner Frank Stewart

ANZAC DAY 1991



Phil Quance, Pat Jones, Ron Leckie, Jack Brassil, Jack Anderson, Bill Colles, Roy Parnell, Bill McKinnon, U/K



D. Annandale, Bob Duers, Gen Brenton, Eric Richards, Norm Snow, Ryay Fulcher



W. A. Beaufighter Club reunion, Anzac Day, 1993 in Perth  
Keith Nicholson(30 Sdn) Alan Jacques(31 Sdn) Sam Dalywater(22 Sdn)

(Photo K. Nicholson)



WAGGA WAGGA, 1992

Joe Dunn, Jack Campbell, Alf Carey, Percy Marks, Merne Gurr, Ron Hanks,  
 Max Nautho, George Byrnes, Shirley Nautho, Rita . . . , Nancy Anderson, Lorna  
 Gurr, Bob . . . , George Carnegie, Helen Cruckshank .



Jack and Nancy Anderson, Margaret and John Giddon at Wagga Wagga, 1992



At Assembly area Wagga Wagga . 1992





John Sweeny and mates at Wagga Wagga . 1992



Dedication of Plaque at Forest Hills , Wagga Wagga , April , 1992





Wagga Wagga 1992 - Kinross Wool Shed - Jack Brassil, Wally MacLean Bill  
Rinkin Rog Saxelby Roy Inches



Anzac Day, Adelaide 1989



Pat Sweeney Tony Davy Sam Wright Dave Annandale Alan Wall Frank  
 Stewart Gordon Freemantle Narman Snow Geo Brenton Don Anderson Kev  
 Quinn Keith Reid  
 (Seated) Bob Duers Bill Patterson Eric Richards Sam Dalywater Keith Nicholson



"A very early Anzac Day - 30 Squadron Banner - 31ers in photo: 'Curry' Worne  
 Percy Marks Fred Anderson Phil Quance Jack Brassil



Anzac Day 1993 on board MV Radar , Sydney Harbour  
Roy Parnell Fred Anderson Doug Cruickshank Bert Lewleyan



Ken & Joan Spencer . Ray Harber . Norma McMurchie . Val & Jim Warren . Fay & Phil Quance

