

National Malaya & Borneo Veterans Association Aust. Qld Inc.

THE ONLY OFFICIAL NMBVAA INCORPORATED IN QUEENSLAND

<http://nmbvaaofincorporatedaustralianstates.org/>
Affiliated with the Navy Association of Australia

“Berita Queensland”

The Official Newsletter

“Lest We Forget”

“Bono Animo Este”

“Andai Nya Kita Terlupa”



The National Monument—Kuala Lumpur Malaysia

Located in the Lake Gardens in Kuala Lumpur, the National Monument consists of a great bronze sculpture designed by Felix de Weldon, creator of the famed Iwo Jima memorial in Washington U.S.A. It was constructed in 1966 to commemorate the Nation's heroes and all members of the various Security Forces and Civilians who fought in the cause of Peace and Freedom, thereby securing the democratic success that the vibrant country of Malaysia enjoys today.

It stands 15.54 metres high and is surrounded by a moat of clear water, with fountains and ornamental pewter water lilies, it is a must when visiting the country.

Queensland State

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Bob



Disclaimer. Letters and views expressed in this newsletter are not necessarily the views of the editor, or of the association. Neither the editor nor the association accepts any liability for such articles. "Editing is the process of selecting and preparing written, visual, audible and film media used to convey information. The editing process can involve correction, condensation, organization, and many other modifications performed with an intention of producing a correct, consistent, accurate and complete work". We thank Ted O'Brien, Federal Member for Fairfax and his electoral office staff for the reproduction of this newsletter.

Queensland State

Happy New Year to all our members. Hope you enjoyed the festivities and looking forward to 2018 and that the coming year will be good to you.

On a sad note president Fred Simpson intends standing down as president. After suffering a couple of health problems he has decided that he needs to spend more time on improving his health. He will continue as a member and attend meetings when he can.

Fred took over as president from David Kent and has been involved in the running of the association for many years and fulfilling many roles.

Expressions of interest are sought from members who would be prepared to take on the role of president. If those interested would like to carry out this important role please form a queue at the next State Meeting or submit an interest by mail or email.

The next State meeting will be on Monday 30th April at 10.30am preceded by the Sunshine Coast Sub Branch at 10.00am. Venue: Brian McGee's house 19 Nandewar Street, Buderim (just off Dixon Road). Brian McGee and myself are constantly looking for activities that we can organize for members. The tyranny of distance is always a problem with us all being spread over the State and in some cases interstate. We are open to any ideas that members may have; just let us know.

Secretary *Ivor*

Brisbane Central Sub Branch

Half way through February already! Christmas seems ages ago. Hope everyone had a good Christmas and that the New Year is treating you kindly. How is everyone managing in the heat?

With no January lunch there is not a lot to report other than having our Christmas lunch at a different venue – the Il Locale in Rosalie where we all sweated through the meal. Despite assurances from the staff, the air conditioning was not working properly and having the door wide open did not help either. Looking forward to catching up in 2018 with hopefully some outings arranged.

Yours in comradeship, *Bob Watson* (Secretary)

FUTURE LUNCH MEETINGS: - Lunch Coordinator George Wilson Ph 0424 878 291

March Wednesday 21st -1200 hrs **Yeronga Services Club**, cnr Fairfield Rd and Kadumba St. Ph3848 0796

April Wednesday 18th –1200 hrs **East's Leagues Club**, 40 Main Ave, Coorparoo Ph3397 8885

May Wednesday 16th -1200 hrs **Yeronga Services Club**, cnr Fairfield Rd and Kadumba St. Ph3848 0796

Sunshine Coast Sub Branch

Lunch meetings are going well with 20 members at our February lunch at the Maroochy Bridge Hotel with the food at their usual high standard and the fellowship likewise. I will apologise for our next lunch on the 13th March because I will be doing the normal cruising and having a good time "sorry". Keep cool and enjoy life.

Next Sub Branch Committee meeting will be held on 30th April 2017 my place 10:00 hrs all members welcome. This will be followed by the State Committee meeting.

Remember that membership fees are now due and if you have already paid, thanks.

FUTURE LUNCH MEETINGS: - Lunch Coordinator Kaye Kent, Phone 54451987

March: - Tuesday 13th – Caloundra Bowls Club, Arthur St, Caloundra.

April: - Tuesday 10th – Bright Water Tavern.

May: - Tuesday 8th – Yacht Club, Parkyn Pde, Mooloolaba.

June: - Tuesday 12th – Dicky Beach Surf Club, Dicky Beach.

ALWAYS CHECK as the venue does sometimes change.

Yours in Comradeship **Brian McGee** President/Secretary



The usual suspects enjoying our popular monthly luncheon



FIRM DATES FOR IPOH VISIT

2018 Events program for NMBVAA members & their Guests

Wednesday 06JUN18 - Meet & Greet Syeun Hotel 10th Floor @ 1630hrs.

Thursday 07JUN18 - Taiping Kamunting Rd Service @ 0930hrs.

Friday 08JUN18.- Ipoh Cenotaph Service @ 0830hrs.

Saturday 09JUN18 - Malaysian Palm Oil Assoc (MPOA) Service at Holy Trinity Church, Batu Gaja, and Wreath Laying @ God's Little Acre afterwards,

All attending the events are asked to provide the Liaison Officer with their Passport Numbers (for access to Army Base), and the dates of their stay at the Syeun..

NOTE. Other events usually conducted by the Warriors Association Malaysia, and which dovetail the MPOA services on the Saturday, - are not yet confirmed .

Most people visiting Malaysia for the Pilgrimage arrive at the Syeun Hotel, Ipoh on the Tuesday or Wednesday prior. The Liaison Officer will arrive on the previous Sunday.

The Ipoh Parade is a shopping complex situated across the main Rd from the Syeun Hotel. Members use it quite often to purchase food (Wong Cock is very popular, 2nd floor) clothing and groceries (including beer, wine & spirits) are available in the basement. There is also a Money Changer who has very reasonable rates of exchange. The Hotel office staff will also change money, but the rates are not generous.

Regards,
Ken

Kaye's Kooking Korner **Beef and Sesame Stir-fryServes 4**

Ingredients

500gm trimmed lean beef fillet
 4cm piece of ginger, peeled and grated
 2 large garlic cloves, crushed
 1 green chilli, seeds removed, finely chopped
 olive oil spray
 1tbsp sesame seeds
 1bunch baby bok choy, leaves separated, stems thinly sliced

 2 carrots, peeled, cut into short thin sticks
 1 red capsicum, cut into thin strips
 150gm green beans, trimmed, cut into 4cm lengths
 1tbsp reduced salt soy sauce
 1tbsp sweet chilli sauce
 1cup bean sprouts, trimmed



Method

Cook for 15 mins and serve with steamed rice

Makan Sedap.....Kaye

AMBUSH

From Gary Burgoyne- 126 Transport Platoon.

"This newspaper article is about our being ambushed on Cameron's Road up the hill.

Note that the first Australian troops into action against the commos were truckies, not infantry, who didn't go over to the mainland until well after New Year 1956.

History was repeated in that the first Australian troops engaged by Japanese in WW11 were truckies on the East Coast."

REDS HIT IN HILLS

Diggers' first action

(Truth Special Service) TRUTH, SUNDAY, DEC 11, 1955

SINGAPORE, Saturday.- In the first brush between Australian Troops and terrorists in Malaya, 11 Diggers last week were ambushed by a terrorist group.

Malayan authorities kept the incident hush-hush until today.

The ambushed Diggers were Royal Australian Army Service Corps in five trucks in a convoy carrying 50 British paratroop commandos to a jungle base in the Cameron Highlands.

One Aussie truck was riddled with the bullets in the ambush but all Australians were unscathed.

A British soldier in one truck was wounded. The ambush was set about 50 miles south east of Ipoh as the trucks were travelling slowly up a winding road. A sudden burst of fire came from a 12ft bank beside the road. The second truck was riddled. One bullet hit a British private in the arm. The troops leapt from the trucks under covering fire and the terrorists fled.

Continued next page

Australians ambushed were-

Cpl L McKinnon (NSW), Lcpl Neal (Vic), Pvts Les Fraser(NSW), Max Payne, Robinson, Burgoyne, Williamson, Winbank, and Jim Kane (Vic), Ray Ford (SA), W A Smith (WA).

Narrow escape

One of the bullets which struck the truck missed Kane by less than an inch and also narrowly missed Fraser.

All Australians have now been pulled out of the area and Diggers are forbidden to drive on roads not declared officially safe. Ipoh is about 150 miles south of Penang where the main body of Australians is based. *end*



*Main escorts on
Cameron's hill road
were 15/19 Hussars'
Saracens & Ferrets*

*GMC & JEEP-
I remember this one -
my truck on fast run
with back-up troops for
road block About 15
miles south of
Ipoh,,,,,Gary*



Gary's account of the ambush-

During the first week of December '55 after approximately 12 hours of hauling artillery ammunition up the hill, and while sorting out priorities at the bottom road check point, the boss required us to take 50 British SAS plus Iban Trackers up to approx. the 15-mile peg for an insertion into the jungle to the rear of the suspected Communist area. When all loaded and checked away we went.

At approximately the 12-mile peg we entered into a Communist Terrorist ambush and took a large amount of automatic fire. All 5 vehicles stopped due to the inability to proceed. SAS and drivers and "shotguns" dismounted and return fire poured into the ambush site. My first difficulty during the opening burst was stopping the truck while trying to get my Owen Sub Machine Carbine out of my shotgun's grip, he had forgotten that he had his own between his knees.

Total confusion existed for the first approximately 5-10 seconds as we returned fire into the ambush site whilst trying to get under cover. Within 5 seconds there was not a soul to be seen as everyone took cover over the edge of the road or behind vehicles. As for myself, I went over the edge of the roadway firing my Owen Machine Carbine at the ambush site with one hand, as I slid over the edge of the road trying to grasp vegetation with the other, to stop me sliding down a long slope. Accuracy of fire was not my main concern, rather making the other side want to duck their heads while I disappeared.

After all, this was not a rehearsal for the Warner Bros "Gunfight at the OK Corral" movie.

One very strong image stays in my mind from this action and that is of the SAS Sar' Major, a smile on his lips, marching forward to the ambush site some 20 metres ahead firing and pump reloading his shotgun. With lead flying everywhere he stopped in the middle of the road and reloaded the magazine, then continued firing while walking forward. The whole episode had taken probably 3-4 minutes.

Continued next page

Only one member of the SAS was injured while a fair amount of blood was evident in the enemy ambush position, There was no way of knowing how many were in the Terrorist party or whether they had dead or wounded amongst those who left the area.

The standard practice for the Terrorists was to remove all dead and wounded from any site where they were involved in armed conflict. This was to ensure that the authorities could not ascertain how many enemy dead or wounded had resulted from the ambush, nor obtain the identity of those personnel.

So much for those “gung-ho” 2Bn blokes running around Penang, the “damned Truckies” had drawn first contact with the enemy.

In retrospect one should have felt sorry for the poor old Commies. For about 12 hours they had been watching and listening to our trucks travelling in twos and threes up and down the hill, laden with ammunition and explosives without armoured escort vehicles. Decision was made to ambush and up comes five vehicles, which disgorged 50 of the finest jungle fighting troops in the British army.

With the SAS now off in pursuit of the enemy, our little convoy proceeded at full speed to our depot in the Camerons. Here we debriefed and got rid of the demons from down the road and then while standing in the sun contemplating my navel, I sighted a little Sheila in a pair of shorts watching a game of Badminton. BANG AND BUGGER,!!!! Two ambushes in the same day, how much can a man be expected to take.???? And this time while I was suffering shell-shock, or PTSD, call it what you like.!

2 Squadron, Special Air Service Regiment

<https://www.awm.gov.au/collection/U60459>

2 "sabre" Squadron, Special Air Service (SAS), was raised in September 1964 as part of the SAS's expansion into a regiment. To prepare this new and inexperienced unit for service in Borneo, the squadron conducted a major training exercise in Lae, New Guinea, from October to November 1965. The exercise consisted of three weeks of acclimatisation training around Lae, followed by three weeks of patrolling exercises in the mountains around Wau and Bulolo.



The first troops from 2 Squadron arrived in Borneo in January 1966, when the squadron's advance party flew into Labuan on 14 January. After several days of briefings, on 18 January the party flew to Kuching, the capital of Sarawak where they were met by officers from B Squadron of Britain's 22nd SAS Regiment. The Australians were to relieve the British.

The tactical and political situation in which 2 Squadron operated was different to that encountered by 1 Squadron six months earlier. Following the unsuccessful communist coup in Indonesia in September 1965, Indonesian enthusiasm for the Confrontation declined and so too did the operations conducted by their regular army. The principal threat was now from the various paramilitary organisations established by the Indonesians to undertake internal subversion in Malaysia. The SAS's main role was locating these paramilitary bases and determining the strength of their forces.

2 Squadron was headquartered in the "Pea Green House", Kuching, while the rest of the squadron was eventually quartered in nearby houses. The rest of the squadron's personnel arrived in Kuching on 28 January and the next day began training at Matang. In February a sergeant and two corporals from the squadron accompanied a major raid by the British SAS on an Indonesian camp near Sentas, across the Sarawak border, giving the Australians their first operational experience.

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The squadron began its own operational patrols in February. These were part of the Claret operations which were conducted across the boarder into Indonesia. The first patrol was sent out on 24 February with the task of establishing an observation post, and relieved a British post along the Sekayan River between Serankang and Segawang, 12 kilometres south-west of Tebedu. This reconnaissance patrol was one of a series conducted along the Sekayan River throughout March.



One four man patrol was led by Lieutenant Ken Hudson who established an observation post at Entabang on 19 March. They had to abandon this position and during a river crossing in the early hours of 20 March, the men became separated. Two of them, Hudson and Private Bob Moncrieff, were subsequently reported missing, believed drowned.

During April and May, 2 Squadron conducted reconnaissance patrols along the Sarawak border, with the average length being 12.6 days. When the 4th Battalion, Royal Australian Regiment, relieved the 1/10th Gurkha Rifles in the Bau Sector, at the end of April, the squadron was tasked with maintaining surveillance over the area to ensure there would be no enemy interference during the changeover period. In May the squadron operated patrols in the Lundu sector.

By now, though, operations were winding down. On 25 May a group of Indonesian army officers flew to Kuala Lumpur, Malaysia, to begin peace negotiations; three days later the squadron received a message from SAS headquarters in Labuan stating that all cross border operations were to cease and all patrols were to return to base. The squadron concentrated its efforts on hearts-and-minds operations on the Sawarak side of the border.

The usual system for hearts-and-minds operations was for patrols to live near local villages and to provide medical or other assistance to the villagers. The aim was to gain the confidence of the villagers and then encourage the villagers to pass on any information about the enemy. These operations continued until June.

Following reports that Indonesian Pasanda (undercover) forces were trying to infiltrate into Sawarak, 4RAR and the Gurkas were given the main task of capturing the insurgents: from 12 to 25 June, the squadron also conducted patrols to aid the infantry. Thereafter, the squadron resumed patrolling along the border but there was no further contact or sign of the enemy.

On 21 July 2 Squadron was relieved by D Squadron, 22 SAS and on 27 July the Australians flew out of Kuching for Butterworth, Malaysia. From Butterworth they returned to Australia on 1, 8, and 15 August. The peace agreement between Indonesia and Malaysia was signed on 11 August.

Borneo was the SAS's first operational deployment, highlighted its skill, ability and endurance. The SAS also gained valuable experience, which they later put into practice in Vietnam. *End*

"OLD" PEOPLE PROBLEMS Arthur is 81 years old. He's played golf every day since his retirement 16 years ago. One day he arrives home looking downcast. "That's it," he tells his wife. "I'm giving up golf. My eyesight has got so bad. Once I've hit the ball, I can't see where it went." His wife sympathizes. As they sit down, she has a suggestion: "Why don't you take my brother with you, and give it one more try." "That's no good," sighs Arthur. "Your brother is 93 years old. He can't help." "He may be a ninety three," says the wife, "but his eyesight is perfect". So the next day, Arthur heads off to the golf course with his brother-in-law. He tees up, takes an almighty swing, and squints down the fairway. He turns to the brother-in-law. "Did you see the ball?" "Of course I did!", says the brother-in-law. "I have perfect eyesight." "Where did it go?" asks Arthur. **"Can't remember."**

The Bushmaster Protected Mobility Vehicle – Medium (PMV-M) is sustaining jobs in Australia and saving lives on deployment in dangerous environments.

The locally produced vehicle can rapidly deploy up to ten battle ready troops in all environments and is blast resistant. Its innovative cabin design gives it the flexibility to serve many roles.

Troop support

The Bushmaster is built to carry and sustain a nine man infantry section, with room for one more passenger. It is fully air-conditioned and can sustain itself for a period of up to three days.

Run flat tyres

The Bushmaster carries one complete spare wheel and all fitted wheels have run flat tyre inserts and a central tyre inflation system allowing them to continue travelling with punctures.

General characteristics

Weight: 12,500 kilograms

Length: 7.18 metres

Width: 2.48 metres

Height: 2.65 metres

Crew: One - with up to nine passengers

Overall performance

Engine: Caterpillar 3126E

Operational range: 800 kilometres

Maximum speed: Over 100 kilometres per hour

Armament: Gun ring for 5.56 millimetre and 7.62 millimetre machine guns

Mine and improvised explosive device protection

The Bushmaster uses an armoured v-shaped hull to protect its passengers from landmines and other explosive devices. The sloped sides on the bottom of the hull act to deflect blast upward away from the vehicle.

Armour

The vehicle's welded one-piece shell is designed to protect troops against all small arms fire. Windows also carry similar ballistic protection. The Bushmaster's fuel and hydraulic tanks are positioned outside the crew's compartment to protect troops from possible fires. There is also a protected emergency fuel tank so the vehicle won't be left stranded.



From Alliance of Defence Service Organizations (ADSO) *Ken McNeill*

During last year your association donated to the ADSO, and it was emulated by our Association partners in NSW and QLD the ADSO springs into action when politicians legislate and sometimes forget to look after the interests of our Australian veterans. ADSO have the ability to put an argument into prose that cannot be ignored, and therefore in just about every case, are able to convince those that would do us harm economically at least, that certain actions need to be taken. Recently they combined with the RSL to encourage the Government to encourage the Commonwealth Superannuation Corporation (CSC) in the upcoming Royal Commission into the alleged misconduct of Banks, Insurers, Financial Service Providers & Superannuation Funds. CSC administers military and other superannuation funds for over 700,000 people, including 30,000 serving and former servicemen and women. Given the magnitude of CSC influence on the wellbeing of former servicemen and women, the RSL and ADSO members consider this represents a compelling argument to include CSC within the Terms of Reference for a Royal Commission. Another recent subject of concern to ADSO, and all Australians, is the Incidence of suicide among ADF personnel. In a recently published summary by the Australian Institute of Health & Welfare using 15 years of data from 2001 to 2015, there were 325 certified suicide deaths among people who had served at least one day in the ADF. Of these deaths, 166 occurred in the ex serving population. Ex serving men aged 18-24 were at particular risk. This is twice those likely to die from suicide than civilian Australians of the same age. Causes are difficult to fathom in most cases unless of course, notes are left behind, and in most cases they are not.

Subject: Something to ponder as you step away from the RAAF - *Poet unknown*

THREE CHEERS FOR THE MAN ON THE GROUND

Wherever you walk, you will hear people talk,
Of the men who go up in the air,
Of the daredevil way, they go into the fray,
Facing death without turning a hair,
But they seldom consider the flight mech, or rigger
With nothing but 'props' on his sleeve.
And the role that he plays ensuring the ways
that the bird will perform in the air.
There's scant recognition of his position,
Not often a mention or praise,
But the poor bloody erk who does all the work,
Is skilled in the technical ways.
His reward is just fine, when the bird's on the line,
seeing aircrew, for take-off, prepare,
But whenever there's trouble, it's 'Quick at the double'
that man on the ground must be there.
Each flying crew, could tell it to you
They know what this man's really worth,
They know he's a part, of the real Air Force heart
Even though he stays close to the earth.
He doesn't want glory, but please tell his story
Spread a little of his fame around.
He's one of a few, so give him his due,
Three cheers for the man on the ground.



Many thanks to all contributors to this issue.....Ed