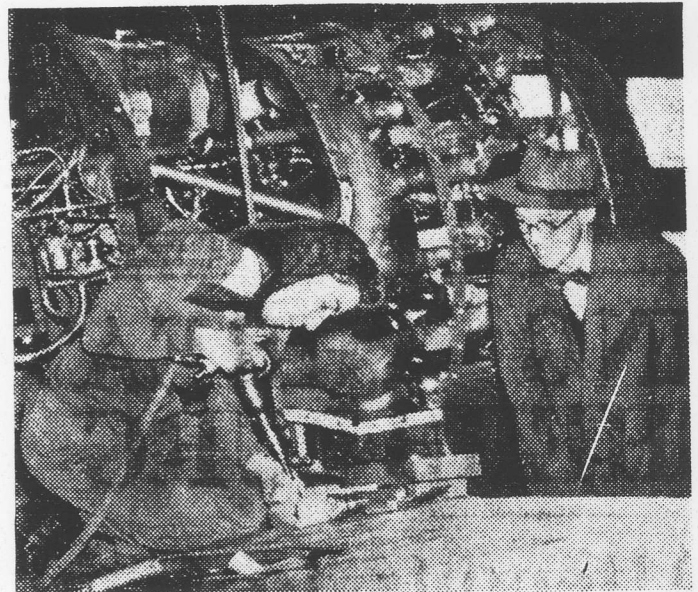
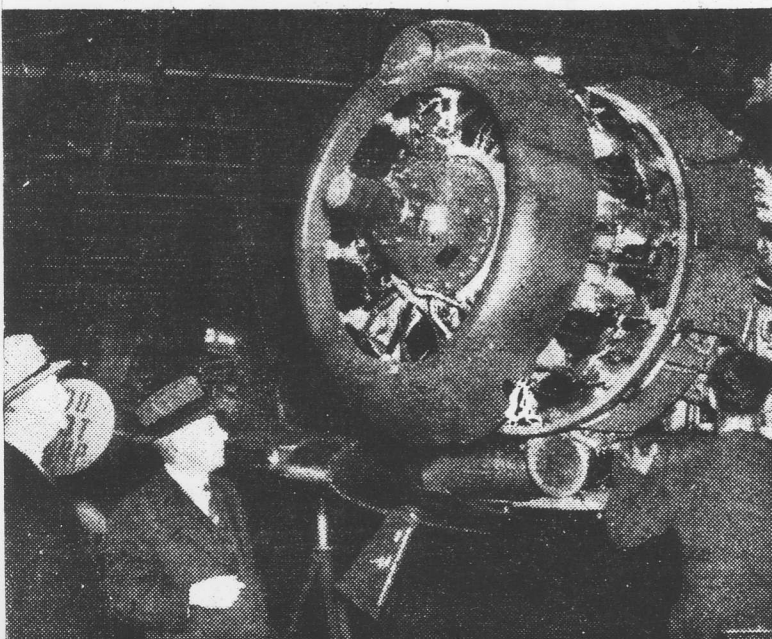


The first Boomerang, around which is gathered a crowd of interested C.A.C. workers.



Major S. F. Markham, a member of the Parliamentary delegation, who visited Victorian aircraft plants yesterday, keenly interested in the activities of a girl riveter at work on a Boomerang at the Commonwealth Aircraft Corporation's factory.

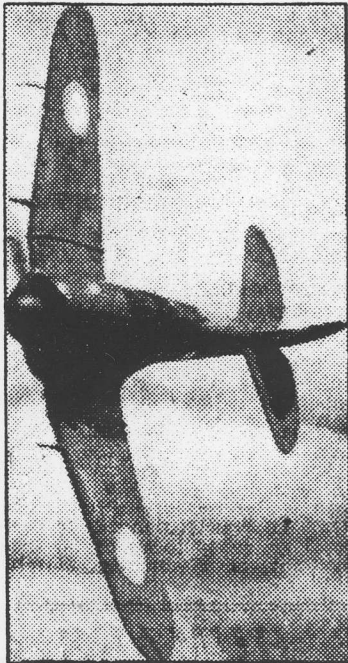
**Canadian Inspects
Boomerang Plane**



Snub-Nose With A Sting

From DENIS WARNER, a
Herald War Correspondent.

WITH THE RAAF IN
NEW GUINEA. — The
Boomerang used to be
considered the ugly duck-
ling of the Royal Air
Force. It looked too
much like the Zero; it
was not especially man-
oeuvrable, and it was
slow by present-day
standards.



THE BOOMERANG . . . once
the ugly duckling.

TODAY, at tree-top
height in the ravines,
down the river beds,
along the ridges and among
the villages of the Torricellis, the
tactical reconnaissance work
of this snub-nosed, one-time fighter
is almost beyond praise.

The Australians battling over
the mountain ranges along the
New Guinea coast call the Boomerang
their forward scout.

The Japanese lurk in the
jungle by day. No fires are lit.
Ordinary aerial reconnaissance
would find nothing.

So the RAAF looked for a plane

that could get down to tree-top
level, something that could climb
and turn among the thousand-
foot gorges.

And they found the Boomerang.

★
THE log-book of the Boomerang
squadron here at
Tadji is a fantastic
volume.

"Travelled down river valley,
counted many footsteps in mud
and sand along river's edge.
Footprints all new, some bare-
footed prints, mostly booted,"
reads one report.

The pilot came down through
a gap in the mountains, and less
than 10 feet from the bed of the
river, had been able to estimate
the number of Japanese and
native bearers who had passed.
The information was radioed to
the ground forces.

That afternoon a patrol went
down to the river. That night
there were fewer Japanese left
to fight in the Torricellis.

"You get so that you can al-
most distinguish the slit for
their big toe," one pilot said.
"And that's not kidding."

Another pilot found a group of
five Japanese in a hut. He
opened fire, chased four of them
from the first hut into a second,
followed three from there to an-
other hut . . . and that was the
last time those particular Japs
ever did any running.

But tactical reconnaissance is
only part of the Boomerang job.
"Co-operate to conquer" is the sign
on the bomb outside Boomerang
headquarters here at Tadji. That
is the spirit of the squadron.

★
A BOOMERANG pilot risked
his life to descend to the
bottom of a 2000 ft. gorge
to investigate a wisp of smoke
trailing along the creek bed.

There were footprints every-
where, empty fish tins, heaps of
freshly-cut sac sac, the mountain-
hunted Jap's food and shelter.

Crouched in the undergrowth
were hundreds of Japs. They
fired as the plane sped over. Two
or three bullets holed the fuse-
lage, but, unhurt, the pilot went
back for the Beauforts.

Two hours later the planes
came over in tight formation.

The Boomerang dived again
and dropped his phosphorus bomb.
Again he climbed the walls of
the gorge, circling above as the
Beauforts dropped tons of high
explosives.

The infantry came into the
gorge weeks later. It was foul
with the stench of death. They
counted 50 Japanese dead along
the track.



AUSTRALIAN AND N.Z. ground crews inspect
Australian - built Boomerang. The Kiwis wear
American-type caps.

BOOMERANG SAFER NOW

A modification to the Aus-
tralian-made Boomerang Inter-
ceptor, designed to improve its
flying stability, has been ac-
cepted by the Air Board.

It was suggested by Flying Offi-
cer R. Glassop, of Sydney, who is
piloting a Boomerang in Bougain-
ville with the RAAF.

A Department of Air spokesman
said today that the suggestion,
which related to the trimming of
a Boomerang's control surfaces,
had been tested by pilots at the
RAAF aircraft performance unit
at Laverton.

An original member of the
famous 76 Squadron of Kittyhawks
which played a large part in turn-
ing back the Japanese at Port
Moresby and Milne Bay in 1942,
Glassop instructed Wirraway and
Boomerang pupils before taking
up his present position. He flies
on tactical reconnaissance and
acts as a "lead in" on bombing
attacks for RNZAF Corsairs.

BOOMERANGS ACT AS PATHFINDERS FOR BOMBER PILOTS

AUSTRALIAN Boomerang pilots
were achieving fine results in
supporting Australian troops fighting
in jungle country in New Guinea and
Bougainville, said the Deputy-Chief
of Air Staff (Air-Commodore F. M.
Bladin) yesterday on his return from
a tour of operational areas.

These aircrews, with Australian and
New Zealand bomber crews, had
worked out a new technique, he said.

The Boomerang pilots, flying along
the razorback ridges and down into
ravines almost at treetop height,
marked targets with smoke bombs,
which were the signal for bombers to
come in.

With a "ball-to-ball" description
over the radio telephone, the Boomerangs
told the bomber pilots
where to place the next bomb.

One Boomerang pilot flew so low he
was able to see crockery on the tables
of one of the huts, said Air-Commo-
dore Bladin.

Flitting about enemy camps was
possible because of lack