Script for a 90 Minute Documentary

By Kevin Anderson

Written with the assistance of Film Victoria

Set against the dramatic backdrop of World War II, *The Hidden War* is the unknown story of Australia's struggle to protect herself from the threat of a Japanese invasion, and in the process remove herself from the shadow of the British Empire.

“What democracy is, I do not know, but we fought wars for the liberty of our country, our fields and our families. Only the nation that is prepared for war can hope to remain at peace.”

Essington Lewis

First Draft © Kevin Anderson
March 31st, 2004
91 Casey Rd
Woodend
3442
Super Title: Pearl Harbor, December 7, 1941

ARCHIVAL FOOTAGE OF THE JAPANESE ATTACK ON PEARL HARBOR. THICK BLACK SMOKE BILLOWS FROM THE CRIPPLED USS ARIZONA AND OTHER SHIPS MOORED IN "BATTLESHIP ROW".

NARRATOR
In the early hours of Sunday, the seventh of December 1941, Japan attacked the US Naval base at Pearl Harbor.

ARCHIVAL SPEECH: PRESIDENT ROOSEVELT'S VOICE FADES IN.

PRESIDENT ROOSEVELT (V/O)
A date that will live in infamy - the United States of America was suddenly and deliberately attacked by naval and air forces of the Empire of Japan. No matter how long it may take us to overcome this premeditated invasion, the American people, in their righteous might, will win through to absolute victory.

KOMACHI
Former Zero Fighter Pilot
We couldn't believe our luck. All the ships were lined up in harbour for us. They were completely taken by surprise.

NARRATOR
In one stroke the Japanese attack changed the course of the Second World War and opened a new theatre of conflict - the South Pacific. The security of mainland Australia was now at risk.

OPENING TITLE: 'THE HIDDEN WAR' IS SUPERED OVER BACKGROUND OF ARCHIVAL FOOTAGE OF JAPANESE ATTACK ON PEARL HARBOR
SCENE 2. INT. LEWIS’S PROPERTY “LANDSCAPE”    DAY

RECONSTRUCTION:

ESSINGTON LEWIS, A HEAVY-SET SIXTY YEAR OLD, SITS AT HIS DESK AND SPEAKS ON THE PHONE. HE FINGERS A NEWSPAPER ON HIS DESK; THE HEADLINE READS: “JAPS ATTACK PEARL HARBOR”

NARRATOR
While the attack on Pearl Harbor came as a complete surprise to many, Australian industrialists like Essington Lewis had been expecting something like this for many years.

SCENE 3. INT. YAWATA STEELWORKS    DAY

Super Title: Yawata Steelworks, Japan 1934

JAPANESE ARCHIVAL FOOTAGE OF WORKERS TAPPING A BLAST FURNACE IN THE STEELWORKS. WORKERS RETREAT AS A SHOWER OF SPARKS PRECEDES THE FLOW OF MOLTEN METAL.

SCENE 4. INT. YAWATA STEELWORKS    DAY

RECONSTRUCTION:

INTERCUT WITH THE ARCHIVAL FOOTAGE, AN OFFICIAL JAPANESE PARTY ESCORTS ESSINGTON LEWIS TO A BALCONY WHERE HE WATCHES MOLTEN STEEL FLOW ACROSS THE TEEMING FLOOR.

NARRATOR
In 1934 Essington Lewis visited the two major steelworks in Japan. As Managing Director of Australia’s largest steel-making company, BHP, it was Lewis’s habit to visit other steelworks around the world as a means of keeping abreast of current trends related to the steel making process.

BLAINEY
Author: “The Steel Master: Essington Lewis”
By this time Lewis had a deep understanding of the industrial strength of other nations. He was impressed by many things about the Japanese. He liked their sense of patriotism, their energy and their discipline.
LEWIS (V/O)
They have a wonderful national spirit.
They’re probably the most industrious people in the world.

HILL
Author: “Wirraway to Hornet”
The Japanese were a very proud people and here they are showing, admittedly a potential enemy of the future, a European man around their facilities. And of course there was a reasonable trade relationship between Japan and Australia at this time. BHP was supplying a lot of the raw materials for Japan’s steel industry, so Lewis would have had good connections in Japan.

THE WORKERS CONTINUE TAPPING THE FURNACE WHILE LEWIS MAKES NOTES IN A SMALL NOTEBOOK, WATCHED BY A JAPANESE MAN IN UNIFORM. LEWIS LOOKS SLIGHTLY ANNOYED AS THE UNIFORMED MAN LOOKS AT HIS WATCH AND DIRECTS LEWIS AWAY FROM HIS VIEWING PLATFORM.

IN THE STEELWORKS LEWIS REACHES TO PICK UP A PIECE OF IRON ORE, BUT THE UNIFORMED MAN PREVENTS HIM.

NARRATOR
Lewis became increasingly suspicious about what he saw and was disturbed to learn of the rapid pace of expansion of Japan’s steel industry.

SCENE 5. INT JAPANESE BOARDROOM DAY

RECONSTRUCTION:

WORKING THROUGH AN INTERPRETER LEWIS IN A MEETING WITH SOME JAPANESE BUSINESSMEN.

BLAINEY
Although Lewis wasn’t allowed to spend much time in factories and steel works, he did meet with Japanese businessmen and engineers. Because of his sound technical knowledge he knew what questions to ask and he became increasingly uncomfortable with the answers he got.
NARRATOR
Lewis learned of their plans to manufacture armaments and discovered that Japanese strategic industries were now under strict government supervision. Most alarming of all was Japan's increasing capacity to make military aircraft.

LEWIS (V/O)
They are armed to the teeth and I was informed that in an emergency they could build a hundred planes a day.

NARRATOR
At this time Australia had less than fifty active fighter planes in her entire air force. All were obsolete.

BLAINEY
Despite going to Japan with an open mind, Lewis also harboured growing concerns for Australia's security in the long term. Perhaps more than any other Australian Lewis had the technical ability to recognise the threat posed by what he saw as Japan's strength and his own country's weakness and complacency. As Lewis put it, he "had the wind up over the Japanese position."

SCENE 6. INT SHIP'S CABIN
NIGHT
RECONSTRUCTION:
IN HIS CABIN LEWIS SITS AT A SMALL DESK AND WRITES A LETTER.

NARRATOR
Lewis waited until he was safely on board the ship carrying him to Singapore before communicating his fears to his chairman and friend, Harold Darling.

LEWIS (V/O)
Japan may be described as a big gunpowder magazine and the people as fanatics and any day the two might connect and there will be
an explosion. The Army and the Navy will assume such tremendous proportions that the populace will be impatient to get some results.

WE SEE A CLOSE UP AS LEWIS WRITES THE FINAL LINE OF HIS LETTER:

LEWIS (V/O)
You know I am not an alarmist, but at the moment I am writing as I feel.

SCENE 7. JAPANESE ARCHIVAL FOOTAGE OF JAPAN’S INVASION OF MANCHURIA

NARRATOR
Widespread fears of Japanese expansionism dated back to World War 1 and were confirmed when Japan invaded Manchuria in 1931 in search of iron ore and oil supplies.

SCENE 8. JAPANESE ARCHIVAL FOOTAGE SHOWS ARMY AND NAVY OFFICERS POSING FOR THE NEWSREEL CAMERA.

NARRATOR
Japanese troops pushed on and by 1932 a puppet state called Manchukuo had been established in Manchuria. In Japan supporters overthrew the Cabinet and murdered the Prime Minister. Moderate members of the government were increasingly being replaced by radical young officers of the army and navy.

HORNER
To some western observers it was becoming clear that the Japanese military commanders, encouraged by their success in Manchuria, were intent on establishing a military dictatorship whose ambition was war.

SCENE 9. JAPANESE ARCHIVAL FOOTAGE SHOWING A MONTAGE OF WEAPONS PRODUCTION, INCLUDING TANKS AND AIRCRAFT.

NARRATOR
To prosecute that war Japanese munitions and aircraft factories began to rapidly escalate production.
SCENE 10. JAPANESE ARCHIVAL FOOTAGE

WE SEE ARCHIVAL FOOTAGE OF ZERO FIGHTER PLANES ROLLING OFF THE PRODUCTION LINE AND OTHER WEAPONS BEING MASS PRODUCED.

NARRATOR
Despite the disparity in size of its industrial sector compared to the United States, Japan developed and deployed some of the most advanced weapons systems of the nineteen thirties, including the Mitsubishi 'Zero' fighter plane and sophisticated naval torpedoes.

SCENE 11. JAPANESE ARCHIVAL FOOTAGE.

WE SEE ARCHIVAL FOOTAGE OF MASSIVE BATTLESHIPS BEING BUILT.

NARRATOR
The keels for the world's largest battleships Musashi and the 68,000 ton Yamato were also laid in 1933. Forming part of Japan's new Fourth Fleet, these ships were assigned to the South Seas region.

OKUMIYA
Former Zero Fighter Pilot
Much has been said about the so-called "Battleship Admirals" and their anachronistic notions of battleship supremacy. It was appalling to pilots like me to see the tremendous effort and expense put into the construction of super-battleships like Yamato and Musashi. As early as the 1930s it was apparent that air power had to be reckoned as the real force in modern warfare.

KOMACHI
Former Zero Fighter Pilot
For me and my generation war was more of an obligation that was drummed into us through years of indoctrination by a military government.
SCENE 12. JAPANESE ARCHIVAL FOOTAGE

MOUNTED ON HORSEBACK, EMPEROR HIROHITO WATCHES A LARGE PARADE OF UNIFORMED TROOPS MARCHING BY.

KOMACHI
You can't imagine what it was like back then. The military turned Japan upside down to protect their honour and power.

SCENE 13. JAPANESE ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF VERY YOUNG JAPANESE SOLDIERS POSING FOR THE CAMERA.

KOMACHI
As boys we were told we should join the military when we grew up because that was the best way to bring honour to Japan. When I think back, it infuriates me to think that a whole generation was kept in the grip of such a mentality for so long.

SCENE 14. EXT SHIP'S DECK DAY

RECONSTRUCTION:

LEWIS PACES THE SHIP'S DECK AND STARES OUT TO SEA.

NARRATOR
Within a day or two of leaving Japan, Lewis had devised a plan that included shipbuilding on a massive scale, as well as the construction of military aircraft and airstrips.

HILL
Lewis knew the value of aircraft in a country the size of Australia and believed that the capacity to produce its own was needed, especially in the event that a conflict could cut Australia off from supplies from Great Britain.

NARRATOR
BHP would also create large stockpiles of coal, iron-ore and ferro-manganese, which up to now had to be imported. The company
would also buy up Australian scrap iron — vital for the steel making process — instead of exporting it to the Japanese.

SCENE 15. MAP OF MALAYA AND SINGAPORE

WE FOLLOW THE PROGRESS OF LEWIS’S SHIP TO SINGAPORE.

SCENE 16. EXT SINGAPORE HARBOUR DAY

ARCHIVAL 1930s FOOTAGE OF SHIP IN PORT AT SINGAPORE AND BRITISH NAVAL BASE UNDER CONSTRUCTION.

NARRATOR

Lewis’s concerns only deepened when he called into Singapore on his return journey. There he inspected the naval base that Britain was building seventeen miles from Singapore. To add to his fears he found only one naval vessel. She was obsolete.

HORNER

Author: ‘Defence Supremo’

Not only was Singapore important strategically, it was also very significant in the minds of Australian politicians and the military. It represented the last bastion of the British Empire, an empire who had guaranteed its security and impregnability should Australia ever be threatened.

BLAINEY

You have to understand something fundamental about Australia at the time, and that is that many Australians still referred to England as “home”, even though they had been born in Australia and had never been overseas in their lives. England was still seen as the Mother Country.

SCENE 17. ARCHIVAL BLACK AND WHITE STILLS

ARCHIVAL BLACK AND WHITE STILLS OF LEWIS WITH HIS FATHER AND FIVE BROTHERS AND SISTERS.

NARRATOR

Essington Lewis was born in the South Australian mining town of Burra on January 13th, 1881.
SCENE 18. ARCHIVAL BLACK AND WHITE STILLS

WE SEE STILLS OF THE YOUNG LEWIS MOUNTED ON A POLO PONY AND PERFORMING GYMNASTICS.

NARRATOR
A poor student who excelled only in sport, Lewis left school at fourteen to run his father's remote cattle station, eighty miles past Oodnadatta, in outback South Australia.

SCENE 19. EXT OUTBACK CATTLE STATION SUNSET

RECONSTRUCTION:

THE YOUNG LEWIS, A SILHOUETTED FIGURE ON HORSEBACK, ROUNDS UP CATTLE AT SUNSET.

BLAINEY
The experience of running a huge cattle station was a seminal one for Lewis. I think it helped forge a strength of character and self-reliance, as well as a belief in the virtue of hard work, that was to serve him for the rest of his life.

SCENE 20. ARCHIVAL STILLS OF THE YOUNG ESSINGTON LEWIS WITH HIS FATHER

NARRATOR
When the nineteen year old Lewis announced that he wanted to be a solicitor, his father was quick to reply that a lawyer needed either a good brain or the money to buy an established practice.

MARY MUNCKTON
Lewis's Daughter
Grand dad was supposed to have said: 'As you haven't got the brain, and I'm damned if I'll give you the money, you'd better think again.'

NARRATOR
With no support coming from his family, Lewis decided to become a mining engineer and in 1901 enrolled at the South Australian School of Mines and Industries in Adelaide.
SCENE 21. ARCHIVAL BLACK AND WHITE STILLS.

WE SEE STILLS OF BHP’S UNDERGROUND MINE AT BROKEN HILL.

NARRATOR
In 1904, on his 23rd birthday, Lewis went to Broken Hill in outback New South Wales to begin his professional career as an ordinary miner, at five shillings a day for a six day week. He signed on as ‘Dick’ Lewis, thinking that his name ‘Essington’ might alienate his fellow miners.

SCENE 22. ARCHIVAL FOOTAGE

WE SEE ARCHIVAL FOOTAGE OF TRENCH WARFARE IN WORLD WAR 1.

BLAINEY
In 1916 the call for recruits became more urgent, and Lewis, now Assistant General Manager at Broken Hill, received a copy of the letter entitled ‘The Call To Arms’, which Prime Minister Billy Hughes had sent to all eligible men.

SCENE 23. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF PRIME MINISTER BILLY HUGHES MAKING AN IMPASSIONED SPEECH.

SCENE 24. ARCHIVAL BLACK AND WHITE STILLS

ARCHIVAL STILLS OF LEWIS’S BROTHERS IN WW 1 UNIFORM.

NARRATOR
With his three brothers already serving overseas Lewis felt compelled to enlist himself.

SCENE 25. INT HOUSE DAY

RECONSTRUCTION:

WE SEE A COPY OF THE PM’S LETTER IN LEWIS’S HANDS, THE CONCLUDING SENTENCE READS: “TO DO YOUR PART IN THIS GREATEST WAR OF ALL TIME”. LEWIS TURNS THE LETTER OVER WRITES HIS ANSWER ON THE BACK.
NARRATOR
When the head of BHP learned of Lewis's intention to join up he acted quickly and blocked the enlistment, arguing that Lewis was already contributing to the war effort. Lewis remained an uneasy civilian, uncomfortable in an atmosphere in which white feathers were sent to those who did not enlist.

SCENE 26. INT ARCHIVE DAY

RECONSTRUCTION:

CLOSE UP OF GLOVED HANDS TAKING LETTERS OUT OF OLD ENVELOPES AND GENTLY OPENING THE PAGES.

BLAINEY
When I was doing research for the book on Lewis I came across some letters that he had kept from 1915 to do with his attempts to enlist in the AIF. The fact that he'd kept these letters all his life suggested a sense of bitter disappointment that he couldn't join his brothers and do his bit for the defence of his country in World War 1.

SCENE 27. ARCHIVAL STILLS

WE SEE STILLS OF THE FORTY YEAR OLD LEWIS WITH HIS BOARD OF DIRECTORS

NARRATOR
In 1921 Lewis became General Manager of BHP and presided over the company's transition from a mining company to Australia's largest steel producer.

SCENE 28. EXT PORT MELBOURNE DAY

Super Title: Port Melbourne, August 1934

RECONSTRUCTION:

ARCHIVAL FOOTAGE OF SHIP IN PORT. LEWIS DISEMBARKS FROM THE SHIP.
Once he was back in Australia Lewis wasted no time in putting his plans into action.

Lewis decided that the manufacture of military aircraft was vital if Australia was to defend its twelve thousand miles of unprotected coastline. Characteristically he wasn't deterred by the fact that Australia had never mass-produced metal aircraft before, nor did it have any of the technical skills associated with aircraft manufacture. Australia would just have to learn. And fast.

Lewis outlined his plans to his board at BHP.

There is not the slightest reason why aeroplanes should not be made in Australia by a company formed by our company. Planes could be built for others, and for ourselves and for the government. An aeroplane factory is not an expensive thing as we know it and would not cost as much as some of our recent mills. I think, perhaps, that some of the patriotic people, such as ICI, would participate in such an enterprise as this.

At this time Australia had less than fifty active fighting planes in her entire airforce and virtually no expertise in the necessary skills required to produce the materials of war.

Lewis realised that aircraft manufacture would require a lot of capital, so he sought the cooperation of wealthy and influential partners like ICI and the Zinc Corporation.

ARCHIVAL FOOTAGE OF MELBOURNE IN THE 1930S. WE SEE THE EXTERIOR OF THE MENZIES HOTEL.
At an informal lunch at the Menzies Hotel in Melbourne on January 11th, 1935, Lewis formed a syndicate to investigate the feasibility of aircraft production in Australia. The syndicate comprised BHP's chairman Harold Darling, and William S. Robinson, an Australian who was one of the most powerful men in international mining.

SCENE 30. ARCHIVAL BLACK AND WHITE STILLS

STILLS OF W.S. ROBINSON, ALONG WITH LEWIS AND HAROLD DARLING.

HILL

Robinson was the Australian Managing Director of the Zinc Corporation and had involvements in several worldwide mining ventures. He agreed with Lewis that Australia should manufacture its own aircraft.

BLAINEY (V/O)

The various companies which Robinson managed had as much to do with aircraft production as did Lewis's, but Lewis wanted a partner who was bold.

NARRATOR

Robinson agreed to being part of the venture and promised his financial support as well as the support of his associates.

HILL

W.S. Robinson was very knowledgeable about what was going on, both in Europe and Japan, so he and Lewis had a very good rapport. They knew what had to be done. And whilst they both probably made money out of it, I don't see that as a problem. Everybody involved in arms manufacture made money out of it. But I think they were very much patriots, rather than profiteers in setting up what they did.

BLAINEY

The task facing the new aircraft syndicate was to persuade the Australian government that before long Australia would need hundreds of aircraft.
ARCHIVAL STILLS OF THE LYONS CABINET.

NARRATOR
But in 1935 the government of Joseph Lyons could not see that Australia needed a stronger air force. If the need arose Australia could simply buy aircraft from Great Britain.

WE SEE ARCHIVAL FOOTAGE OF MELBOURNE & SYDNEY STREET SCENES IN THE 1930S.

NARRATOR
Lewis reasoned that if Australia was to prepare for war, the federal government would have to direct the economy more closely and the majority of voters would have to support the necessary increases in defence spending.

BLAINEY
Lewis realised the voters wouldn’t support these increases unless they were sufficiently frightened by military events abroad or by propaganda at home. As he was one of the few Australians who was convinced that Japan was a threat, Lewis had to step out of the shadows and be that propagandist. He decided to approach federal politicians and warn them of what he had seen in Japan.

ARCHIVAL STILLS OF LEWIS IN THE MID NINETEEN THIRTIES

LEWIS (V/O)
I had an idea that war was coming again. I remembered that democracy was a very pacific and pleasant person, and talked with the federal government and the Federal Treasurer. At last the Federal Treasurer, in exasperation, asked me if I was one of those who would mortgage the country for its defence. I replied that I certainly would do so.
DAME ELISABETH MURDOCH
Family friend of Lewis
I think sometimes his opinion of the state of the world was not very popular. And I remember he suffered a lot of criticism for 'war-mongering'. People just didn't want to hear that sort of news.

NARRATOR
With politicians unwilling to give high priority to defence, Lewis turned his attention to arousing public awareness and opinion.

SCENE 34. BLACK AND WHITE STILLS
ARCHIVAL STILLS OF THE INSTITUTE OF MINING AND METALLURGY WITH A LARGE CROWD INSIDE.

NARRATOR
In August 1935 Lewis was elected president of the Australian Institute of Mining and Metallurgy and gave a presidential address at Newcastle before a large audience that included some of the nation's most prominent management and technically qualified leaders from industry and the government.

LEWIS (V/O)
If my point of view is correct - that nationally we are inclined to be complacent - then we are facing a problem that can only be swept aside by two means - adversity or education. The former is unthinkable, and the latter not only desirable but essential; if we are to develop this country on the best possible lines and attain sound national security.

NARRATOR
Lewis continued to press his case by holding dinner parties for influential guests at his house.
RECONSTRUCTION:

CLOSE UP SHOTS THAT SUGGEST A DINNER PARTY ATTENDED BY PEOPLE IN DINNER SUITS.

BLAINEY

Whereas previously Lewis invited only people who had shown him hospitality, he was now more willing to initiate contacts. To get his message across he invited Cabinet Ministers and adhered to their social conventions. Whereas he used to resent wearing a dinner suit, and made clear his resentment, he now expected guests to wear a dinner suit as well.

JANE NEVILE

Lewis’s Daughter

Dad was trying to convince everybody that war was coming. And week after week after week there’d be dinner parties at home with all sorts of influential people. I remember Keith Murdoch was always there, because he was a powerful newspaper man.

SCENE 36. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF NEW YORK IN THE 1930S.

NARRATOR

In the meantime the aircraft syndicate was seeking support at an international level

WE SEE GENERAL MOTORS HEADQUARTERS IN NEW YORK.

HILL

W.S. Robinson exploited his connection with General Motors in New York and they contributed capital to the enterprise.

SCENE 37. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF LAWRENCE HARTNETT AT WORK AT GM-H.
NARRATOR
General Motors Holden's assembled motor vehicles in Australia from a mixture of imported and locally made parts. The Australian managing director of GM-H was L.J. Hartnett. An Englishman, Hartnett now became part of the syndicate.

SCENE 38. ARCHIVAL STILLS
ARCHIVAL STILLS OF HARTNETT IN HIS FIRST WORLD WAR FLYING OUTFIT.

BLAINEY
Lawrence Hartnett was not only a production expert, but was thoroughly familiar with aviation, having been a Royal Navy pilot during the First World War.

HILL
Although GM was against involvement in aviation, Hartnett had already agreed to a twenty percent stake in the consortium.

SCENE 39. ARCHIVAL STILL
ARCHIVAL STILLS OF LYONS CABINET.

NARRATOR
The heavy financial involvement of an American company caused grave concern for the Lyons government. Although Defence Minister Parkhill continued his negotiations with the syndicate, the government was in no hurry to reach a conclusion.

HILL
The government was concerned that as GM-H was essentially a US company, Britain might baulk at passing on technical secrets to the syndicate as a consequence. Since the syndicate was expected to make British aircraft types for the RAAF, the probable ban on secrets posed a major obstacle.

NARRATOR
In reality the British were afraid that if the US obtained a foothold in the Australian
aircraft industry, they would effectively extinguish the existing British aircraft and motor trade there.

HILL
Australia had always been the British aircraft manufacturers' private preserve; but by 1935 their commercial aircraft were uncompetitive and had a poor safety record.

SCENE 40. ARCHIVAL STILLS
ARCHIVAL STILLS OF MEMBERS OF THE SYNDICATE.

NARRATOR
The Lyons government tried to persuade the syndicate to dump GM-H, but the syndicate refused. Not only was GM-H's technical skill in light engineering vital to the syndicate's success, but Hartnett's enthusiasm and energy was largely responsible for the syndicate remaining interested.

SCENE 41. ARCHIVAL STILLS
ARCHIVAL STILLS OF W.S. ROBINSON.

ROBINSON (V/O)
The fuss being made by a British Government regarding General Motors' small interest in our aircraft venture is farcical.

NARRATOR
The British government finally agreed to a compromise that reduced the GM-H investment to a minor level.

NARRATOR
More than a year had passed since the syndicate had first met. Being fearful of the pressure the British government could bring on Lyons, Robinson, in late February 1936, sought to get the Australian government finally committed to the syndicate.

ROBINSON (V/O)
I desire to make it perfectly clear that unless the Cabinet invite us to take up
this business, and are convinced, and say they are, that they recognise our offer is not governed by commercial considerations, but is a welcome effort to meet an urgent national requirement, **we are not going on.** If the Cabinet don’t believe us, and/or don’t want us, let them say so. After all, the adequate defence of the country is their duty and not ours.

**NARRATOR**

Frustrated by government delays and inaction, Robinson took the issue directly to the Prime Minister.

**SCENE 42. EXT OLD PARLIAMENT HOUSE CANBERRA** **DAY**

**Super Title: Parliament House, Canberra**

**NARRATOR**

Robinson was shocked to learn that while Prime Minister Lyons was in favour of a local aircraft manufacturing industry, it was the British government that was opposed to it. British manufacturers could supply all the aircraft and engines necessary for Commonwealth defence.

**SCENE 43. ARCHIVAL STILL**

**ARCHIVAL STILL OF PRIME MINISTER JOE LYONS.**

**ROBINSON (V/O)**

The Prime Minister was greatly worried and he had reason to be, for Australia, certainly up to that date, had never been able to get a guarantee of supplies of any sort from Britain in the event of an emergency arising. He showed me all the cables, the reds as well as the greens, not only from government to government, but from Prime Minister to Prime Minister. The publication of these would have indeed caused a sensation. Lyons asked, ‘What can I do? What would you do?’

**NARRATOR**

In spite of the government’s reaction, Lewis and his syndicate pressed on with their plans. Their challenge was to find a suitable plane on which to found an Australian aircraft industry.
In January 1936 the syndicate sent a three man mission overseas to study aircraft manufacturing techniques and to select a modern aircraft that would adapt to Australian capabilities and defence needs.

SCENE 44. ARCHIVAL STILLS

ARCHIVAL STILLS OF LAWRENCE WACKETT WITH LEWIS AND OTHER SYNDICATE MEMBERS.

BLAINEY

The leader of the mission was Wing Commander Lawrence Wackett, a forty-year-old north Queenslander who had flown in Palestine and France in World War 1.

SCENE 45. ARCHIVAL STILLS

WE SEE STILLS OF WACKETT WITH HIS SEAPLANE CALLED WIDGEON 11

HILL

Wackett had learned aircraft design from the Bristol aircraft company in England and went on to design and build a seaplane which he then flew nine thousand miles around Australia as early as 1928.

NARRATOR

A pioneer of Australian aviation, Lawrence Wackett had long held a dream of Australian self-sufficiency in both aircraft design and manufacture.

HILL

To curb Wackett's vision of an Australian aircraft industry, a visiting British Air Force delegation in 1928 warned him that it was "uneconomic to attempt to build aircraft in Australia." However, they didn't say who it would be "uneconomic" for.
SCENE 46. ARCHIVAL FOOTAGE

1930S ARCHIVAL FOOTAGE OF A SHIP LEAVING PORT.

NARRATOR
The three man mission sailed for Great Britain, Europe and the US on February 19th, 1936. The team had been briefed by the RAAF on the type of aircraft and engine required and were instructed that government policy favoured British equipment if suitable, although they were not to be bound by this.

SCENE 47. SHIP AT SEA

RECONSTRUCTION:

IMPRESSIONISTIC SHOTS OF A SHIP AT SEA.

ROBINSON (V/O)
It is the group's policy to seek the closest possible association and give definite preference to British interests without, however, in any way restricting our freedom of action. It will be necessary for us to keep very close contact with developments in the United States, as well as Britain.

HILL
They went looking for three things: a modern aircraft that was of all-metal construction, with a variable-pitch propeller and a retractable undercarriage.

SCENE 48. ARCHIVAL STILLS

ARCHIVAL STILLS OF WACKETT AND GROUP WITH AIRCRAFT PLANS.

NARRATOR
In London Wackett found that Britain was still struggling to modernise the RAF in the face of the Depression and severe defence spending cuts. He was also assured by hostile British industrial leaders that highly sophisticated products such as modern aero engines were far beyond the capability of Australian industry.
HILL
The British aircraft industry wasn’t a good model on which to base a new industry. Most British aircraft at this time were essentially fabric-covered biplanes, some still using wooden construction. Britain could offer nothing else suitable. To tool up and build obsolete British aircraft would have done nothing for Australian aircraft manufacturing and even less for the RAAF pilots who would have to fly them in combat.

NARRATOR
While Wackett continued his search overseas, Lewis pursued his own war effort in Australia and by the middle of 1936 his BHP plant at Newcastle began mass-producing the shell cases for eighteen pounder and anti-aircraft guns. The first private venture in munitions production in the nineteen thirties, the Newcastle plant was already working sixteen hours a day when war with Germany was declared.

BLAINEY
Lewis recognised that more important than the production of munitions was the need to produce special steels required to make high speed fighter aircraft. Australia in the nineteen thirties lacked both the technical knowledge and the incentive to make most of the special steels necessary to make machine tools, which in turn made the machines of war.
NARRATOR
Using his company's capital and resources, Lewis quickly commissioned new furnaces and rolling mills with a view to making Australia virtually self-sufficient in the manufacture of special steels.

SCENE 52. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF NORTH AMERICAN AIRLINES AND THE NA-16 AIRCRAFT IN PRODUCTION.

NARRATOR
In the meantime Wackett had finally found what he was looking for in the US - a two seater, single engine aircraft, the NA-16, a small fighter-bomber which North American Aviation was mass-producing in California.

HILL
The plane was powered by a Pratt and Whitney 'Wasp' engine. It was later seen more as a training plane than a front-line fighter, but in 1936 it was a passably efficient fighter. The manufacture of this type of plane would develop the syndicate's manufacturing techniques so that a more ambitious aircraft could be built later.

NARRATOR
In contrast to British pessimism regarding Australia's capacity to build modern aircraft, America offered only encouragement and enthusiasm. But the selection of an American aircraft created even more problems for the syndicate.

SCENE 53. EXT OLD PARLIAMENT HOUSE DAY

ARCHIVAL FOOTAGE OF PARLIAMENT HOUSE CANBERRA.

HILL
When Wackett presented his report to the government in August 1936 it was promptly rejected. Having promised to follow British technology, Lyons and his Cabinet were now in an embarrassing position. In the context of Australia-British trade relations this could have serious repercussions. The
British Air Council was very concerned that Britain would lose a lucrative market.

**BRITISH VOICE**

'Once the new factory adopts an American service type of aircraft and engine, it will be practically impossible for them to break away from the American aircraft industry.'

**NARRATOR**

Throughout October and November 1936, the British government exerted great pressure on Lyons to change the decision. Among the arguments used were that Lyons was deliberately undermining defence cooperation between Britain and Australia, and that an Australian factory which made American aircraft was not an effective addition to Imperial Defence.

**HILL**

Despite the threat of British trade sanctions, Lyons finally accepted the NA-16 and informed the British government on November 25th 1936. Lyons realised the deteriorating state of international security meant that Australia had to look more to her own defence interests.

**BLAINEY**

Under the circumstances Lyons’ decision was a courageous one. It really was the beginning of Australia standing on her own two feet and stepping out from the shadow of Great Britain.

**HILL**

There's a very nice irony to end this part of the story. In June 1938 the British Air Ministry ordered four hundred American made aircraft and half of these were a low powered version of the NA-16. While this was a complete vindication of Wackett's decision made eighteen months earlier, it was also sadly an indication of just how far behind the British aircraft industry had slipped.

**NARRATOR**

After many frustrating months of lost time the Commonwealth Aircraft Corporation was formed on October 17th, 1936. Lewis was appointed Chairman and Wackett the General Manager. Private enterprise was about to initiate a venture of enormous national importance.
The word ‘Commonwealth’ was a source of confusion throughout the life of the CAC as it suggested that it was a government enterprise. The reality was the government didn’t have any financial interest in the company at all. It was entirely put together and run by private enterprise. The companies that set up CAC put up their own money. They put up a million pounds which was a considerable amount of money in 1936. They put that up, up front, with no orders. And there was no guarantee that they would get the order.

**SCENE 54. ARCHIVAL FOOTAGE**

**ARCHIVAL FOOTAGE OF THE CAC PLANT UNDER CONSTRUCTION AT FISHERMEN’S BEND IN PORT MELBOURNE**

**NARRATOR**

The Commonwealth Aircraft Corporation built its factory on thirty-one acres of reclaimed mud flats at Fishermen’s Bend in Port Melbourne. In January 1937 the Australian Government placed its first order for forty NA-16s and fifty engines. The aircraft was renamed ‘Wirraway’, an aboriginal word meaning challenge. Two years after the syndicate’s first meeting CAC was finally in business.

**HILL**

That initial order for forty Wirraways was really only a token thing. It was never going to sustain a factory like Wackett was building up at CAC.

**SCENE 55. ARCHIVAL FOOTAGE**

**AN ENERGETIC MONTAGE OF ARCHIVAL FOOTAGE OF THE WIRRAWAY IN PRODUCTION.**

**BLAINEY**

The mass production of Wirraways is one of Australia’s little-known achievements. It was unusual in the history of aircraft production because nearly all its fifty
thousand parts were made in the one plant and required techniques not previously used in this country and relied on Australians and a few men recruited from overseas. There was a boldness in the execution of the scheme.

HILL
When CAC first set up the place was described as being more like a training institution than an aircraft factory. There was a key staff of thirty or forty, but many hundreds more people were needed, so they had to train them. There were a lot of Englishmen who had migrated. The very highly skilled people were specially brought out from England or the US to help set up the engine or airframe production. But most of the workforce were Australians.

NARRATOR
While there was always a shortage of fully trained personnel in the early days, there was never any shortage of enthusiastic people ready to learn and be trained.

SCENE 56. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF WACKETT AT WORK AT THE COMMONWEALTH AIRCRAFT CORPORATION.

HILL
Through Wackett, CAC was committed to the idea that their aircraft would be wholly manufactured in Australia and that was responsible for the growth of countless allied industries that supplied the raw materials for those aircraft. There was also the development of smaller companies to produce parts for those aircraft.

NARRATOR
More than three hundred local subcontractors became involved in the aviation industry, supplying components ranging from wheels and tyres to instruments, radios, guns, rivets, hydraulic and electrical components and hundreds of other parts, many of which had never been produced in Australia before.
The development of new industries associated with aircraft and munitions manufacture were to play a huge role in Australia’s post war industrialisation.

ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF THE INVESTITURE OF PRINCE KONOYE AS PRIME MINISTER OF JAPAN.

NARRATOR
During the 1930s, signs of Japanese aggression continued to grow. In June 1937, Prince Fumimaro Konoye became Japan’s prime minister. An astute political intriguer, Konoye believed that it was Japan’s destiny to rule the Asian mainland, and that Asia must be “liberated” and a new order established under Japanese rule.

ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF JAPANESE PLANES ATTACKING A CHINESE VILLAGE IN THE SINO-JAPANESE WAR.

NARRATOR
On July 7th, 1937 a skirmish took place between Japanese and Chinese soldiers at the Marco Polo Bridge near Peking. Although the Chinese apologised for the incident, the affair was used as an excuse by the Japanese to launch a full-scale invasion of China.

NARRATOR
China fought back fiercely, but without success, and by August Japanese and Chinese troops were fighting in Shanghai. Within a year most of China’s well populated areas had been seized and the Nationalist Chinese government was forced to retire to Chunking. By December the Japanese had reached the Chinese capital Nanking.
On December 12th, 1937 Lieutenant Masatake Okumiya was leading a squadron of Imperial Navy bombers in search of boats carrying Chinese troops fleeing up the Yangtze river from the besieged city of Nanking.

Peaceful below us lay the rich valley, the serenity broken only by the bomb-born column of smoke rising from the city of Nanking.

The USS Panay was retreating from the city of Nanking, towing three Standard Oil Barges and carrying the last US Embassy personnel and a party of Western journalists. At 1.30 in the afternoon the gunboat was anchored and the crew taking a leisurely lunch when Japanese aircraft were sighted.

I was wild with joy that I had found this Chinese craft and led the attack.

We released our bombs and twenty minutes later the two barges were ablaze and the Panay was sinking in the muddy waters of the Yangtze.

News of the Panay’s sinking outraged Americans and brought fears in Tokyo that it might lead to war. The Japanese Foreign Minister was quick to apologise to the US Embassy that her planes had mistaken the Panay’s identity. The Japanese government barely managed to pull back from the
abyss of war by acceding to the United States’ formal demand for an apology and compensation of two and a quarter million dollars.

SCENE 62. US ARCHIVAL FOOTAGE

US NEWS FOOTAGE OF THE JAPANESE SACKING OF THE CITY OF NANKING.

NARRATOR
The day after the Panay was sunk Japanese troops occupied the capital Nanking, their general promising the dawn of a new Renaissance for Asia. In the next month Japanese soldiers unleashed a frenzied and brutal sack of the city. An estimated quarter of a million Chinese - women and children, as well as men - were put to the sword in the Rape of Nanking. Reports of Japanese atrocities outraged the west.

SCENE 63. ARCHIVAL FOOTAGE

JAPANESE ARCHIVAL FOOTAGE OF JAPANESE TROOPS BOARDING TRAINS AND LEAVING FOR CHINA.

NARRATOR
The Japanese government was committed to an escalation of its campaign in China and in January 1938 a further 100,000 Japanese troops were mobilised to join the eight divisions of the so called “China Expeditionary Force” who were fighting a savage campaign that was still being officially described by the Japanese as “an incident”.

SCENE 64. ARCHIVAL FOOTAGE

JAPANESE ARCHIVAL FOOTAGE OF AERIAL BOMBARDMENT OF CHINA AND FIERCE FIGHTING.

NARRATOR
But by now the Sino-Japanese conflict had blossomed into a full-scale war.

SCENE 65. ARCHIVAL FOOTAGE

JAPANESE FOOTAGE OF SCHOOL CHILDREN MARCHING WHILE CARRYING JAPANESE FLAGS.
NARRATOR
Japan’s leaders had successfully exploited the “China Incident” to stifle democracy and turn Japan into a Far Eastern version of a Fascist state. Strict government controls were now imposed on industry and gasoline rationing was introduced. Press censorship was rigorously enforced by a ruthless secret police force. Military drills were made a compulsory part of the school curriculum and while rice became scarce, public veneration of the Emperor was encouraged.

SCENE 66. MAP OF ASIA

BRITISH, DUTCH AND FRENCH FLAGS APPEAR ON THEIR RELEVANT COLONIES IN ASIA.

NARRATOR
While the army and navy were in agreement on rapidly arming for a war of national territorial expansion, they disagreed over which parts of Asia should be “liberated,” the navy believing that Japan’s Imperial destiny would be fulfilled by a southward advance to take over the rich British, Dutch and French colonies in the Far East, while the army favoured striking north as an alternative to prolonging the increasingly costly Chinese campaign.

SCENE 67. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF AN AUSTRALIAN SHIP BEING LOADED WITH IRON ORE

NARRATOR
Despite Japan’s increasingly warlike tendencies, Essington Lewis was convinced that it was in Australia’s interest to continue selling iron ore to Japan.

BLAINEY
By selling iron ore BHP was earning profits which it needed to strengthen Australia’s steel industry and to fund aircraft, munitions and other essential industries. His company was financing its various preparations for war without government assistance, so any revenue
was welcome. Lewis believed that Australia would indirectly strengthen her own defences by the sale of iron ore. He also believed that Australia's defences were more in need of strengthening than Japan's.

NARRATOR
On March 9th, 1938 Joseph Lyons conferred privately with Lewis and warned him that his government would probably prohibit the export of Australian iron ore. Already Japanese purchases of scrap iron were depriving BHP of the large tonnage's necessary for steel making.

SCENE 68. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF AN AUSTRALIAN ORE CARRYING SHIP LEAVING PORT

NARRATOR
In May the ban on exporting iron ore was formally announced, and the last cargoes of iron ore left Australia later that year.

BLAINEY
The controversy over the shipments of iron ore was mild compared to the furore which arose over the shipments of 'pig iron' to Japan.

NARRATOR
A by-product of the steel making process, 'Pig iron' exports were not affected by the new government ban.

SCENE 69. ARCHIVAL NEWSPAPER HEADLINES
ARCHIVAL HEADLINES REGARDING THE SHIP DALFRAM AND THE 'PIG IRON' DISPUTE.

NARRATOR
At the end of 1938 wharf labourers at Port Kembla in New South Wales refused to load the freighter Dalfram with 23,000 tons of 'pig iron' bound for Japan, arguing that Japan was using Australian 'pig iron' to make bombs which they were using in their unprovoked and unjustified war against China.
SCENE 70. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF A CHINESE TOWN BEING BOMBED BY JAPANESE PLANES.

NARRATOR
The League of Nations determined that over one million Chinese had so far been killed in the war and another thirty million had been dispossessed. The wharf labourers argued that Japan was also arming herself to fight an even larger war which might involve Australia.

SCENE 71. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF ATTORNEY GENERAL ROBERT GORDON MENZIES AT HIS DESK

NARRATOR
Attorney General Robert Gordon Menzies promptly introduced economic sanctions against the wharf labourers. This led to a waterside workers strike and the closing of the steelworks at Port Kembla. Almost ten thousand men were soon out of work.

SCENE 72. ARCHIVAL NEWSPAPER ARTICLES

NEWSPAPER HEADLINES LABEL MENZIES AS 'PIG IRON BOB.'

NARRATOR
The strike aroused a lot of sympathy for the waterside workers and their families, with support coming from all sections of the Australian community. Even pensioners sent donations.

SCENE 73. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF EMPTY WHARVES IN PORT KEMBLA

NARRATOR
After ten weeks the strike was finally settled in January 1939 and the ship was loaded with 'pig iron'. While the waterside workers had not won outright, the government agreed that
the shipment would be the last to Japan. As well as giving Menzies his nickname of 'Pig Iron Bob', the 'pig iron' dispute had a lasting effect on many Australians who recalled the events surrounding the strike.

BLAINEY
Having supported the shipment of 'pig iron' to Japan, both Menzies and Lewis went down in popular folklore as the men who must have been blind to the approach of war, otherwise why would they have shipped 'munitions materials' to Japan. Ironically it was Lewis who, more than any man, helped to prepare Australia for the war against Japan, while the waterside workers and other unions had been either opposed to or indifferent to the re-arming of Australia.

HORNER
Along with the 'Eureka Stockade', the 'Pig Iron Dispute' is unique in Australian history as it wasn't for better wages or working conditions or one involving party politics, but a struggle by a group of men and their families against the right of the State to violate individual conscience.

SCENE 74. CHINESE DOCUMENT

THE CHINESE DOCUMENT THANKING THE AUSTRALIAN WATERSIDE WORKERS.

NARRATOR
The waterside workers later received an officially stamped document signed by thirty-eight trade unions and cultural organisations in China thanking them, and the people of Australia, for their hand in helping the Chinese.

SCENE 75. MAP OF THE NORTHERN MARIANA ISLANDS

A MAP OF THE NORTHERN MARIANA ISLANDS TO THE NORTH OF NEW GUINEA, HIGHLIGHTING PALAU, TINIAN & SAIPAN
NARRATOR
In December 1938 the Lyons government was informed that Japan had made extensive preparations to their mandated Pacific islands, improving harbour facilities and establishing air bases.

HORNER
The islands of Palau, Tinian and Saipan make ideal "stepping-stones" for a country, like Japan, with strategic interests in the South Pacific.

NARRATOR
By late 1938 Prime Minister Lyons was reportedly in 'a kind of desperate anxiety about the defence of Australia against Japan'.

SCENE 76. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF NEW PRIME MINISTER BEING SWORN IN.

NARRATOR
After launching Japan on her crusade to "liberate" Asia, Prince Konoye resigned in January 1939, leaving the new government to resolve the issue of whether Japan should cast her lot with Germany and Italy by joining the Axis in a Tripartite Pact.

SCENE 77. ARCHIVAL STILLS
ARCHIVAL STILLS OF ADMIRAL YAMAMOTO.

NARRATOR
Japanese Navy Minister, Admiral Isoroku Yamamoto, protested that such an alignment would risk open conflict with the United States, along with possible oil and trade sanctions. For the time being his opposition effectively blocked the alliance Hitler wanted as he propelled Germany relentlessly towards war with his escalating demands on Poland.
Born in April 1884, Admiral Isoroku Yamamoto was a sophisticated man. Fluent in English, he was well travelled and well educated, studying Economics at Harvard University in 1919. He began his long connection to the navy's fledgling air service as executive officer before he was posted to Washington in 1926 as naval attache.

He then returned to Japan to assume command of the aircraft carrier Akagi in 1928 and became Minister of the Japanese Navy in 1938. Yamamoto was a shrewd gambler who took pride in his mastery of Japanese chess and poker, in both of which he relied on his finely tuned instinct for calculating the odds.

In contrast to the new breed of military commanders in Japan, Yamamoto made strenuous efforts to prevent a clash with the United States, whose industrial might had made a powerful impression on him during his travels there as a young officer.

Anyone who has seen the auto factories in Detroit and the oil fields in Texas, knows that Japan lacks the national power for a naval race with America.
SCENE 81. JAPANESE ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF JAPANESE BATTLESHIPS AND AIRCRAFT CARRIERS AT SEA

NARRATOR
Yamamoto's was a dissonant voice amongst the so-called "Battleship Admirals" who still saw the battleship as the decisive weapon to win future struggles for control of the Pacific. An advocate of naval air power with planes launched from aircraft-carriers, Yamamoto proposed a new type of naval warfare. He became head of the Combined Japanese Fleet in 1939 and took the lead in preparing the navy for war with Britain and the US, although he had earlier argued that such a conflict would pose dangers for Japan.

SCENE 82. MAP OF THE WESTERN PACIFIC

WE ZOOM PAST AUSTRALIA TO THE ISLAND OF HAINAN OFF THE SOUTHEAST COAST OF CHINA

NARRATOR
But Japan seemed intent on conflict and in February 1939 Imperial troops landed on the islands of Hainan and the Spratlys. Seizing these offshore islands gave Japan a strategic advantage to attack the Philippines as well as Hong Kong and Indochina.

SCENE 83. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF THE US FLEET AT SEA.

NARRATOR
While the mounting tension in Europe precluded any British attempt to confront Japan, the British Government trusted that the US would respond to the Japanese invasion by sending its fleet into the Pacific as a precautionary measure.

SCENE 84. EXT CAC DAY

RECONSTRUCTION:
A CAR PULLS UP OUTSIDE THE FACTORY AND SEVERAL MEN GET OUT AND PROCEED INDOORS. WE HAVE AN IMPRESSION OF FEET WALKING PURPOSEFULLY AMONGST MACHINERY, AND IMPORTANT NOTES MADE IN NOTEBOOKS.

NARRATOR
In the last months of peace a visiting British Air Mission recommended that Australia build the British designed Beaufort Bomber, for which the British government would place a large order. If successful, the Air Mission’s plan would restore the primacy of British aero technology in Australian aircraft manufacture. However, there was a catch.

HILL
The catch was that CAC would be side-lined and restricted to making training aircraft only, while front-line aircraft were to be made to British designs and from imported parts in a newly created factory organisation, owned and controlled by the Australian government.

NARRATOR
While CAC was the obvious choice to coordinate the Beaufort project, the British Air Mission advised in their report that CAC should not be involved in the project as it was already overtaxed.

HILL
The British opposition to CAC really centered on Wackett who was seen as aggressively pro-American technology and anti British, a view which dated from his mission in 1936. The British mission tried to lessen Wackett’s influence in Australia by attacking his technical competence.

NARRATOR
The Mission also recommended that CAC would manufacture the British Taurus engine for the Beaufort; effectively locking CAC into British aero technology instead of American.

SCENE 85. CLOSE UP LEWIS’S DIARY

RECONSTRUCTION:

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LEWIS WRITES "HALF BAKED AND INCOMPLETE"

NARRATOR
On March 17, 1939, Lewis summed up the British Air Mission's proposal as "half baked and incomplete."

LEWIS CLOSES HIS DIARY.

NARRATOR
But the Lyons government did not agree with its experts and accepted the British recommendations as they stood.

HILL
It seems incredible that as late as mid 1939, the Australian government and the RAAF were still convinced that Britain could still supply all of Australia's aviation needs. The government's thinking was probably more an example of the traditional blind faith with which Australians followed the dictates of the mother country, rather than an example of plain stupidity.

NARRATOR
For the price of an order of ninety Beauforts, the British had made the Australian aircraft industry the prisoner of British technology. The idea of borrowing from American technology and modifying it for Australian requirements was now effectively undermined.

SCENE 86. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF GERMAN TROOPS INVADING CZECHOSLOVAKIA

NARRATOR
On March 14th 1939 the stakes were raised as German troops marched into Czechoslovakia. The governments of Britain and France immediately stepped up their arms orders from the US in preparation for the inevitable clash with Hitler.

SCENE 87. ARCHIVAL STILLS
In readiness for that conflict, the Australian aircraft industry was about to record its first milestone.

On March 27, 1939, Essington Lewis witnessed the outcome of the idea that had possessed him in Japan nearly five years previously. At the small airfield beside the Commonwealth Aircraft factory at Port Melbourne, the first Australian-built, all metal aircraft made its first test flight.

At last the Wirraway was a reality. In August, on the eve of World War Two, the RAAF had one hundred and sixty-four planes on the active list, seven of which were 'Wirraways' built at Fishermen's Bend.

I don't think we can over-estimate the achievement of Lewis and his syndicate. To produce fighter planes and other munitions virtually from scratch, without any government assistance or capital, in a country initially without the necessary technical skills, was a stunning achievement.

The Commonwealth Aircraft Corporation was now producing the government order of forty Wirraways at the scheduled rate of one aircraft per week. Realising that the
contract would be completed in nine months time, Wackett and the board members arranged a meeting with the government to discuss its future plans for CAC. After a long discussion, the government delivered its verdict:

**SCENE 90. ARCHIVAL STILL**

ARCHIVAL STILL OF THE LYONS CABINET.

**GOVERNMENT MINISTER**

Well gentlemen, you went into the business with your eyes open. The government has not made any plans to extend existing orders, or place new orders. We cannot make any suggestions as to what you can do with your aircraft industry at this stage.

**HILL**

It's unbelievable just how short-sighted the government was, just a few months before the outbreak of war.

**SCENE 91. NEWSPAPER HEADLINES**

ARCHIVAL NEWSPAPER HEADLINES REGARDING THE DEATH OF JOE LYONS.

**NARRATOR**

Not long after this meeting Prime Minister Joe Lyons died on April 7th, 1939. This resulted in the collapse of the United Australia Party - Country Party Coalition.

**SCENE 92. ARCHIVAL FOOTAGE**

ARCHIVAL FOOTAGE OF MENZIES BEING SWORN IN AS PRIME MINISTER

**NARRATOR**

Former Attorney General Robert Gordon Menzies now became Australia's Prime Minister, leading a government drawn solely from the UAP.
NARRATOR

Menzies looked closely at the Beaufort project and considered the benefits of Australia becoming the main British aircraft production centre east of Suez. The new government wanted to conform to British practice as soon as possible. Menzies' overriding desire was to be part of the British supply system on the promise of British orders.

SCENE 93. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF HITLER ADDRESSING RALLY.

NARRATOR

In June 1939 Hitler demanded the return of Danzig and the Polish corridor. Britain and France responded by warning Germany that they would defend Poland if she were invaded.

SCENE 94. ARCHIVAL FOOTAGE.

ARCHIVAL FOOTAGE OF BRITISH PRIME MINISTER NEVILLE CHAMBERLAIN.

NARRATOR

As the international situation deteriorated, the British government sought to reassure Australia that they would not abdicate their position in the Far East.

BRITISH VOICE

"Any Japanese threat to Australia and New Zealand, whether by descent upon them or indirectly in the form of an expedition to Singapore, would be a matter to which the United States could hardly remain for long indifferent."

NARRATOR

Just how indifferent and for how long was a matter of immediate concern for the new Australian Prime Minister, Robert Menzies.

MENZIES (V/O)

"What Britain calls the Far East is to us the Near North."

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SCENE 95. ARCHIVAL FOOTAGE

1930S ARCHIVAL FOOTAGE OF LONDON

NARRATOR
The British Chiefs of Staff had decided that they could only dispatch a fleet to protect Singapore if they had sufficient resources to prosecute a war in Europe; a decision which signaled their virtual abandonment of the Far East.

HORNER
The Admiralty planners were now in a quandry. The threat of war with Germany and her Italian Axis partner looked closer daily. No British battleships could be spared for Singapore to defend Malaya and so uphold the solemn promises to protect Australia. Urgent pleas went out to Washington for the US Navy to send its battle cruisers to the western Pacific. But Roosevelt considered such a move too provocative.

SCENE 96. ARCHIVAL STILLS

ARCHIVAL STILLS OF ESSINGTON LEWIS IN 1939 - ON HORSEBACK AT HIS PROPERTY IN TALLAROOK, ALSO TOURING VARIOUS STEELWORKS AND OTHER FACILITIES.

NARRATOR
Essington Lewis turned fifty-eight in the summer before the outbreak of World War Two. By now he was heavily engaged in preparations for war through his company’s role in several key industries, including steel-making, aircraft manufacture, shipbuilding, heavy engineering, munitions production, and a variety of other essential industries.

SCENE 97. A MONTAGE OF LETTERS BEING OPENED AND UNFOLDED.

RECONSTRUCTION:

WE SEE KEY SENTENCES - “WORLD CONDITIONS ARE BEWILDERING, BUT THERE IS NO OCCASION FOR DESPAIR.’ AND “WE HAVE TO GIVE THE JAPANESE A JOLLY GOOD HIDING.” AND “EUROPEAN OUTLOOK VERY GRAVE. MY BEST
REGARDS, YOURS, W.S. ROBINSON.

BLAINEY
During 1939 Lewis received many letters from Europe which carried predictions of war. But to some British manufacturers the fear of another European war was less urgent than the fear that Australia, by creating so many defence industries, would deprive Britain of export markets. In fact some British steel men were very stirred up that BHP was actually winning contracts to supply pig iron and steel to Britain in 1939. The idea that a strong steel industry in Australia might actually aid Britain if the war with Hitler did eventuate was almost unthinkable.

SCENE 98. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF GERMAN TROOPS INVADING POLAND.

NARRATOR
Ignoring the warnings of Britain and France, Hitler invaded Poland on September 1st, 1939, and for the first time German troops met with desperate resistance.

SCENE 99. EXT/INT 'LANDSCAPE' DAY
Super title: Sunday September 3rd, 1939

RECONSTRUCTION:
OVER AN EXTERIOR OF THE HOUSE AT LEWIS’S COUNTRY PROPERTY ‘LANDSCAPE’ WE HEAR SOME SLOW 1930’S DANCE MUSIC ON THE RADIO.

INSIDE LEWIS POLISHES A PIECE OF ORNATE SILVERWARE. HE PAUSES WHEN HE HEARS AN ANNOUNCEMENT ON THE RADIO.

ANNOUNCER
We interrupt this broadcast to bring you an urgent message from the Prime Minister.

MENZIES (V/O)
‘It is my melancholy duty to inform you that, in consequence of a persistence by Germany in her invasion of Poland, Great Britain has
declared war on her, and that, as a result, Australia is also at war.'

LEWIS PUTS DOWN THE PIECE OF SILVERWARE AND PICKS UP THE PHONE.

SCENE 100. ARCHIVAL FOOTAGE

JAPANESE ARCHIVAL FOOTAGE OF ADMIRAL YAMAMOTO BEING APPOINTED COMMANDER IN CHIEF.

NARRATOR
On the outbreak of the fighting in Europe, which came only two weeks after his appointment as Commander in Chief of the entire Japanese Fleet, Admiral Yamamoto instituted a rigorous program that called for his men "to reach a superhuman degree of skill and fighting efficiency" - letting it be known that he regarded "death in training as a hero's death."

SCENE 101. ARCHIVAL FOOTAGE

JAPANESE ARCHIVAL FOOTAGE OF SOLDIERS TRAINING FOR COMBAT

NARRATOR
Yamamoto’s two years at Washington from 1925 to 1927 and travels made earlier while on a language course at Harvard had convinced him that the German attitude that Americans were "weak-willed and spoiled by luxuries" was dangerously wide of the mark. Above all it was the might of America’s material resources that made it foolhardy for Japan to risk war with the United States.

SCENE 102. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF AIRCRAFT AND MUNITIONS FACTORIES.

BLAINEY
With the declaration of war, the Menzies Government was criticised for its lack of action. Australia’s preparations were hardly as vigorous as they should have been. The government’s munitions factories and the
private munitions annexes were not busy. Not because of a lack of equipment, but rather a lack of orders.

SCENE 103. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF GERMAN TROOPS INVADING FRANCE

NARRATOR
All that changed in May 1940 when Hitler swept aside Holland and Belgium and his troops invaded France on May 10th.

SCENE 104. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF THE INVESTITURE OF BRITISH PRIME MINISTER WINSTON CHURCHILL.

NARRATOR
On the same day, Winston Churchill became Prime Minister of England, leading a coalition government made up of all three parties.

SCENE 105. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF WIRRAWAYS BEING PRODUCED.

NARRATOR
With the invasion of France the Australian government immediately increased its Wirraway order from one aircraft per week to to six.

SCENE 106. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF LAWRENCE WACKETT AT WORK AT CAC.

WACKETT (V/O)
We could hardly believe what had happened. We had gone into business with our eyes open, believing that war was inevitable; but only now, when war had actually begun, did the government decide to expand the work of CAC.
SCENE 107. ARCHIVAL FOOTAGE

AN ENERGETIC SEQUENCE OF ARCHIVAL FOOTAGE SHOWING THE RAPID EXPANSION OF FACILITIES AND INCREASED PRODUCTION OF THE COMMONWEALTH AIRCRAFT CORPORATION.

WACKETT (V/O)
We began to build, to acquire more plant, to expand personnel. Our order for Wirraways was greatly extended, and we started to consume our accumulated stocks of materials at an ever increasing rate.

LEWIS (V/O)
We have been asked to speed up quite a lot at the Aircraft Factory. In fact the government are beginning to realise they are damn lucky to have an Aircraft factory in Australia. All is well with us out here and if Mussolini keeps out and the Japanese behave themselves we should have no very serious difficulties in Australia and should be able to lend some aid to the Old Country, at least to the extent that shipping is available.

SCENE 108. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF NEW BUILDINGS BEING ERECTED ON THE CAC SITE.

WACKETT (V/O)
The new factory buildings began to spread over the land at a rapid rate. We bought up every suitable machine tool held by any of the machinery merchants in Australia and cabled our agents in the US and England to duplicate orders. Large cases containing machine tools and materials came to hand on every inward boat for months.

SCENE 109. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF MEN AND WOMEN QUEUING FOR EMPLOYMENT.
WACKETT (V/O)
Men were always waiting in a queue at the employment office and were engaged at the rate of a dozen a day.

SCENE 110. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF CAC WORKERS

WACKETT (V/O)
Soon we had two thousand employees and within three months of this expansion we were up to three thousand men.

SCENE 111. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF MORE AND MORE WIRRAWAYS ROLLING OFF THE PRODUCTION LINE.

HILL
The government order for Wirraways and engines was progressively increased to eight hundred.

BLAINEY
Despite the government’s growing awareness of the need for action, preparations for conflict were still not fast enough to suit Lewis. Neither the Menzies government nor popular opinion gave the war effort high priority.

NARRATOR
As Germany advanced deeper into France the British government reacted by placing an embargo on the export of aircraft materials and equipment.

HILL
Can you develop a manufacturing industry in the shadow of an Empire? Ironically it was Australia’s isolation from Britain during the war that allowed it to stand on its own two feet and develop a manufacturing industry, without the permission of Britain.
NARRATOR
But it seemed that permission was still necessary. With the outbreak of war in Europe, production difficulties in Britain meant that the RAAF’s ninety Beaufort Bombers, on order since 1938 would not start to be delivered before March 1940, or even later.

SCENE 112. ARCHIVAL STILL
ARCHIVAL STILL OF THE AIRCRAFT PRODUCTION COMMISSION.

NARRATOR
In February 1940, Menzies had formed the Aircraft Production Commission, an organisation which would control the whole aircraft industry, not just the Beaufort project.

HILL
As overseas supplies of machine tools, components and materials continued to slow up because of the war, the APC’s Beaufort project began to flounder.

NARRATOR
When the worsening situation in Europe finally cut off British support for the Australian Beaufort project, the Aircraft Production Commission prepared to solve its problem of a lack of materials at the expense of CAC, and persuaded the War Cabinet in principle to approve the purchase of CAC.

HILL
Of course CAC was quite happy with its own production efficiency, as it was the only company producing modern aircraft in Australia. It did not see why it should go out of existence when it was achieving outstanding technical success, in order to bolster the APC which hadn’t yet built a single aircraft or a single engine.

SCENE 113. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF ROBERT MENZIES
NARRATOR
Lewis and CAC told Menzies there would be no sale. Menzies chose to let the matter drop. Instead he decided to give munitions the highest priority. He formed a new Department of Munitions and recruited a new Munitions Director from outside the civil service, creating the most powerful organisation in the country.

MENZIES (V/O)
I went to the biggest industrialist in the country, Essington Lewis, and I said to him: Will you come and help your country by becoming Director-General of Munitions, with a charter as wide as the seas and as high as the sky? Can you gather all about you the best in the industrial world in Australia?

LEWIS (V/O)
Yes, I can. If I am to have a clear and wide authority, then I can get other men to share it.

NARRATOR
Menzies had no hesitation in conferring on Lewis the widest powers ever entrusted to an Australian civilian.

MENZIES (V/O)
Go ahead in your own way and achieve your objectives in the shortest possible time. The Director General will be authorised to make purchases direct, without tenders or circumlocution. A standing order will be issued by the government that no factory may provide for any new tooling-up without authority. The Director General will not be limited by Public Service regulations or otherwise in regard to the employment of personnel.

HILL
This must surely have been a great moment for Lewis, a vindication of his actions since returning from Japan in 1934. Here he was, after all this time of working alone or with his small syndicate to help prepare his country for war, to finally be publicly
acknowledged by his government for all the work he had done up to date.

NARRATOR
Lewis was to receive no payment for his role as Director-General and would have to combine the task with his job of running Australia's largest company.

BLAINEY
No other Australian had ever been plucked from private life and given such formidable powers as Lewis had been given. While it was probably the most responsible position of its kind ever allotted to an Australian, the phrase often used to describe the post was 'industrial dictator.'

SCENE 114. ARCHIVAL NEWSPAPER HEADLINES
ARCHIVAL NEWSPAPER HEADLINES CRITICISING LEWIS.

NARRATOR
Lewis had already been targeted as a warmonger in 1934 when he tried to alert others to what he had seen in Japan. As head of the Munitions Department he now drew added criticism - that such power should not reside with one man.

SCENE 115. ARCHIVAL STILLS
ARCHIVAL STILLS OF LEWIS

BLAINEY
Lewis was fifty-nine years old when he was appointed Director General of Munitions. Within a week of his appointment he visited munitions plants or the sites of new plants in three states. As permanent head of the new Department of Munitions Lewis controlled the production of all ordnance, explosives, ammunition, small arms, aircraft and vehicles and all the materials and tools used in producing such munitions.
NARRATOR
Lewis was also given a seat on the Defence Committee and had the same access to the war cabinet as the Chiefs of Staff of the armed services. But unlike the Chiefs of Staff he was exempt from the rules that regulated all officers of the Crown.

BLAINEY
In carrying out his mission Lewis had the power to acquire factories, machines, tools or raw materials. He could compulsorily acquire any buildings he needed. He had the authority to spend as much as 250,000 pounds on any project without seeking the Minister’s approval. And he could delegate his power to any subordinate and then revoke that power at will.

MENZIES (V/O)
That this may well constitute a wholesale invasion of the settled routine of industrial production, I have no doubt. It is however preferable to a wholesale invasion of the British Empire and of Australia in particular.

JANE NEVILLE
Lewis’s Daughter
Years later, some English journalist asked: ‘Who was he accountable to?’ And I said, ‘Er, I don’t know that he was accountable to anybody, except perhaps the Prime Minister.’ He said, ‘He’s got to be accountable to somebody.’ And I said, ‘Well, I think you’ve got to understand the absolute integrity and absolute lack of deviousness of the man.’

BLAINEY
Lewis needed a far larger organisation than the one he had inherited. As he was empowered to look beyond the civil service, he turned first to private industry. In the space of a few days Lewis assembled a formidable team of experts, industrialists and businessmen, all but two of whom were from Melbourne.
RECONSTRUCTION:

NARRATOR
The first meeting of the directors of the munitions was scheduled for June 25th 1940, only ten days after Lewis's appointment. The meeting took place in the conference room of the new Headquarters of the Department of Munitions at Western House, a bank building on the corner of William and Collins Streets in Melbourne.

BLAINEY
Like Lewis, the directors were men accustomed to wielding power, chairing meetings and making decisions. Lewis not only had to win the confidence of his fellow industrialists, but had to prove himself master of a mountain of business which had to be discussed, business which for the most part was new to him less than a fortnight ago.

RECONSTRUCTION:

LEWIS PRESIDES OVER THE MEETING OF THE DIRECTORS OF MUNITIONS. THE LARGE ROUND TABLE IS SURROUNDED BY MEN, THE ROOM THICK WITH SMOKE FROM PIPES AND CIGARETTES

NARRATOR
At eight pm Lewis took the chair and began by reading the long list of demands for arms and ammunition, ranging from the 252 anti-aircraft guns to the 575,000,000 rounds of small arms ammunition.

BLAINEY
Lewis invited each person to speak in turn on each problem or need. He listened carefully and when all those who wished to had spoken, he then summed up the arguments in a way which indicated his likely answer. Lewis demonstrated such a skilful ability to winnow the essential argument from the irrelevant that his decisions were seldom queried.
NARRATOR
Two days later, curbing his hatred of publicity, Lewis spoke on ABC radio, appealing for the support of the nation and particularly the trade unions, for he estimated that the 15,000 workers now engaged on munitions work would swell to 150,000 within a year.

SCENE 118. ARCHIVAL FOOTAGE
MONTAGE OF ARCHIVAL FOOTAGE OF A VARIETY OF MUNITIONS BEING MANUFACTURED.

BLAINEY
Lewis must have taken some pride as he watched a new Australia come into being, for it was a new Australia – the constantly increasing needs of the munitions effort and the marshalling of the best scientific and technical brains in Australia were forcing the growth of industry. New techniques were learned, new products made. Australia learned to do things as the highly advanced technological nations did them; when they could not do them that way they improvised. All this set the scene for the post war stride forward.

NARRATOR
In Lewis’s first six months as Director General of Munitions Australia’s output of munitions almost quadrupled, but more was needed. By the first weeks of 1941 Australian troops had begun to fight in the Middle East, the Battle of Britain was raging and the demand for Australian munitions was soaring. As a result the munitions department grew into an organisation many times larger than BHP.

BLAINEY
The qualities which had made Lewis such an effective leader of the steel industry before the war were even more evident in his direction of the munitions campaign. A nation working together with a common purpose, displaying his virtues of hard work and discipline appealed to him infinitely more than a nation that swung along leisurely in years of peace. He was probably more at ease with his environment than he had ever
been. I think the crisis heightened the greatness in him.

NARRATOR
Lewis saved time by ceasing to read anything not directly connected with his work and by working later each night, usually sitting in front of a pile of reports each night long after the household was asleep. There he read quickly, deciding on a bewildering array of issues.

SCENE 119. INT LEWIS'S COUNTRY HOUSE NIGHT
RECONSTRUCTION:
LEWIS AT WORK AT HIS DESK LATE AT NIGHT.

JANE NEVILE
Lewis's Daughter
He would come home with a satchel full of papers and work through 'til three o'clock in the morning. He had a little stub of red pencil, and he'd read something and he'd just write "NO", "YES", "NO". That was it. No arguing about will it be better if we did it this way or that way. "NO", "YES", "NO", "YES".

SCENE 120. ARCHIVAL FOOTAGE
A MONTAGE OF ARCHIVAL FOOTAGE OF A VARIETY OF MUNITIONS BEING MANUFACTURED, INTERCUT WITH FOOTAGE FROM A NUMBER OF THEATRES OF WORLD WAR II.

NARRATOR
The Department of Munitions manufactured a huge array of weapons, ranging from rifles, grenades, land mines and anti-aircraft guns. Weapons and aircraft were created, designed and manufactured for the first time in Melbourne by a team of people whose skills were forged in the crucible of a world at war.

BLAINEY
The valuable supplies which Australia shipped to Britain in the second half of 1940 after the disastrous losses of arms and munitions during the retreat from France was one of
Australia's most valuable contributions to the entire war effort. Not so much in volume, but in timing. The 30,000 rifles which Australia shipped to Britain late in 1940 was comparatively meagre compared to those Britain received later from the US; but when those rifles reached Britain the British Army was so short of weapons that many soldiers were drilling with dummy rifles. So, relatively speaking these were as valuable as whole convoys of arms which arrived from North America when the danger of military collapse had passed.

SCENE 121. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF THE OWEN GUN BEING DROPPED IN THE MUD, RETRIEVED AND THEN FIRED.

NARRATOR
The Department of Munitions also produced the famous Owen gun. When these weapons seemed likely to be jeopardised by a lack of optical instruments to enable accurate sighting, the munitions department turned to the manufacture of periscopes, bombsights, range finders, telescopic sights and a variety of these essential optical aids to accuracy.

SCENE 122. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF TANKS COMING OFF THE PRODUCTION LINE.

NARRATOR
When tanks were needed by the Australian army and could not be imported, the department built them.

BLAINEY
Australia's munitions drive was distinguished more by variety than by volume. Of all the countries that fought in World War II, Australia's wartime production was easily the most versatile, given its population and degree of industrial maturity.
NEVILE
Dad was a very nationalistic man. He was bound and determined that we could do anything better. And I think he proved to everybody that Australians can do anything they set their mind to.

BLAINEY
The weight of work could have led to some kind of nervous breakdown, but Lewis showed no sign of breaking. The strong physique which he had inherited and which spartan habits sustained was an obvious asset. If others couldn't keep up with him they were left behind. While the pressure of work in the day sometimes made him tense, he had that inner confidence that could somehow master almost any problem. But his own set of values, rather than the opinion of others, was his beacon of self respect. These characteristics probably shielded him from the effects of excessive strain.

HORNER
On June 29th 1940 the Australian government received a frank cable from London advising that Britain might not be able to send a fleet to restrain the Japanese and that the land and air defence of Malaya would have to be improved. Britain asked Australia to send two RAAF squadrons and a division, or, if that was not possible, individual brigades as they became available. This was disturbing news for the government which had been given many assurances on the impregnability of Singapore, and on the ability of British sea power to ensure the defence of Australia.

SCENE 123. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF AUSTRALIAN TROOPS BEING LOSDED ONTO SHIP.

NARRATOR
In return for these assurances, the Australian Government had already sent an expeditionary force and an air squadron to the Middle East, had agreed to the use of Australian Navy ships overseas, as well as four squadrons of the RAAF for service abroad. All this cooperation was promised on the assumption that Australia would be secure from major attack.
HORNER
On August 11th the Australian government received an appraisal from the British Chiefs of Staff, which revealed the full extent of the British Empire's weakness in the Far East and again recommended that an Australian division be sent to Malaya. Winston Churchill, who had become the British Prime Minister in May, added a personal note:

SCENE 124. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF CHURCHILL.

CHURCHILL (V/O)
If, however, contrary to prudence and to self interest, Japan set about invading Australia or New Zealand on a large scale, I have the explicit authority of cabinet to assure you that we should then cut our losses in the Mediterranean and proceed to your aid, sacrificing every interest, except only the defence position of this island, on which all depends.

SCENE 125. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF THE LONDON BLITZ - GERMAN PLANES SWOOPING OUT OF THE SKY AND RELEASING THEIR BOMBS, EXPLOSIONS, BUILDINGS ON FIRE.

NARRATOR
The defence of that island came under serious threat in the first week of September, 1940, when the German Luftwaffe launched its Blitz on London. Britain's plight was desperate and the need for Australian munitions was urgent.

NARRATOR
The Australian Chiefs of Staff again considered Britain's request to send a division to Malaya. Noting that the defence of Singapore was of 'primary importance' in governing the strength of the forces which the Japanese would have to despatch to carry out a successful invasion of Australia', they recommended that the first two brigades of the 7th Division be sent to Malaya as soon as practicable.
Churchill was determined to limit the reinforcement of Malaya and to build up the Middle East instead, and on September 18th asked for the 7th Division to be sent there. The War Cabinet agreed on September 23rd. In agreeing to the British government's request the Australian War Cabinet and the Chiefs of Staff accepted too readily the advice from London without testing it against the situation as viewed from Australia. Both the War Cabinet and the Chiefs of Staff were soon to change their attitudes about British strategic leadership.

**SCENE 126. ARCHIVAL FOOTAGE**

**JAPANESE ARCHIVAL FOOTAGE OF JAPAN SIGNING THE TRIPARTITE PACT WITH GERMANY AND ITALY.**

**NARRATOR**

In the meantime Japan's intentions were becoming more obvious. During September 1940 they moved into northern Indochina and, at the end of the month, signed the Tripartite Pact with Axis powers Germany and Italy, while recognising their leadership in 'Greater East Asia', sending a clear message of their warlike intentions. Hitler intended that the pact would assist his plans to invade England, by encouraging the Japanese to attack Singapore. Japan's signing of the pact did not, however, persuade the Australian War Cabinet to reverse its decision to send the 7th Division to the Middle East.

**SCENE 127. ARCHIVAL STILLS**

**ARCHIVAL STILLS OF THE ADVISORY WAR COUNCIL, DRAWN FROM BOTH SIDES OF POLITICS.**

**NARRATOR**

On the same day as the signing of the Tripartite Pact, Australians went to the polls. The Menzies government lost several seats, retaining power only through the support of two independents. This narrow victory resulted in the formation of the so-called Advisory War Council, which included members of the Labor Party.
BLAINEY
The Council’s formation was a considerable achievement by both Menzies and Labor leader, John Curtin. This unique outcome meant that while Menzies was able to involve the Opposition, he also ensured that he would not be hampered by it as his government went about the conduct of the war. On the other hand Curtin was able to involve senior members of the Opposition in the war effort.

HORNER
The Advisory War Council had its first meeting on October 29th, 1940. Important decisions, such as the deployment of forces overseas, had been made which were to affect the shape of Australia’s war effort. By October 1940 the government was about to face a far more complicated strategic situation, as the threat of war with Japan grew and Australian forces were committed to battle.

NARRATOR
Until October 1940 the War Cabinet and its advisers had generally accepted British advice, but events were soon to shake Australian confidence in Britain’s assessment of the Japanese threat. Furthermore, the Labor members of the Advisory War Council were encouraging the government to look more to home defence.

SCENE 128. ARCHIVAL STILLS
ARCHIVAL STILLS OF LEWIS.

BLAINEY
In his first eighteen months as Director-General of Munitions, Lewis was attacked by many politicians and union leaders. Pleas for the nationalisation of BHP and for the removal of Lewis from command of munitions were common. Many argued that Menzies was the figurehead for BHP and that he was allowing Lewis to jeopardise the war effort in order to serve Australia’s most powerful company.
Meanwhile Britain had arranged a conference in Singapore at the end of October 1940 to consider the defence problems in the area. The conference included service representatives from Australia, India, New Zealand and the British command in Malaya. One topic was the proposition that in the event of war British, Australian, New Zealand and Dutch naval forces in the Far East and the Pacific should be placed under US command.

The Australian Labor Party’s concerns about the defence of Australia and Singapore were evident even before the Australian delegation returned. At the first meeting of the Advisory War Council on October 29th, Curtin requested information on the disposition of RAN ships and the ‘possibility of disposing them for the defence of the waters north of Australia’ as well the possibility of arranging for a battleship to be located near Singapore’. Two weeks later the deputy leader of the Labor Party, asked the government how long it would take to recall Australian ships in the Mediterranean and other theatres in the event of an attack on Australia.

Is Australia in a position to defend herself today? If not, when is it expected that Australia will be in such a position, and are you satisfied that everything is being done to expedite the defence preparedness of Australia that comes under your jurisdiction?'

On November 16th, 1940 the Australian chiefs of staff presented their report on the Singapore conference:

In the absence of a Main Fleet in the Far East, the forces and equipment at present available in this area for the defence of
Malaya are totally inadequate to meet a major attack by Japan. Therefore, the first and immediate consideration must be to ensure the security of Malaya against direct attack.

**NARRATOR**
The chiefs recommended sending a brigade of the 8th Division to Malaya, but only as a temporary measure until it could be relieved by Indian troops. They pointed out that the situation in the Far East had deteriorated, and in the event of war with Japan, Australian naval forces serving overseas would need to be returned to Australia.

**HORNER**
Menzies advisors warned him on November 21st that the report revealed a 'most serious position' in regard to an area 'so vital to the security of Australia and that in view of the possibility of a Japanese move southward, time may be the vital factor in the deterrent effect of any action and in strengthening the defence position where possible.

**NARRATOR**
Four days later in the Advisory War Council Menzies acknowledged the 'alarming position in regard to the defence of Singapore, as revealed by the report', and said he would probably need to go to London to urge reinforcement of the Far East. A dangerous situation was developing and the PM was the logical man to deal with it.

**HORNER**
In the event of war it would be necessary for five cruisers and five destroyers to be located in Australian waters, and these could be provided by the return of RAN ships serving overseas. The War Cabinet decided to ask the British government whether it needed an Australian brigade to go to Malaya.

SHOW CLOSE UP OF THE CABLE BEING TYPED OUT

**NARRATOR**
The Australian cable sent to the British government on December 1st, 1940 was hard-hitting:

62
"We remind you that the discussions held in London in 1937 between you and the Australian government, regarding the defence of Singapore, had led us to believe that the situation would have been much better."

NARRATOR
On December 23rd Churchill gratefully accepted the offer of a brigade for Malaya, and cabled his assurances to Menzies:

CHURCHILL (V/O)
It always being understood that if Australia were to be seriously threatened by invasion we shall not hesitate to compromise or sacrifice the Mediterranean position for the sake of our kith and kin.

NARRATOR
In early February 1941 the 22nd Brigade Group sailed for Malaya.

CABLE MESSAGE SUPERED OVER TROOPS LOADING ONTO SHIP.

SCENE 130. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF GERMAN TROOPS ENGAGED IN COMBAT.

NARRATOR
Churchill understood that if Nazi Germany was to be defeated, the US must prepare to join in the fighting. Joint US-British strategies called for a concentration of US forces in the Atlantic, while the minimum commitment was made in the Far East. The British Chiefs of Staff stressed their helplessness to resist attack by Japan because there were no warships that could be spared from the Mediterranean or the Atlantic campaigns to send to Singapore.
By early 1941 the US and Britain had secretly adopted the so-called "Europe First" policy that would see to the defeat of Hitler in Europe before preparing for a further war against Japan in the Pacific. The Joint Board had determined that:

AMERICAN VOICE
Since Germany is the predominant member of the Axis powers, the Atlantic and European War is considered to be the decisive theatre. If Japan does enter the war, the military strategy in the Far East will be defensive.

The US decision to not willingly engage in any war against Japan was to have far reaching implications.

US President Roosevelt's conviction that Germany posed a far greater menace than Japan was based on his concern that German physicists were developing an atomic bomb. The prospect that the Germans might be working on weapons of incalculable destructive potential was a threat that the President and his military advisers had to take into their long term calculations, while their immediate concern was Churchill's warning that Britain was financially "stripped to the bone" and unable to afford the armaments to keep on fighting.

While Britain continued to push for US ships to reinforce the Singapore base, the US regarded the base as a political symbol of Britain's determination to maintain her Far Eastern Empire. The US was prepared to accept that its loss, along with Malaya and the Philippines, would be a "serious blow," but one that the strategic necessity dictated might have to be "absorbed without leading to final disaster."

Instead, it was decided that the US Navy would send additional ships to the Atlantic, which
in turn would enable the Royal Navy to send what large warships it could to Singapore to retain the same level of Anglo-American naval strength in the western Pacific. Both the “Europe First” policy and the decisions of the US-British Joint Board were not conveyed to the Australian government.

HORNER
On January 8th, 1941 Menzies told the Advisory War Council that during his visit to London the main issue would be defence in the Far East.

MENZIES (V/O)
We must as soon as possible tell Japan “where she gets off.” Appeasement is no good. The peg must be driven into the ground somewhere. I must make a great effort in London to clarify this position. Why cannot one squadron of fighters be sent out from north Africa? Why cannot some positive commitment be entered into regarding naval reinforcement of Singapore? At this stage, misty generalisations will please and sustain the Japanese, and nobody else.

HORNER
On the surface it seemed the government was taking the Japanese threat seriously. Although the Singapore Conference had revealed the weakness of Singapore, it did not lead to any substantial action to repair that weakness. Menzies’ first reaction to an increasing threat was to apply pressure on Britain for additional assistance, rather than to institute further measures for home defence.

SCENE 131. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF MENZIES BOARDING PLANE.

NARRATOR
On the day of his departure for England, Menzies sent Essington Lewis a brief telegram:
“My Regrets At Going Away Are Tempered By My Knowledge Of Your Work And What It Really Means To Me In Great Britain.

24th January 1941 R.G. Menzies

SCENE 132. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF PASSENGER PLANE TOUCHING DOWN IN ENGLAND

NARRATOR
After visiting Africa, Menzies and his party arrived in England on February 20th, 1941 and pressed the Foreign Office for reinforcements in the Far East.

SCENE 133. EXT FOREIGN OFFICE DAY

RECONSTRUCTION:

NARRATOR
However the meeting with the Permanent Under-Secretary was disappointing, Menzies describing his attitude as 'one of remoteness and almost indifference.'

MENZIES (V/O)
Well, the only conclusion I can reach is that you have no policy in relation to these matters at all.

SCENE 134. INT. LONDON FOREIGN OFFICE DAY

CLOSE UP AS DIARY IS OPENED AND THE CAP IS REMOVED FROM A FOUNTAIN PEN.

NARRATOR
After the meeting the Permanent Under-Secretary wrote in his diary:

NEXT TO A NOTE SAYING "MEETING WITH MENZIES" A HAND WRITES - "WHAT IRRESPONSIBLE RUBBISH THESE ANTIPODEANS TALK!"

66
NARRATOR
Menzies reported later that the Foreign Office had adopted a 'fatalistic attitude' toward Japan.

HORNER
On April 1st, Menzies forwarded to the British chiefs what was considered a comparatively explosive document that set out the questions which he felt still needed to be answered. The paper referred to the inadequacy of the defences in Malaya and asked for a statement of the forces necessary for its defence.

NARRATOR
Three days later the British chiefs replied formally to Menzies’ paper, claiming that, land forces in Malaya would reach their full strength by the end of April 1941. They accepted that air strength was below that necessary for reasonable security in the absence of the Fleet, but considered the risk no more serious than that being accepted elsewhere. Britain’s ability to send a battle cruiser and a carrier to the Far East ‘would be judged entirely on the situation at the time’. Menzies’ chief advisor delivered his judgement on the British reaction:

ADVISOR
We certainly know where we stand, the degree to which we must rely on our own efforts, and the necessity for expanding them to the utmost extent. The British comments indicate a degree of complacency which we have now come to expect about the defence of the Pacific region. It is now evident that, for too long, we readily accepted the general assurances about the defence of this area. The relief of Singapore does not look very reassuring.

NARRATOR
As part of their concern over the Far East the Australians spent considerable time trying to obtain additional aircraft from Britain. The British Secretary of State for Air warned the Minister for Aircraft Production:

BRITISH SECRETARY OF STATE (V/O)
We must see to it that these Dominions do not strip us of everything.
NARRATOR
Menzies accepted an allocation of fifty-four Beaufighters on the condition that he could request further aircraft if war spread to the Far East. While Menzies considered that he and his party had been treated fairly in London, his senior advisors were not convinced that he fully appreciated the seriousness of the threat that faced the Far East and Australia.

SCENE 135. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE SHOT BY ROBERT MENZIES.

BLAINEY
In London Menzies saw first hand the value of the weapons and ammunition which were arriving from Australia. He could also report with pride that the first Bren machine guns to be made in Australia had been produced six months ahead of schedule. Menzies also boasted in London that by May 1941, Australia's total production of aircraft would be thirty five percent of what Britain's total production was when he was last in England.

NARRATOR
Meanwhile the Japanese threat had taken several steps towards becoming a reality as the Japanese Imperial Navy's senior tacticians were preparing an audacious plan to eliminate the United States naval strength in the Pacific.

SCENE 136. ARCHIVAL FOOTAGE
JAPANESE ARCHIVAL FOOTAGE OF ADMIRAL YAMAMOTO PORING OVER MAPS AND CHARTS

NARRATOR
The brainchild of Admiral Isoroku Yamamoto, the plan called for a carrier-borne attack on the American base at Pearl Harbor, to launch a war with the US by delivering a "knockout blow" that would disable the US Fleet, thus preventing its interference in Japanese plans for Southeast Asia.
YAMAMOTO (V/O)
Success would not be easy to achieve, but if all officers and men concerned were united in truly selfless determination, then success might, with Heaven’s help, be possible.

NARRATOR
The destruction of US naval strength in such a pre-emptive strike could win the time Japan needed to take over the oil fields of the Dutch East Indies, Malaya and the Philippines. Faced with a “fait accompli” in the Western Pacific, Yamamoto reasoned that there was a good chance the US would accept an early truce.

YAMAMOTO (V/O)
The outcome must be decided on the first day.

NARRATOR
Confronted with Prime Minister Konoye’s determination to press ahead with the “New Order” in Asia, which Yamamoto believed must certainly lead to open conflict with the United States, he dutifully began preparations to fight the war he had opposed for so long.

YAMAMOTO (V/O)
If we are ordered to do it, then I can guarantee to put up a tough fight for the first six months, but I have absolutely no confidence in what would happen if it went on for one or two years. It is too late to do anything about the Tripartite Pact now, but I hope at best you’ll make every effort to avoid war with America.

NARRATOR
Yamamoto’s repeated warnings that Japan lacked the resources to win such a war had made him a prime target of the extreme nationalists. In July 1939 Japan’s Prime Minister had sent him to sea as Commander in Chief of the Combined Fleet to avoid the assassin’s bullet.

NARRATOR
More than anyone else Yamamoto appreciated the urgency for Japan to win a quick war in the Pacific. Any delay in bringing about the confrontation would allow the US Pacific Fleet to grow too powerful to conquer and possibly starve the Combined Fleet of its much needed oil.
After an absence of four months, Prime Minister Menzies arrived in Sydney by flying boat on May 24th, 1941, and reported to the War Cabinet on the prime purpose of his overseas visit, that of securing reinforcements for the Far East. The War Cabinet seemed to accept, as Menzies had in London, that little more could be done to persuade Britain of the danger in the Far East, and that Australia had to increasingly rely on its own resources.

After months of fruitless negotiations had failed to halt Japan’s march of aggression in China, the US froze Japanese assets and imposed a trade embargo in July 1941 to cut Japan off from her vital oil supplies. Resorting to such drastic measures brought warnings from the US Ambassador in Tokyo that the Japanese military-dominated government might be prompted to commit “National Harakiri.”

The purposes of war with the United States, Great Britain and the Netherlands are to expel the influence of the three countries from East Asia, to establish a sphere for the self defence and the self preservation of our Empire and to build a New Order in Greater East Asia.

By going to war Japan would be gambling that a lightning take-over of Southeast Asia, the seizing of the oil and natural resources along with a defensive perimeter of Pacific Island...
bases, could secure for them an “invincible position,” thereby enabling her diplomats “to influence the trend of affairs and bring the war to an end.”

NARRATOR
The military’s uncertainty that they could win that quick victory was the cause for hesitation which allowed Prime Minister Konoye to press his plan for winning concessions through negotiation in a personal summit with President Roosevelt.

HORNER
The Australian government could do little about these developments except prepare home defences.

NARRATOR
After returning from overseas Menzies argued that the only minister who could represent Australia in the British War Cabinet with any authority was the Prime Minister, and that he should therefore return to London. Menzies, however, came under increasing criticism from senior members of his party and eventually, at a joint meeting of the United Australia Party and Country Party parliamentary members, resigned as leader.

HORNER
On October 3rd two independent members of Parliament voted against the government and the Labor Party formed a new government, with John Curtin as Prime Minister. With neither the United Australia Party nor the Country Party able to govern, Curtin became PM by default rather than choice.

SCENE 139. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF THE INVESTITURE OF JOHN CURTIN AS PRIME MINISTER ON OCTOBER 7TH, 1941.

NARRATOR
However, Curtin proved to be ‘a patient and resourceful parliamentary tactician’ in an evenly divided parliament. Despite his declared doubts about his ability to lead a nation at war, Curtin rapidly emerged as a
strong and decisive chairman of Cabinet and head of government. As Australia faced the increasing possibility of Japan going to war in the Pacific, anxiety about defence readiness became widespread.

BLAINEY
By the time Curtin came to power, British war strategy had most of Australia's best forces committed to the Middle East. Worse, Australia lacked the armaments essential for modern warfare - no modern fighter aircraft, no heavy bombers, no aircraft carriers. And without adequate ground armaments such as tanks, Australia would not have been able to hold out against a major invasion. Above all, Curtin remained sceptical about relying on Britain to defend Australia and put more emphasis on the direct defence of Australia.

SCENE 140. ARCHIVAL STILLS

ARCHIVAL STILLS OF THE ADVISORY WAR CABINET UNDER CURTIN.

HORNER
Curtin retained the Advisory War Council and its membership stayed the same. The experience of the Council had been invaluable in helping to prepare Curtin and his senior ministers for government. Like his senior ministers, Curtin lacked expertise in defence policy matters. He had little understanding of military discipline or of the duties and responsibilities of commanders, and never attended meetings of the Chiefs of Staff. His decisions would depend on the advice tendered by the government's professional advisers.

NARRATOR
For Curtin there was some comfort to be drawn from a number of reassuring messages sent by Churchill in October 1941, promising never to let Australia down if real danger came. Churchill also promised that the two battle-cruisers HMS Prince of Wales and HMS Repulse would be sent to Singapore to reinforce the US Pacific Fleet.
CHURCHILL (V/O)
As a proud gesture, to knit the English speaking world together.

NARRATOR
To add to this there was the growing evidence that the US planned to reinforce the Philippines and to develop Australia as a staging post along the route from the USA.

SCENE 141. ARCHIVAL FOOTAGE

JAPANESE ARCHIVAL FOOTAGE OF HIDEKI TOJO.

NARRATOR
Nine days after John Curtin became the fourteenth Prime Minister of Australia, Japan took another decisive step towards conflict with the US in the Pacific when it appointed Hideki Tojo as Prime Minister. Known as "The Razor," Tojo advocated an aggressive foreign policy and strongly opposed plans to remove Japanese troops from China and Korea. As Prime Minister he continued to be an active Army officer and was described by his enemies as having a "small-bore, straight-laced, one-track mind."

SCENE 142. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF SINO-JAPANESE CONFLICT.

NARRATOR
To solve the ongoing Sino-Japanese war, the US had been locked in unsuccessful negotiations with Japan for weeks, Tokyo stressing that any agreement with the US was on condition that America cease aid to the Chinese and lift the oil embargo on Japan. Taking this as a hardening of the Japanese position, Roosevelt informed his cabinet:

ROOSEVELT (V/O)
We are likely to be attacked next Monday, for the Japs are notorious for attacking without warning.
By the Spring of 1941 the US code breaking team was deciphering nearly all of Japan's diplomatic transmissions. But so great was the volume of this traffic, and so undermanned were the teams of American cryptanalysts, that neither the Army nor Naval Intelligence were able to provide for proper evaluation of the vast flow of decoded messages.

On November 19th 1941, Australia's own Special Intelligence Bureau intercepted a Japanese message advising all their overseas posts that in the event of a national emergency they would be warned by a coded radio message indicating that diplomatic relations with America, the Soviet Union or Britain were to be severed. The message would be in the form of a weather broadcast. "East wind, rain" would indicate hostilities with the US.

On November 26th the fateful countdown to Japan's attack on Pearl Harbor was begun as the Strike Force put to sea at dawn. The force comprised six aircraft carriers in three columns, flanked by battleships and cruisers. Admiral Yamamoto issued his final instruction:

In case negotiations with the United States reach a successful conclusion, the task force will immediately put about and return to the homeland.

That afternoon the US Secretary of State formally rejected Tokyo's latest proposal for
a temporary resolution to the crisis and submitted a strongly worded document tying any relaxation of the oil embargo to the Japanese “withdrawal of all military, naval, air and police forces from China and Indochina.”

NARRATOR
In Tokyo Prime Minister Tojo told his cabinet, that this was nothing short of an ultimatum, that the American government was “unyielding and unbending.” He saw “no glimmer of hope.”

SCENE 145. ARCHIVAL FOOTAGE - NORTHERN PACIFIC OCEAN
ARCHIVAL FOOTAGE OF YAMAMOTO ADDRESSING THE MEN ON BOARD THE AKAGI.

KOMACHI
One day all flying group members gathered on board the Akagi where we heard from our commander for the first time of the plan to attack Pearl Harbor. I had already thought something was odd. Without our notice, the carrier’s passageways, usually filled with all sorts of baggage and cargo, had been stacked with many crates of beer.

SCENE 145. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF JAPANESE MEN DRINKING ON BOARD SHIP.

KOMACHI
After leaving base we drank beer every day, as though racing to finish the huge stock. Perhaps because of the peculiar excitement we experienced. Even though we drank like fish, we did not get drunk at all. In fact, it was as though our perceptions became more clear.

NARRATOR
Suspecting that the Japanese would most likely strike in the Philippines, the US had rushed considerable Army and Navy reinforcements to the Philippines but the desirable military strength had not yet been reached.
SCENE 146. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF US CODEBREAKERS

NARRATOR
Meanwhile US Intelligence while monitoring for the weather warning code, prompted an alert radioed to all commands:

CLOSE UP OF THE MESSAGE BEING TYPED OUT:

"NEGOTIATIONS WITH JAPAN APPEAR TERMINATED... JAPANESE FUTURE ACTION UNPREDICTABLE BUT HOSTILE ACTION POSSIBLE AT ANY MOMENT. IF HOSTILITIES CANNOT REPEAT CANNOT BE AVOIDED THE UNITED STATES DESIRES JAPAN COMMIT THE FIRST ACT."

SCENE 147 ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE US PACIFIC FLEET

NARRATOR
The Commander of the Pacific Fleet believed that Hawaii was under no immediate threat because of the added intelligence summary:

"JAPAN’S STRIKE IS EXPECTED TO HIT THE PHILIPPINES, THAI OR KRA PENINSULA, OR BORNEO."

KOMACHI
I didn’t know anything about the Americans and their culture, but I knew we might be biting off more than we could chew. Even before we sailed for Pearl Harbor I didn’t think we could win the war. None of us had any confidence, but we had no choice but to follow orders.

SCENE 148. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF TOJO MAKING SPEECH
TOJO (V/O)
Matters have reached the point where Japan must begin war with the United States, Great Britain and the Netherlands to preserve her Empire.

NARRATOR
To protect the Pearl Harbor mission the Japanese Foreign Ministry agreed to present its formal rejection of America’s conditions precisely half an hour before Pearl Harbour was due to be attacked. The code signals for war were sent out, unleashing simultaneous strikes against Pearl Harbor, Malaya and the Philippines.

NARRATOR
On December 4th – the US Navy’s listening post at Maryland picked up what the operator reported as the “EAST WIND, RAIN” war warning message. It was apparently passed on but no action was taken and all copies subsequently disappeared.

SCENE 149. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF PEARL HARB STRIKE FORCE

NARRATOR
By the afternoon of December 6th, the Pearl Harbor Force was some 600 miles northwest of Hawaii. All hands cheered Admiral Yamamoto’s Nelsonian signal.

YAMAMOTO (V/O)
The rise or fall of the Empire depends upon this battle. Everyone will do his duty with utmost efforts.

NARRATOR
The latest Hawaiian intelligence report, relayed from Tokyo, was that all eight battleships of the US Pacific Fleet, as well as three cruisers and sixteen destroyers, were in harbour, only the two carriers were still at sea. There was little air activity, indicating that “now would be a good opportunity to attack.”
NARRATOR
In Washington the latest intelligence at 9pm indicated that the Japanese invasion convoys were on course for Thailand. Roosevelt made one last desperate appeal to Emperor Hirohito:

"THAT YOU INTERVENE, FOR THE SAKE OF HUMANITY, TO PREVENT FURTHER DEATH AND DESTRUCTION IN THE WORLD."

HILL
Too many alerts, too much intelligence pointing to the impending Japanese attacks, too much reliance on decoded information, all of this created a sense of false security which allowed the US commanders to sleep too soundly that night.

SCENE 150. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE JAPANESE FLEET STEAMING TOWARDS PEARL HARBOR.

NARRATOR
The gates of "the greatest fortress in the world" were left wide open, through which a Japanese striking force was ploughing at a steady twenty-four knots toward Oahu.

NARRATOR
In Tokyo at 8.45 pm Sunday, December 7th, Tokyo time, the US Ambassador received Roosevelt's urgent cable for the Emperor, which had been held up by the censors for ten hours. Within the hour the Ambassador was on his way to the Japanese Foreign Ministry.

SCENE 151. ARCHIVAL FOOTAGE
AMERICAN CODEBREAKER HANDS A MESSAGE TO ANOTHER

NARRATOR
In Washington at 7.30am Sunday, December 7th, Eastern time, Naval Intelligence completed the decoding of the last part of Tokyo's message picked up an hour earlier:
JAPANESE VOICE

The Japanese government regrets that it is impossible to reach an agreement through further negotiations.

SCENE 152. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF JAPANESE "BETTY" BOMBERS AND ZERO FIGHTERS LIFTING OFF THE DECKS OF THE COMBINED FLEET AIRCRAFT CARRIERS.

NARRATOR

At six am Hawaiian time, Commander Mitsuo Fuchida led his one hundred and eighty-three aircraft of the first wave strike planes off the decks of the six aircraft carriers. The escort of forty-three Zero fighters wheeled around the warships, taking up formation, while five thousand miles away, Yamamoto waited aboard the carrier Akagi.

KOMACHI

We were given no training on how to fly the Zeros. When the war started, they just taught us to learn everything about the engines, and off we went.

NARRATOR

As the 1 pm deadline for the delivery of Tokyo's final message to the US government in Washington arrived, the Japanese Ambassador was still awaiting the typing of a final copy. The delay caused the message to be delivered to the Americans after the attack on Pearl Harbor had begun.

SCENE 153. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF THE JAPANESE ATTACK ON PEARL HARBOR.

NARRATOR

At 7.49 am Hawaiian time, the Japanese began their attack on Pearl Harbor. The US refusal to make the smallest concession to the Japanese, coupled with an eleventh hour failure of intelligence which caused the US to drop its guard, escalated the European war into a global conflict that would ignite the
countries of the Pacific in four years of bitter and bloody conflict.

HILL
It’s amazing to think how close we came to not having a war in the Pacific. If negotiations between the Japanese and Americans had been successful at the last minute, perhaps it would never have started.

KOMACHI
I don’t see Pearl Harbor as the ‘date of infamy’ the Americans call it. For us there were no enemies, no right and no wrong. For me and my generation war was more of an obligation that was drummed into us through years of indoctrination by a military government.

SCENE 154. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF A THICK COLUMN OF SMOKE BILLOWS FROM THE USS ARIZONA AS HER BOILERS BLOW UP

KOMACHI
The Zeros were very light and easy to manoeuvre. This was mainly because there was no armour to protect the pilots. Also the planes had no radios, again to reduce the weight of the plane. This meant we could not communicate with our carriers or with each other. We Zero pilots repeatedly told the general staff of the problem but their reply was invariably, “A fighter plane does not fight with its radio. How many enemy aircraft can you shoot down with a radio set?”

NARRATOR
At 8.50 am Hawaiian time, the second wave of Japanese planes headed back to the carriers, less than two hours after the raid had begun. The great pall of black smoke that spiralled thousands of feet into the clear Sunday sky over Pearl Harbor was a symbol of Japan’s tactical victory and the United States’ tragedy.

80
NARRATOR
The final American death toll climbed to two thousand four hundred and three servicemen killed - one thousand of them lost in the USS Arizona alone. Nearly two thousand had been wounded and eighteen warships wrecked too badly to be salvaged. Only forty-three planes remained operational. All this destruction, which effectively wiped out the entire battleship strength of the Pacific Fleet, was achieved at a cost to Japan of only twenty-nine planes and their crews and the loss of the five midget submarines together with all but one crew. This was far less than Yamamoto had dared to expect.

ARCHIVAL FOOTAGE OF THE US CARRIERS, USS HORNET AND USS ENTERPRISE, AT SEA

HORNER
In many ways the attack on Pearl Harbor was a failure. Enormous stores of oil were left intact to supply the US fleet in the battles ahead.

SCENE 155. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF ADMIRAL YAMAMOTO ON THE BRIDGE OF AKAGI.

HORNER (V/O)
But most importantly, Japan had missed the two American aircraft carriers which were at sea, a mistake that was to have fatal consequences for Japan when the US and Japanese carriers met for the most decisive sea battle of the war six months later.

SCENE 156. INT. LEWIS'S PROPERTY "LANDSCAPE" DAY
RECONSTRUCTION (REPRISE OF SCENE 2):

ESSINGTON LEWIS SITS AT HIS DESK AND SPEAKS ON THE PHONE. HE FINGERS A NEWSPAPER ON HIS DESK; THE HEADLINE READS: "JAPS ATTACK PEARL HARBOR"

NARRATOR
Politically the attack on Pearl Harbor wiped away twenty years of US isolationism in just a few hours. Lewis's warnings of Japan's
strength and warlike intentions had finally become a reality.

SCENE 157. EXT PARLIAMENT HOUSE, CANBERRA DAY

NARRATOR
A War Cabinet meeting was called for that morning and discussions inevitably turned to the defence of Singapore.

CURTIN (V/O)
The outbreak of war with Japan is not just an incident in the existing war, but constitutes a whole new war. Australia now has to be prepared to resist invasion, and this does not mean waiting at Darwin. Defences have to be undertaken forward of Australia.

NARRATOR
Curtin reiterated the assurances given to Menzies by the British Secretary of State for Air on April 10th, 1941 that should war occur in the Far East there would be an immediate review of the deployment of air resources.

HORNER
Winston Churchill's immediate reaction to the news of Japan's attack on Pearl Harbour seemed surprisingly relaxed.

CHURCHILL (V/O)
So we have won after all.

HORNER
For Churchill, Japan had succeeded in doing what he had been unable to do - bring the United States resolutely into what was now a global war.

NARRATOR
After Pearl Harbour Japan advanced swiftly into South-East Asia. With unmatched air and naval supremacy, Japan scored a number of easy victories in the first few weeks of 1942. Britain also declared war on Japan and Australia depended more than ever on her ability to produce a wide range of weapons and aircraft for her own defence.
When Japan entered the war, the majority of Australia's first line aircraft were Wirraways and the RAAF's Number twenty-four squadron immediately flew north to defend Rabaul. But by this time the Wirraway was outmoded, its maximum speed of 222 mph being no match for the Japanese Zero.

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ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF THE PRINCE OF WALES AND REPULSE BEING SUNK BY JAPANESE PLANES.

NARRATOR

Three days after the attack on Pearl Harbor, Japanese planes attacked and sank HMS Prince of Wales and HMS Repulse, with the loss of eight hundred and forty lives. The two battle cruisers were on their way to intercept a Japanese convoy landing the invasion force in Malaya.

KOMACHI

Before Pearl Harbor planes were not thought of as capable of winning a war. The top brass saw planes as only good for measuring distances for the navy. When our fighters sank the Prince of Wales and Repulse, it changed the whole notion of warfare.

NARRATOR

News of the loss of the two ships impacted around the world.

CHURCHILL (V/O)

In all the war I never received a more direct shock. I writhed and twisted in bed as the full horror of the news sank in.

NARRATOR

The enormity of the loss was summed up by the British Chief of the Imperial General Staff:

CHIEF OF IMPERIAL GENERAL STAFF (V/O)

It means that from Africa eastwards to America, through the Indian Ocean and the Pacific, we have lost control of the sea.
NARRATOR
The loss of these ships, coupled with US Naval losses at Pearl Harbor, meant that Australia could count on little immediate assistance if Japan directed its forces towards Australia. Curtin now appealed to Churchill to send the forces promised in exchange for Australian contributions to the European war. But little more than token forces were forthcoming from Churchill, who was intent on concentrating the Imperial forces against Germany in the Middle East.

SCENE 159. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF AIRCRAFT BEING MANUFACTURED AT CAC.

NARRATOR
Nine days after Pearl Harbor Curtin told parliament that the manufacture of aircraft must have first priority.

CURTIN (V/O)
We intend to expand aircraft production to the maximum that the nation can attain.

BLAINEY
Unfortunately there had been delays in the production of aircraft during 1941. Machine tools and essential equipment were scarce. There was unnecessary rivalry between the Government aircraft factories and the privately owned Commonwealth Aircraft Corporation and monthly targets for the production of aircraft were not met.

NARRATOR
On December 18th, 1941 the Aircraft Production Commission was summoned to a meeting of the Advisory War Council, where its repeated failure to fulfil its production predictions was discussed. Curtin observed that because of the poor performance of the APC he did not favour the suggestion that it should take over CAC.
Essington Lewis was also at the meeting and characteristically delivered the coup de grace to the APC:

LEWIS (V/O)
The Aircraft Production Commission had not proved a success because it was attempting to be a manufacturing body and at the same time an overriding authority controlling the whole industry. The former function competes with the latter and this arrangement is not satisfactory.

Lewis then suggested a committee be formed to coordinate aircraft production to ensure satisfactory allocation of machines and materials. The Council accepted Lewis's suggestions and added to them by making Lewis Director General of Aircraft Production with powers similar to his other position as Director General of Munitions.

Labor ministers in their first few months of office had seen enough of Lewis to know that he was the best man for the job, and in January 1942 they announced that Lewis would be given autocratic power in the field of aircraft manufacture.

As Director General of both munitions and aircraft production, Lewis was given what no civil servant had been given in Australia - control of two major departments and power over a wider range of private industrial activities than any civilian industrialist had ever held.

The Aircraft Production Commission was then abolished. These reforms came not a moment too soon, for Australia could not afford to dissipate her energies on administrative battles. Technical and manufacturing problems were far more important.
HILL
The creation of the Aircraft Production Commission to build the Beaufort Bomber had led to a time wasting administrative fiasco in the aircraft industry, time that could have been better spent developing an adequate fighter. Although this was resolved by the Curtin government, there were other problems which effectively stopped the aircraft industry from achieving its full potential in the war effort. The main one was the astonishing lateness of the RAAF in recognising the need for a fighter aircraft. This effectively prevented CAC from supplying the fighter in time to be effective against the Japanese and had disastrous consequences for RAAF pilots who faced the superior Japanese Zeros in New Guinea.

NARRATOR
As well as compromising Australia’s ability to develop an adequate fighter, the Beaufort episode produced an aircraft which never fulfilled the major requirements outlined for it by the RAAF. Here the Menzies government’s determination to build the aircraft with the British government certainly forced the RAAF to accept and stay with an aircraft it never really wanted, and which was obsolete before the first one was produced in Australia in September 1941.

SCENE 160. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF THE JAPANESE ARMY ADVANCING TOWARDS SINGAPORE.

NARRATOR
By late December the Japanese army was moving south towards Singapore and the threat to Australia was grave. Tired of the hollow promises from Churchill as to the security of Singapore, Curtin wrote a New Year’s message on December 27th, 1941, not only alerting Australians to the imminent danger, but also to a shift in alliance.

CLOSE UP OF MELBOURNE HERALD ARTICLE WRITTEN BY JOHN CURTIN ON DECEMBER 27th, 1941.
CURTIN (V/O)
Australia now looks to America, free of any pangs as to our traditional links or kinship with the United Kingdom.

NARRATOR
Curtin said he had turned to America in quite good company, since Britain did not have the resources to guarantee Australia’s security. The Australian people were unaware of his messages to Churchill and Roosevelt, but as he was answerable for the security of the country, he had expressed his feelings in the bluntest terms.

HORNER
The article provoked outrage from some Australians, and greatly angered Churchill, because it undermined the then secret Anglo-American strategy of defeating Germany first before turning against Japan. Curtin wanted the Allies to fight the Japanese with the same vigour as they were fighting the Germans and the Italians.

NARRATOR
Aware that Churchill and Roosevelt were meeting in Washington, Curtin appealed for additional reinforcements to be sent to Singapore, but with little success. Curtin told Roosevelt that, if the US government wanted, Australia would accept an American commander in the Pacific area.

HORNER
In fact, US forces were already arriving in Australia. Towards the end of December 1941 two convoys arrived in Brisbane carrying troops, including artillery units and Air Force ground crews. The Americans were to establish a base in Australia in order to reinforce the Philippines, but it was already becoming difficult to reach that area.

NARRATOR
During Christmas of 1941, and the first weeks of 1942, Curtin called on Churchill to come to the defence of Australia as promised. On January 5th, 1942, Curtin confided to his wife, who had left Canberra for Perth the day after Pearl Harbor.
CURTIN (V/O)
The war goes very badly and I have a cable fight with Churchill almost daily.

NARRATOR
The Japanese continued their swift air and naval advance southwards and by January 1st 1942 were threatening Rabaul in New Britain, where No 24 Squadron had only four American Hudson bombers and six Wirraways to protect a force of approximately one hundred and thirty.

HILL
The RAAF's delay in producing fighter planes was to have tragic consequences when the Japanese attacked Rabaul on January 4th, 1942. Flying outmoded and under-powered Wirraways, Number 24 Squadron was overrun and virtually annihilated by the large numbers of vastly superior Japanese fighters.

SCENE 161. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF WIRRAWAYS BEING SHOT DOWN BY JAPANESE ZEROS.

HILL
It was quite simply a massacre. It was really a tragedy to send Wirraways to fight against superior aircraft like the Zeros. Here you had the cream of Australia's youth just wasted. Had we given them the right sort of aircraft; if they had have had Kittyhawks, or even Boomerangs, they would have acquitted themselves much better. But to send them off in a Wirraway to fight against a top line fighter like the Zero was just a total waste.

BLAINEY
The Wirraway was an all purpose aircraft in an era of specialist aircraft. Every Australian pilot knew the Wirraway's frailties and yet Australia was lucky to have them. The alternative would have been paper kites or aircraft diverted from Britain at the expense of her own fight to survive.
As the Japanese inflicted further air raids on Rabaul, the Central War Room received a desperate message from the RAAF Commander in Rabaul, on January 12th, 1942.

CLOSE UP MESSAGE BEING TYPED:

"Urgently request immediate reinforcement by fighters and dive bombers. Suggest Tomahawks and Wirraways respectively in largest numbers possible. Only token resistance possible with present unsuitable aircraft, all of which will certainly be destroyed in one day's action against carrier borne forces. Enemy has definite sea control as well as air superiority. Predict Allies' supply line through Torres Strait will be cut within week of capture of Ambon."

The Central War Room's reply was painfully brief:

CLOSE UP OF MESSAGE BEING TYPED:

We cannot supply aircraft.

A day later the Commander sent yet another appeal, emphasising the impossibility of the position without adequate air and naval support.

CLOSE UP MESSAGE BEING TYPED:

I understand no such support can be expected. To avoid purposeless sacrifice of valuable manpower and arms I recommend immediate evacuation of
combined force.

NARRATOR
But an evacuation was not part of the Air Staff’s plans.

CLOSE UP MESSAGE BEING TYPED:

... "Position must be held until orders are received from the Supreme Commander. I feel sure you would be the first to protest if Australians were withdrawn, leaving Dutch alone to meet the attack. Congratulate those concerned on good work accomplished."

NARRATOR
The message was respectfully acknowledged with an assurance that resistance with the remaining aircraft would be resolute.

SCENE 164. ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF JAPANESE PLANES SHOOTING DOWN AUSTRALIAN WIRRAWAYS.

HILL
Fighters! Give us fighters! The cry from all the combat areas was for fighters, and these could obviously not be flown all the way from the US. So the best use had to be made of the few that were available, but at a terrible cost.

MAP SHOWING JAPANESE PROGRESS

NARRATOR
On January 7th Rabaul received its fourth raid. Twenty Japanese bombers dropped up to sixty bombs, destroying one Hudson and two Wirraways. Only seven Wirraways now remained to protect Rabaul.

NARRATOR
In mid January 1942, with powerful enemy forces poised to strike at Rabaul the Australian Chiefs of Staff faced a military situation for which they had no immediate answer. Without the aircraft to strike at the enemy they were virtually powerless.
ARCHIVAL FOOTAGE OF JAPANESE ATTACK ON RABAUL.

NARRATOR
On 20th January 20th the Japanese launched a major assault on Rabaul. A force of twenty aircraft were quickly joined by more than thirty bombers. Five minutes later another fifty aircraft were reported approaching. Two Wirraways were on patrol, but at the first sighting five more Wirraways took off.

ARCHIVAL STILLS
ARCHIVAL STILLS OF THE PILOTS OF NUMBER 24 SQUADRON ARE SUPERED OVER THE COMBAT FOOTAGE.

HILL
I find this episode one of the most poignant of the war, in that it highlights the hopelessness that the Australian aircrews at Rabaul must have found themselves. Here we have well-trained, skilled crews being 'blown away' - not by their own incompetence - but by that of others who had sent them off with totally inadequate arms. It's not desirable to send the cream of our youth off to fight a war at any time, but to send them out under these conditions was really criminal. The government, politicians and the RAAF hierarchy, had abrogated their responsibility.

NARRATOR
The RAAF force began making preparations to evacuate their base and sent a message to Headquarters:

CLOSE UP MESSAGE BEING TYPED:

"In consultation with Army and Navy have holed all fuel drums and destroyed publications. This necessary as Army cannot protect and you have given no indication any possible chance defend Rabaul."

NARRATOR
The reply was:
"Rabaul not yet fallen. Assist Army in keeping aerodrome open. Maintain communications as long as possible."

HILL
The RAAF Commander was to have the last word however and sent his final signal from Rabaul. When it reached Melbourne the cipher staff were puzzled until someone with a knowledge of Latin translated the message - "Nos morituri te salutamus" - into English. It was the Roman gladiators' salutation - "we who are about to die, salute you!"

NARRATOR
Three hours later there was a reply. It was very strictly "Service" though its clear intention was that the chief gladiator was to be removed from the arena:

"Wing Commander to proceed Port Moresby to command Hudson squadron consisting of single flights from 24 Squadron, 23 Squadron, 6 Squadron.

SCENE 167. ARCHIVAL FOOTAGE
JAPANESE TROOPS INVADE RABAUL

NARRATOR
The day after the withdrawal an invasion force of over five thousand Japanese soldiers landed at Rabaul and immediately established their latest and most strategic base in the South-West Pacific Area.

SCENE 168. MAP OF SOUTH WEST PACIFIC AND SINGAPORE.

MAP OF SINGAPORE AND SINGAPORE ISLAND.
By the time of the Japanese invasion of Rabaul, Japanese forces had also launched an assault on Singapore. Australia's worst fears were about to be realised.

In London, Churchill was now seriously alarmed by the collapse of the Malayan campaign. On January 15th he cabled Wavell:

The city of Singapore must be converted into a citadel and defended to the death. No surrender can be contemplated."

Churchill also inquired whether the newly arrived troops should be sent to Rangoon without delay.

"I regard keeping the Burma Road open as more important than the retention of Singapore."

However, Churchill's mind was to be quickly changed by a cable from Curtin:

"After all the assurances we have been given, the evacuation of Singapore would be regarded as inexcusable."

ARCHIVAL FOOTAGE

ARCHIVAL FOOTAGE OF DESPERATE FAMILIES LEAVING SINGAPORE.

In Singapore the news that the Japanese advance units were less than one hundred miles from the shallow strait of Johore sent hundreds
of European families to the rubble strewn docks, trying to book passage out on the few ships still braving the enemy air and sea blockade. All but a handful of the fifty vessels that sailed that week fell prey to Japanese bombers and warships.

NARRATOR
On January 21st Churchill cabled his orders to his Supreme Commander:

CHURCHILL (V/O)
I want to make it absolutely clear that I expect every inch of ground to be defended, every scrap of material to be blown to pieces to prevent capture by the enemy, and no question of surrender, until after protracted fighting among the ruins of Singapore city.

NARRATOR
On January 25th the order was given for the final retreat onto Singapore Island. The battle for Johore had been lost in just ten days. The final retreat was already in progress when troopships docked at Singapore to unload 2,000 Australian soldiers, most of them recent recruits who had never fired a rifle.

SCENE 170. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF THE RETREAT TO THE ISLAND OF SINGAPORE.

NARRATOR
Thousands of battle weary British and Empire troops trudged across the thousand yard causeway to a temporary respite on Singapore Island. At 8 am the engineers were ordered to dynamite the causeway. However, the weight of explosives had been miscalculated and water only covered the displaced rubble to a depth of less than four feet - shallow enough for even the shortest Japanese soldier to wade across.

SCENE 171. ARCHIVAL FOOTAGE
JAPANESE ARCHIVAL FOOTAGE OF JAPANESE ASSAULT ON SINGAPORE ISLAND.
The Japanese made their actual assault on the island on February 8th and as they pressed the defending ground forces back Far East Command's role in Singapore effectively ended.

On February 10, Churchill cabled his most melodramatic orders:

"Battle must be fought to the bitter end. Commanders and senior officers should die with their troops. The honour of the British Empire is at stake. With the Russians fighting as they are and the Americans so stubbornly at Luzon, the whole reputation of our country is at stake."

Despite being low on food and ammunition and outnumbered almost three to one, the Japanese overwhelmed the exhausted British and Australian defenders of Singapore, forcing them to surrender the island fortress on February 15th, 1942, one of the most bitter and decisive defeats ever suffered by the forces of the British Commonwealth.

The Japanese victory had been at the cost of ten thousand casualties on each side, but more were to follow. The Japanese rounded up thousands of European women and children and imprisoned them in Changi Jail, while more thousands of Chinese were needlessly executed.

The Japanese victory had been at the cost of ten thousand casualties on each side, but more were to follow. The Japanese rounded up thousands of European women and children and imprisoned them in Changi Jail, while more thousands of Chinese were needlessly executed.
Churchill had told the Americans only a month before that the island fortress could withstand a siege of six months. It was to fall after only two weeks. Australia's worst fears of the 'impregnable fortress' of Singapore falling to the Japanese had been realised. The vital base was lost, and some 120,000 British, Indian and Australians were captured.

The successive collapses of the hastily prepared British defences in Malaya shocked the nation. Curtin's cabled disputes with Churchill resulted in little reinforcement for Australia, but added to Churchill's resentment at the PM's pressing of Australia's interests. As far as Churchill was concerned, Australia would have to look elsewhere for its salvation.

That salvation came in the person of General Douglas MacArthur, commander of US forces in the Philippines. General MacArthur was ordered by President Roosevelt to organise Pacific defence with Australia in March 1942, after the fall of Singapore. Curtin agreed to Australian forces coming under the overall command of MacArthur whose title was Supreme Commander of the South West Pacific. From MacArthur's point of view this was a workable alliance - he told Curtin:

Mr Prime Minister, we two, you and I, will see this thing through together. You take care of the rear and I will handle the front.

Curtin described the fall of Singapore as 'Australia's Dunkirk' and suggested it would
be followed by the ‘battle for Australia’. His prediction seemed fulfilled almost immediately, when the Japanese launched their first air raid on Darwin four days later.

NARRATOR
Ten weeks after attacking Pearl Harbour, the same Japanese squadron of one hundred and eighty-eight fighters and bombers again catapulted off the decks of the carrier Akagi, this time to attack Darwin, confirming Australian fears of a Japanese invasion. The bombing in successive raids destroyed much of the town, as well as the ships in its harbour.

SCENE 175. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF THE JAPANESE ATTACK ON DARWIN

NARRATOR
The raid on Darwin destroyed much of the town, the civilian and military aerodromes and the harbour. Half of the US and Australian naval vessels in port were sunk or heavily damaged. After forty minutes the Japanese navy planes returned to their four carriers, waiting three hundred miles off the coast.

NARRATOR
The second raid was launched at noon and fifty-four twin-engined Japanese Betty bombers obliterated Darwin’s air-base. It took days to reassemble the considerable number of military personnel who ran into the bush, one airman fleeing as far as Melbourne.

HILL
During the Darwin raids the RAAF only had Wirraways available for defence. But they were just overwhelmed by the sheer number of planes.

NARRATOR
The bombing of Darwin left two hundred and forty three dead and more than three hundred wounded. Darwin’s commercial life ceased and the town came under military control. During the next eight months there were fifty-eight subsequent attacks
on Darwin and other military installations along Australia’s north and north-west coasts, each one raising the fear of a full scale Japanese invasion.

NARRATOR
Anxious to maintain Australia’s war effort, Prime Minister Curtin called on Australians to ‘sacrifice their peacetime things’. He warned that invasion was ‘a menace capable hourly of becoming a actuality’.

HORNER
When you look at how Darwin and other towns on the Australian north coast slipped into the gun sights of the Japanese naval forces in 1942, the evidence confirms the stop-and-go tactics of Japan’s sudden thrust after Pearl Harbor; an advance that was brilliantly conceived in its first stage, but afterwards relied more on daring and military opportunism, rather than carefully planned grand strategy.

NARRATOR
The Japanese attack on Darwin increased the urgency for an Australian intercepting-fighter and the Commonwealth Aircraft Corporation now focussed its efforts on a new aircraft; the Boomerang.

HILL
Two weeks after Pearl Harbor the CAC management had approved the design for the Boomerang, a stubby little fighter that was a vastly improved version of the Wirraway, driven by the most powerful engine available in Australia at the time. However, government procrastination led to a six week delay and it wasn’t until three days before the Japanese attack on Darwin that the War Cabinet finally gave its approval for the Boomerang fighter program.

SCENE 176. ARCHIVAL FOOTAGE
ARCHIVAL STILLS OF THE BOOMERANG FIGHTER IN PRODUCTION.
NARRATOR
To try and make up for the delay, Lewis turned all his organising skill into the production of Boomerangs. The concept was to use as many Wirraway parts and jigs as possible to save production time.

HILL
The first test flight of the Boomerang was made on May 29, 1942, only one hundred and fifty-nine days after approval for the project was given, something that would have been considered remarkable for an established aircraft manufacturer.

NARRATOR
The Air Board immediately ordered 250 Boomerangs, and the first RAAF Squadron was equipped with Boomerangs within six months of the date when the order was placed.

WACKETT (V/O)
To meet our production target of ten Boomerangs a week, we had to build up our workforce to 5,000 men. Within another year the CAC workforce exceeded 7,500 men. At the peak of the war we reached an employment figure of 10,000 men, a large factory staff by Australian standards of those years.

SCENE 177. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF THE BOOMERANGS IN COMBAT.

HILL
The first Boomerang flew on May 29, 1942. Had the Boomerang been ready to go into action against the Zeros in Rabaul in January 1942, it may have been a different outcome than it was for the Wirraway.

NARRATOR
The Boomerangs had characteristics of speed and shape unknown to Allied aircraft in the South West Pacific and when they were first flown in new Guinea they were fired upon by Allied anti-aircraft guns in the belief that they were new enemy aircraft, one being
mistakenly shot down by the Americans on July 5th, 1943.

NARRATOR
In the first weeks after Pearl Harbor, Japanese air, land and sea forces literally overran Southeast Asia.

OKUMIYA
From the Manchurian Incident until December 1941, Japan had experienced nothing but easy victories over weak enemies, and it was with some apprehension that she embarked on war in the Pacific. Japan was as surprised as every other country was at her rapid succession of great victories in the early months, and her initial apprehensions were soon dispelled.

NARRATOR
The attack on Pearl Harbour and the sinking of two British battleships by Japanese bombers proved what Yamamoto had been arguing for years; that gun-firing warships were out of date. Modern battleships were aircraft carriers which fired aeroplanes, not shells. A new type of sea fight in which the opposing fleets never saw each other was now possible. Dive-bombers and torpedo planes would replace shells and ranges could be increased to more than eighty kilometres. Victory would go to the side which sank the most carriers.

SCENE 178. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF THE BATTLE OF THE CORAL SEA.

NARRATOR
Japan's easy victories made her leaders even more ambitious. In early May 1942 a strong force was sent through the Coral Sea to capture the Solomon Islands and attack Port Moresby. Unknown to the Japanese, US codebreakers had discovered the key to their wireless code. Consequently the Americans knew of the Japanese move and gathered their fleet to intercept them in the Coral Sea.

HILL
The Battle of the Coral Sea was the first carrier to carrier battle in history. It resulted in the
sinking of two Japanese carriers and the loss of the USS Lexington. For the first time in the Pacific war a Japanese invading force was turned back.

NARRATOR
American bombers from the carrier Hornet had fire-bombed Tokyo in April. Although the damage was not severe the proud Japanese leaders felt deeply insulted. They decided that the attack must have come from Midway Island, an American base which barred the way to the Hawaiian Islands.

SCENE 179. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF LONG COLUMNS OF FLAG-WAVING JAPANESE CITIZENS TRUDGING THROUGH THE WINTER SNOW TO THE GATES OFF THE IMPERIAL PALACE.

OKUMIYA
People at home, as well as soldiers at the front, went wild with joy as the advance continued, and it was not long before they were thinking very lightly of the enemy's ability to fight or resist. And so there developed an arrogant attitude on the part of the Japanese toward the enemy. By the time of the Midway Battle this arrogance had reached a point where it had permeated the thinking and actions of officers and men in the fighting services. This malady of overconfidence has been aptly called "Victory Disease", and the spread of the virus was so great that its effects may be found on every level of the planning and execution of the Midway operation.

NARRATOR
Following the American victory at the Battle of the Coral Sea and the humiliating American bomber raid on Tokyo, Admiral Yamamoto made the fateful decision to seek a decisive battle with the "remnants" of the American fleet.

SCENE 180. ARCHIVAL MAP
MAP SHOWING MIDWAY, A TINY DOT IN THE MIDDLE OF THE PACIFIC.
NARRATOR
Yamamoto believed that if Japan did not soon win a decisive battle, defeat was simply a matter of time. He decided on an ambitious plan to defeat the US Pacific Fleet and chose the atoll of Midway Island as a strategic target to draw the Americans into an ambush to destroy their carriers. With the remaining US ships destroyed, the Japanese hoped to invade Hawaii. Some Japanese leaders had misgivings but nothing could be denied the Admiral after his success at Pearl Harbour.

SCENE 181 ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF JAPANESE COMBINED FLEET AT SEA

NARRATOR
Yamamoto had at his disposal a massive fleet of some 250 ships, including eight aircraft carriers and five thousand men. Unfortunately for the Japanese the Americans were well aware of the plan. Decoded intercepts of communications meant that by the end of May, the US knew the date and place of the operation, as well as the composition of the Japanese forces.

SCENE 182 ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF THE BATTLE OF MIDWAY.

NARRATOR
Fought just a month after the Battle of the Coral Sea, Midway was the first purely carrier battle. At dawn on June 4, 1942, Japanese carrier aircraft bombed and heavily damaged the base on Midway to draw out the US carrier fleet.

ARCHIVAL FOOTAGE OF JAPANESE CREWMEN RE-ARMING PLANES.

HILL
When the Japanese aircraft returned to their carriers, they were re-armed with bombs for a second strike at Midway. But during this process the waiting American ships were detected. Instead it was decided to change the arms load for an attack against the American ships. With torpedoes and bombs stacked, and fuel hoses...
snaking across their decks, the Japanese carriers made vulnerable and highly volatile targets.

OKUMIYA
We were all infected with "Victory Disease". When our aircraft carriers were fatally hit on 4 June, the majority of our casualties were caused not by explosions or shell fragments, but by burns. Many of these burns could have been avoided if the crews had been properly dressed for combat. Instead they wore only half-sleeved shirts and tropical shorts, and why not? Summer in the tropics is warm and there was nothing to fear from enemy attacks. Similarly the haphazard handling of bombs as they were removed from our planes to be replaced by torpedoes. Never mind the precaution of stowing the bombs in protected places. Just pile them on the deck. The enemy will never hit our ships. But he did.

AMERICAN PLANES ATTACK THE JAPANESE CARRIERS, THEIR DECKS ARE ON FIRE AND ARE TORN APART BY EXPLOSIONS.

NARRATOR
The Americans launched their attack from the carriers USS Enterprise and Hornet against the Japanese carriers; the two US carriers that were at sea during the attack on Pearl Harbor. Anti-aircraft fire and fighters destroyed most of the Japanese torpedo bombers. Five minutes later, three Japanese carriers were either ablaze, abandoned or crippled. Aircraft from the Enterprise attacked the remaining Japanese carrier, setting her ablaze.

KOMACHI
While we were carrying out fleet air cover we could not even communicate properly with the carriers directly below us, because our radio gear was completely unusable. As air cover we flew in huge circles over the fleet. There were many cases where pilots could not get a bearing on their carrier after combat and ended up missing in action, in other words ditching in the sea. If the lives of the Zero pilots had been worth just a little more to the Navy general staff, they could easily
have devoted some resources to improving our radio equipment, I think. Even now, when I think about it I want to stamp my feet in frustration!

NARRATOR
Having scored a decisive victory, the American forces retired. The loss of four carriers effectively halted the expansion of the Japanese Empire in the Pacific, and placed Japan on the defensive for the rest of the war. It had been six months to the day since the attack on Pearl Harbor. Prophetically Admiral Yamamoto had predicted to his superiors that Japan would prevail for only six months to a year against the United States, after which American resources would begin to overwhelm the Japanese Navy.

OKUMIYA
The victory of the US forces at Midway was a victory of intelligence. The enemy’s intelligence translates itself into a failure on our part - a failure to take adequate precautions in guarding the secrecy of our plans. Had the secret of our intent to invade Midway been concealed with the same thoroughness as the plan to attack Pearl Harbor, the outcome of this battle might well have been different.

SCENE 183 ARCHIVAL FOOTAGE
MONTAGE OF ARCHIVAL FOOTAGE OF MINOR BATTLES WHERE JAPANESE SHIPS AND PLANES ARE LOST.

NARRATOR
The battle proved to be a turning point. With the loss of four carriers and three and half thousand men Japan struggled to recover. In the following months US submarines and planes destroyed increasing numbers of Japanese merchant ships. Without a large merchant marine her industries were gradually starved of supplies and her Pacific conquests could not be developed properly. Without a powerful war fleet to retain command of the seas, all other Japanese efforts were doomed. For the Japanese, Midway was the beginning of the end.
ARCHIVAL FOOTAGE RE-CONSTRUCTS THE DEATH OF YAMAMOTO.

NARRATOR
Yamamoto never recovered from the defeat of Midway, although he remained in command. To boost morale, he decided to make an inspection tour throughout the South Pacific. In April 1943, US intelligence intercepted and decrypted reports of the tour and American P-38 aircraft ambushed Yamamoto in the air, shooting down his aircraft over Bougainville.

NARRATOR
After the Japanese defeat at Midway, MacArthur assured Curtin that 'the security of Australia had now been assured'. The fighting though was far from over.

KOMACHI
Our army wanted to capture Port Moresby to use as a base to launch an all-out attack on Australia.

ARCHIVAL FOOTAGE OF BATTLE FOR THE KOKODA TRAIL.

NARRATOR
With their naval forces effectively defeated, the Japanese called off their planned capture of Port Moresby by sea. Instead they launched a land attack, across the Owen Stanley mountains. But the Japanese defeat at Milne Bay made their advance impossible, and the victory at Kokoda on November 2nd 1942 marked the turning point in the southward sweep of the Japanese offensive. The Japanese commanders turned their attention to the Solomon Islands base of Guadalcanal.

HORNER
Although Curtin's defence advisers predicted that Australia would be invaded by mid-1942, Japan's military commanders had finally decided against this option. While the Japanese Navy insisted on invading the northern part of Australia's east coast, the Army...
refused, saying that this would ultimately not help Japan to defeat Britain and the US. The army did not want to get bogged down in another costly war of attrition as had happened in China, nor lose its punch in the north by shifting ten divisions from the Soviet front to Australia. The Japanese army could not possibly match the estimated 600,000 Australian civilian and military combatants without pulling troops out of the Philippines and having at least two million tons of shipping at its disposal.

HILL
It's amazing to think that in the final analysis Australia was spared from invasion due to Japanese military pragmatism and her over-commitment of troops and equipment in two simultaneous wars.

NARRATOR
As the prospects faded for an invasion of Australia, isolating the continent by way of intercepting and annihilating the British and US navies now became the prime focus of Japanese strategic attention in the Pacific.

SCENE 186. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF THE DESTRUCTION CAUSED BY JAPANESE MINI-SUBMARINES IN SYDNEY HARBOUR.

NARRATOR
Despite the crippling defeat suffered at Midway Japan continued to push further southwards. At the end of May 1942 two Japanese mini-submarines entered Sydney Harbour and sank ferries. Nineteen RAN and two RN personnel were killed. While both submarines were destroyed, for Australians in capital cities the war had finally arrived on our doorstep.

SCENE 187. ARCHIVAL STILLS
ARCHIVAL STILLS OF LEWIS
BLAINEY
During the war there were several attempts to bestow honours on Lewis. In the closing months of 1942 Canberra recommended him for a knighthood, but Lewis declined the offer.

DAME ELISABETH MURDOCH
He was extraordinary because he was very reluctant ever to be in the limelight. He was a retiring man, I think. A private man. And a lot of people didn’t really know what he had done. And I think he was absolutely resolute and courageous and wonderfully effective at what he did. And I think Australia owes him, and all the people who worked for him, a great deal.

HILL
There was absolutely no reason why he wouldn’t have received a knighthood for his work he did during the war. And yet he declined all that. And to me that made him a greater person. He was content to know in himself what he had achieved and he had achieved that for Australia, not for Essington Lewis.

NARRATOR
On learning of Lewis’ refusal Curtin recommended that he made a member of the Order of Companions of Honour, an honour normally bestowed on long-serving Prime Ministers. In his recommendation Curtin outlined how Lewis had prepared the steel and allied industries for war, how skilfully he had built up munitions, how he had developed the aircraft industry to a scale not thought possible when the government had anxiously called on his help at the end of 1941.

CURTIN (V/O)
It is doubtful whether Australia would have reached anything like its present state of effectiveness for prosecuting the war but for the outstanding services Mr Essington Lewis has rendered.
NARRATOR
On learning of the recommendation Lewis wrote to Curtin:

LEWIS (V/O)
Inherently I am personally against the idea but I feel that the suggestion is unique for many reasons. Above all I feel that it is a gesture to the many thousands of workmen and women, the hundreds of technical officers and the scores of high executives including public servants who are working so well for the munitions and aircraft efforts. Because the suggestion is unique I feel that if you desire to proceed with it I will fall in line.

SCENE 188. ARCHIVAL STILLS
ARCHIVAL STILLS OF LEWIS AT THE INVESTITURE.

NARRATOR
However Curtin's recommendation was rejected, as the honour could not be given to an industrialist. The matter was re-opened in 1943, the King having signed the paper. On September 20th a reluctant Lewis flew to Canberra for the investiture.

SCENE 189. ARCHIVAL STILLS
ARCHIVAL STILLS OF BOOMERANGS IN PRODUCTION AT CAC

NARRATOR
By the end of 1942 CAC had built two hundred and fifty Boomerang fighters for action in new Guinea. However the demand rose for more powerful first-line fighters and bombers, as the Boomerang and Beaufort were by now obsolescent.

WACKETT (V/O)
This dual demand for fighters and bombers led to the decision to send a mission including myself to select suitable types to be produced in Australia. We were to select both a
fighter and a bomber after full investigation in Britain and America.

HILL
When the plan was formulated the intention of those sponsoring the mission was that two aircraft of British design, if this were at all possible, should be selected. While this policy was never openly admitted Wackett had definite information that only as a last resort was an American design to be chosen.

WACKETT (V/O)
In some quarters it was still contended that the original selection of an American aircraft by CAC indicated a prejudice on my part in favour of American designs. It had been declared that when another opportunity arose I would not be permitted to choose an American design, particularly when at a preliminary discussion I had expressed the opinion that the fighter of the future appeared to be the American Mustang. This made my opponents see red, and they were determined to have overwhelming reasons before they would agree to anything other than Spitfires.

HILL
Here we are, three years into the war in the Pacific, with Australia still in dire straits, and we have a repeat of the same nonsense that had afflicted Wackett throughout his entire involvement with CAC. Despite the number of times he had been proven right in his choice of US over British aero technology, he had to fight the same battles over again.

NARRATOR
The mission left Australia in January 1943 and visited the North American Aviation plant which was then producing the Mustang.

WACKETT (V/O)
It was just what I had expected, but some of my colleagues, while impressed, still expressed a belief that we would see something even better in England when we saw the production of the Spitfire. We continued with our quest, to waste three precious months of
time at a critical stage of the war, just because there were people who did not know what had taken place in aeroplane development and who hated the thought that another American design might be selected.

HILL
When the mission saw the Spitfire in England, they were of course convinced that that was the aircraft they should choose. All except Wackett.

WACKETT (V/O)
It was clear to me that the methods of manufacture of the Spitfire were still those of 1937 when the design was first evolved and compared unfavourably with the advanced technique employed on the Mustang which had been evolved several years later. Highly qualified technical men told me that the Mustang would soon supersede the Spitfire; but I was the only member of the mission to seek out this confidential information.

HILL
The differences between Wackett and his colleagues were finally resolved when it was revealed that a similar British mission had just returned from the US and had determined that the Mustang was the outstanding fighter plane in the world.

WACKETT (V/O)
Having achieved my objective I had little interest except to return quickly and get on with the job. I had to familiarise myself with the problem of manufacturing the Mustang, the next job for CAC.

SCENE 190. EXT/INT WESTERN HOUSE NIGHT

LEWIS AND THE OTHER DIRECTORS OF MUNITIONS MEET AT NIGHT TO DECIDE ON MORE AIRCRAFT AND MUNITIONS PRODUCTION.

NARRATOR
The middle of 1943 saw the peak of the munitions drive with Lewis' munitions
department employing over 150,000 men and women, a figure he had predicted years previously. The subsequent stemming of the Japanese advance, coupled with the impact of the massive war production in North America and the strengthening of the sealanes between Australia and outside suppliers helped to ease the demand for Australian munitions.

WACKETT (V/O)
The new project to build Mustangs was the largest we had attempted. We were required to produce one aircraft a day, and as each Mustang was equivalent to three Wirraways in the amount of work required the whole scale of the effort was at least ten times greater than when we first planned to produce Wirraways.

HILL
The object was to reach production in the shortest possible time, so CAC abandoned any notion of self sufficiency, importing one hundred sets of basic parts to enable assembly to start. This meant that the first eighty were produced very quickly.

WACKETT (V/O)
This meant the delivery of Mustangs within eighteen months of the decision to adopt the type, and allowed time to complete the tooling so that full-scale production could continue for as long as was desired.

NARRATOR
Despite the complexity of the task, the first Mustang flew in May 1945. Many of the first Australian Mustangs took part in operations in the South-West Pacific during 1945.

NARRATOR
By the winter of 1944 the aircraft campaign reached its peak, employing some 44,000 men and women, building the high altitude Mustang fighters. In all 3,500 trainers, fighters and bombers were built in Australia during the war.
Aware that Japan could not win the war, Japanese Prime Minister Hideki Tojo resigned from office in July 1944. Tojo shot himself in the chest just before he was arrested by the US military in 1945. Tojo survived, and after being nursed back to health was tried as a war criminal. Tojo was executed on December 23rd, 1948.

With the call for munitions diminishing, Lewis now felt that his main duties were over. The Allies had invaded Europe and in the Pacific the Japanese were weakening. Lewis felt the time was right to take one of his long tours of inspection from which he always gained so much stimulus and knowledge.

Lewis left Australia for the US in August 1944, his first overseas trip since that fateful visit to Japan ten years earlier.

While in America Lewis spent time trying to persuade American businessmen to open plants in Australia after the war, realising that Australia would always be vulnerable until it became more self-sufficient industrially. Lewis' wartime experience meant that he could now confidently promote the Australian workforce as capable of anything and warned the Americans that if they didn't set up manufacturing industries in Australia their competitors probably would.

On November 3rd, 1944, John Curtin suffered a major heart attack in Melbourne. When he was strong enough he was driven back to Canberra to complete his recovery. On January 8th, 1945 he celebrated his sixtieth birthday at the lodge.

Although he returned to parliament in February, Curtin was by no means back to normal. Not only was he forced to excuse himself from parliamentary question time, he was unable to
concentrate on the work demanded by the avalanche of Bills being prepared for the coming peace.

SCENE 191 ARCHIVAL STILL.

ARCHIVAL STILL OF LEWIS LOOKING FRAIL.

NARRATOR
Essington Lewis arrived back in Australia in March 1945, having travelled 46,000 miles and met more than 1,600 people, their names all faithfully recorded in his notebooks. Typically he had worked himself close to exhaustion and his weariness was visible to everyone for some time.

NARRATOR
On April 18th, 1945, Curtin moved parliament’s motion of condolence on the death of President Franklin Roosevelt. Soon after, severe lung congestion forced Curtin back into hospital and it fell to deputy Prime Minister Chifley to announce the end of the war in Europe on May 9th, 1945.

NARRATOR
When Germany surrendered in May 1945 Lewis informed Curtin that he wished to give his time to the steel industry once more. Curtin, then in his final illness, granted Lewis’ request and wrote the last of his many tributes to Lewis:

SCENE 192. INT HOSPITAL DAY

RECONSTRUCTION:

CURTIN WRITES A LETTER TO LEWIS FROM HIS HOSPITAL BED.

CURTIN (V/O)
You have my abiding appreciation for the manner in which you have collaborated with me and of your unfailing courtesy in adapting to our needs - at the expense of your own personal convenience and whatever leisure you might have expected to enjoy.
CURTIN FOLDS HIS READING GLASSES AND PLACES THEM ON THE LETTER TO LEWIS.

NARRATOR
John Curtin died on July 5th, 1945, just six weeks before the end of the war in the Pacific.

SCENE 193. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF ATOMIC BOMB BLAST OVER HIROSHIMA.

NARRATOR
On the August 6th, 1945 the US detonated an atomic bomb over the Japanese city of Hiroshima, bringing the Second World War to a terrible close.

KOMACHI
The day the war ended I was back in Japan at Yokosuka, getting ready to protect Tokyo from an expected invasion. We had always thought we would die in battle, either in the air or on the ground, so the ceasefire announcement by the Emperor came as quite a shock.

SCENE 194. ARCHIVAL FOOTAGE
ARCHIVAL FOOTAGE OF THE JAPANESE SURRENDERING TO GENERAL MACARTHUR ON BOARD THE USS MISSOURI IN TOKYO BAY ON SEPTEMBER 2ND, 1945

MACARTHUR (V/O)
Men since the beginning of time have sought peace, military alliances, balances of power, leagues of nations. All in turn failed, leaving the only path to be war. The utter destructiveness of war now blots out this alternative. We have had our last chance.

KOMACHI
I don't care for expressions like 'kings of shootdowns' or 'aces of the sky.' First of all, we lost the war. People of such a country cannot possibly feel happy when they are referred to as 'fighter aces, or 'kings of shootdowns.' And then, secondly, we pilots,
and our foes too, fought in deadly earnest to protect our families and our homeland, we did not fight to settle a personal score. Therefore I do not want people to use game-score expressions, you know.

OKUMIYA
The root cause of Japan's defeat lies deep in the Japanese national character. There is an irrationality, an impulsiveness about our people which results in actions that are haphazard and often contradictory. We succumb readily to conceit, which in turn makes us disdainful of others. Our want of rationality often leads us to confuse desire and reality, and to do things without careful planning. Only when our hasty action has ended in failure do we begin to think rationally about it, usually for the purpose of finding excuses for the failure. These weaknesses were reflected in the defeat we suffered in the Battle of Midway, which rendered fruitless all the valiant deeds and precious sacrifices of the men who fought there.

SCENE 195. ARCHIVAL STILLS
ARCHIVAL STILLS OF LEWIS AT BURRA CENTENARY.

BLAINEY
In October 1945 Lewis returned to his birthplace of Burra to be guest of honour at the town's centenary. In opening the celebrations he reiterated those beliefs he had lived by all his life: hard work, the pioneering virtues, strength, a vaguely defined liberty and a vigilance against the forces of evil that were so strong in the world.

LEWIS (V/O)
What democracy is, I do not know, but we fought wars for the liberty of our country, our fields and our families. Now that the war is over, we are engaged in the war of peace, which now, unfortunately, is upon us. Only the nation that is prepared for war can hope to remain at peace.
Much of Australia's industrial expansion after the war owed much to Lewis, for it was firmly based on the new industrial skills and techniques mastered during the war. If something needed to be done or built and it had never been done before in this country, Lewis and his team were able to marshal the people who thrived on working in a completely new field and out of this came new skills, new industries.

Sixty years after World War II the contribution to Australia's war effort made by Essington Lewis and his Munitions Department is largely forgotten.

On October 2nd 1961 the eighty year old Lewis went horseback riding at his Tallarook property with his daughter Mary. He had complained of not feeling well, but he insisted on riding, even taking his horse down a steep and rocky slope.

I was ahead of him and I just turned around when I heard this noise going on and the horse and rider were falling, and Dad was dead. He always said he wanted to die while riding a horse.
SCENE 198. INT LEWIS’ S OFFICE    DAY

RECONSTRUCTION:

INT LEWIS’ S OFFICE, HIS POSSESSIONS BEING PUT INTO A CARDBOARD BOX.

NARRATOR
When they came to remove Lewis’ possessions from his office in BHP’s new building in Melbourne, Essington Lewis House, they found a revealing slip of paper pasted inside his spectacles case: ‘Oh Lord, help me to keep my big mouth shut till I know what I am talking about.’ Also among his papers was another text which for many years had been framed on the wall - a simple text which became this man’s guiding principle throughout his life - ‘I AM WORK’.

SCENE 199. ARCHIVAL STILL S

ARCHIVAL STILL S OF CAC AND MUNITIONS FACTORIES.

HILL
We’ve destroyed the legacy that Lewis and his colleagues left us. What they built was a framework for the survival of Australia. Since the war the aviation industry has been the subject of a grand game of political football, and as with the football match of the past, all that is left are the stories of valour and achievement and a few faded photographs.

SCENE 200. EXT/INT DESERTED AND ABANDONED CAC FACTORY

HILL
As the old factory is viewed today, a shell compared with its former days, you can’t help being struck by its similarity to a deserted stadium, and think that maybe sometime in the future another team may need to be raised to help provide the tools that the youth of a desperate nation cannot obtain anywhere else.

SCENE 201. EXT OUTBACK CATTLE STATION

RECONSTRUCTION:
THE SILHOUETTED FIGURE OF THE YOUNG ESSINGTON LEWIS ON HORSEBACK.

HILL

If this should ever be the case, let's hope that Australia can find men of the calibre of Essington Lewis and Lawrence Wackett and the thousands of others who manned the munitions factories and made the Commonwealth Aircraft Corporation.