

OFFICIAL

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OFFICIAL

Jeffery Charles Bergmann



June 11th 1921 – January 17th 2012

Jeffery Charles Bergmann, born 11th of June 1921, as stated by himself, "I was born at Denial Bay in a mid-wife's residence and I believe the mid wife was Antonia Beinke, a sister of my father." (J.Bergmann, 1994) His parents Carl Julius Walter and Hulda Olga Bergmann (nee Hasting) (Ancestry.com.au, 2021). He was the eldest of 7 children, including a stillborn brother who was buried at the Denial Bay Cemetery (Ancestry.com.au, 2021). His father's family had migrated to Australia from Germany, then lived at Eudunda in South Australia before his father moved to Denial Bay in the early 1900's, his mother's family had been located at Denial Bay since the early 1900's (Ancestry.com.au, 2021). His father was a farmer at the Hundred of Moule (J.Bergmann, 1994), his mother stayed at home raising their children.



Figure 1. 1910 Denial Bay, South Australia where Jeffrey's mothers family originated, also where a lot of social functions were held. (Ceduna

Jeffrey started his schooling by correspondence. He enrolled at O'Loughlin School when he was in Year 3 and during this time he lived with his Auntie Ellie Kloeden and would walk to school with his cousins Rich and Norm, the trek was about 3.2 kilometres, which was better than the 11.5 kilometres from home (J.Bergmann, 1994). Once his little sister Audrey was old enough to attend school, they both got to ride to school in their own horse and cart. After completing his Qualifying Certificate, Jeffrey acquired a scholarship for boarding and entrance to Unley High School for the years 1935 and 1936 (Adelaide.now.com 2012). Jeffrey had a passion for sports and was competitive, participating in local Sports Days and the Denial Bay New Year Sports Days, usually coming first in his age group (J.Bergmann, 1994).



Figure 2. The Hundred of Moule area where Jeffrey and Isabel took up farming on the Far West Coast of South Australia. (Wikipedia Contributors, 2023).

Following his schooling Jeffrey was offered a job in a grocery store in Adelaide but soon returned to Ceduna where he worked for several years in similar stores, including W.H.Betts Ltd (Adelaidenow.com.au, 2012). On the 3rd of March 1941 whilst at work he noticed a sweet looking young lady, unable to introduce himself at that time, he attended the Ceduna Race Ball that night in hope to meet this young lady. He was fortunate and they introduced themselves, Isabel Annie Dunn from Carrawa would become his wife two years later, when they were both aged 22 (M.B.Bergmann).

Jeffery enlisted in the Royal Australian Air Force on the 21st of July 1941, when he was 20 years old (Naa.gov.au, 2015). He was sent to Adelaide for processing, and then Victor Harbor for initial training school in July of 1941. After 3 months the enlistees were allocated as Pilot Trainees, Observers (Navigators), and Wireless Operators and were sent to Parafield for further training, here Jeffrey was selected for Pilot Training. Jeffrey and his fellow trainees were a part of an



Figure 3. Jeffrey's enlistment photo with his service number (Naa.gov.au, 2015)

exclusive group called 'The Empire Training Scheme' made up of Canadians, English and South Africans (awm.gov.au, 2019). After they finished their three-month course here on Tiger Moth aircrafts, he was sent to Mallala Senior Flying School where he continued his training on aircrafts including twin engine aircrafts, where he elected to train in bomber aircrafts (vwma.org.au, 2025). After the 30 "students" finished their training, four of them were kept behind, Jeffrey was one of these men, to stay in Australia, the rest of them were sent to Canada to an Operational Training Unit, after which they were sent to Europe, sadly most of them were shot down while flying over Europe (J.Bergmann, 1994). His further training took him to Mount Gambier, Cressy in Victoria, outback Queensland and locations in the Northern Territory (Adelaidenow.com.au, 2012). During his time at Mount Gambier he and Isabel became engaged (J.Bergmann, 1994).



Figure 4. Jeffrey's service medals. Medals and Decorations include; 1939-45 Star, Pacific Star, Defence Medal, War Medal 1939-45, Australian Service Medal 1939-45. Star.

He was sent on active-duty tours flying as a second pilot in areas of Northern Australia around Karumba, Darwin, and Cairns. As a Flying Officer, Jeffery said that "Our main duties were bombing such places as Kavieng and Sorong. We did some 'milk runs,' which meant doing patrols in the Coral Sea seeking Japanese submarines or shipping and mine laying in various Indonesian harbours" (J.Bergmann, 1994).

During a flight over the Pacific he stated "we always carried a box of various sized rubber elongated tapered stoppers to plug up any holes we could find in the hull because of the fact we always landed on water. On one occasion we missed a few holes and of course as we landed. Water shot into the interior like a high powered jet. One of the crew called out to the cockpit, 'Take off again! Take off again! Or we will well be flooded' .. The crew then plugged up all the holes and we landed safely" (J.Bergmann,1994). Jefferys' flights went all over the Pacific region, landing at Leyte Island in the Philippines when America had somewhat of a foothold there to refuel on a sea plane tender called the Tangier, the Chinese coastal areas such as Amoy, Hong Kong, and Swatow were locations Jeffery also saw service.

Their role of laying sea mines was done by dropping their mines from varying heights from 200-800 feet in the air, and dropped their mines at night to lessen the risk of Japanese fighter planes retaliating (Vwma.org.au, 2025). The mines they dropped were usually only set to detonate after a few ships had sailed over already, which meant the Japanese would sweep the area a few times without them detonating, declaring the area safe, and then the mines would detonate as the next 1 or 2 ships sailed over them again (Navweaps.com, 2018).

During a scheduled aircraft servicing in 1943 he returned to Adelaide briefly and married Isabel. Returning to duty it was common for Jeffery and his crew to be sent on Air-Sea rescue missions, they would be sent to places such as Madang, New Guinea (Vwma.org.au, 2025). Further recollections from Jeffery include being in Sentani, more specifically on a lake just inland of a place that was then known as Hollandia. There

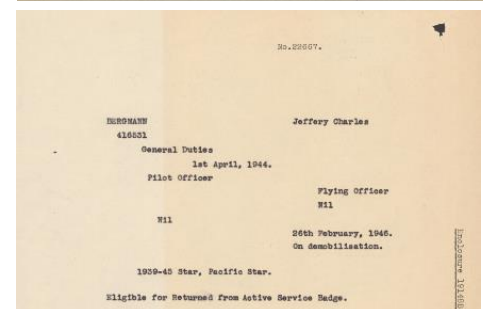
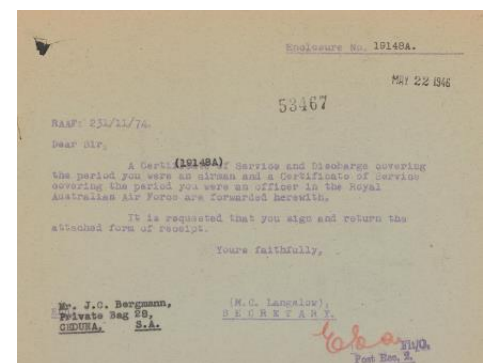


Figure 5. Jeffrey's discharge papers. (Naa.gov.au, 2015)

was a concert that night hosting several American artists and allowed a safe break for around 10,000 US and Australian troops (Wargaming.com, 2019).

It was while he was overseas that his daughter Lyn was born in February 1945 and would be a year until he could see her. Jeffery and his crew were in Madang in August of 1945 where he remembered, *“For about a week there was an uncanny feeling in the air. Then the announcement was made that the Americans... had dropped the first atomic bomb on Hiroshima. That night the sky was lit up with flares and bonfires, plus other devices.... we knew the end of the war was nigh.”* The war ended in the August of 1945, and Jeffery was discharged from the Australian Air Force on the 26/2/1946 (Naa.gov.au, 2015).

After the war, Jeffery returned home to his wife and daughter, where they lived and worked for his father Carl on the family farm from 1946 to early 1947 before buying a property at Sections 3 and 6 of the Hundred of Goode (M.B.Bergmann, 2025). The first few years on the farm were tough, Isabel would milk 5 or 6 cows, separating the cream, which once every week would be sent by train from Kalanbi to Port Lincoln (J.Bergmann, 1994). Their family grew quickly with sons Howard, Brenton and Ian born in 1946, 1950 and 1953. They were involved in local sports for their children and were highly respected members of the farming and far west community. Eventually Jeffrey and Isabel built a second house on the property which has remained in the family with his grandson and family residing and farming this property (M.B. Bergmann, 2025).



Figure 6. Concordia College in the 1960s where Jeffery and Isabel’s children attended in Adeladie, South Australia. (Anon, n.d),

The 1950’s were all particularly good years, except 1959 where they did not reap as much (I.Bergmann, 2025). In 1961 bulk wheat handling facilities became available in Thevenard, allowing much easier trips for all the harvested grain. For a decent period, Isabel had a particularly challenging time, being a mother to 4 young children, milking 5-6 cows every day and with a telephone party line, that meant even more work for her, fortunately they managed to get by like this.

His children completed their final years of schooling at either Concordia or Urrbrae Agricultural College in Adelaide, before returning to the far west community (I. Bergmann, 2025). With growing success in farming Jeffrey purchased additional farming land which would then allow his sons to establish themselves as farmers within the district in the years to come (J. Bergmann, 1994). With his sons returning home the help on the family farm was much welcomed by Jeffrey and Isabel.

Jeffrey was a dedicated community member with an impressive history of involvement in local government. He began his public service in 1968, representing the Kalanbi Ward on the Murat Bay District Council (Vwma.org.au, 2025). Over time, the council underwent changes and established a system with eight Councillors and a Mayor. Jeffrey served as a



Figure 7. Urrbrae Agricultural High School where Jeffrey and Isabel’s sons attended before returning to the Ceduna district. (Anon, 2025)

inaugural Mayor from 1979 to 1981 and served a second term from 1983 to 1987 before retiring (J.Bergmann, 1994).

In addition to his council work, Jeffrey was a member and president of the Eyre Peninsula Local Government Association and represented it at the State Local Government of South Australia. He also served on the Ceduna Area School Council in the early 1950's, was a life member of the Agricultural Bureau representing the Goode Branch and was a board member of the Ceduna Community Hotel from 1955 to 1975 (I.Bergmann, 2025).

Jeffrey was awarded the Medal of the Order of Australia for his services to local government and the Ceduna community. During his tenure, he met several Governors of South Australia and Prince Philip, the Duke of Edinburgh, on three occasions. He instilled a passion for public service with his family, with four generations involved in local council work.

Jeffery had several medical issues over the years but rarely allowed it to impact on his outlook. He developed prostate cancer in May of 1992, where he underwent radiotherapy for 6 and a half weeks, his bladder was burned during the radiotherapy and required additional hospital stays, fortunately all went well and he entered remission, he stated *"fortunately the 'water works' are quite good now"*(J.Bergmann, 1994).

Sadly Isabel suffered from a stroke in 1991, which left her with significant paralysis, as a result they both moved into the Ceduna Senior Citizens Village where they remained until Isabel passed in 2006. On January 17th, 2012, Jeffrey passed away, he was buried next to his much-loved wife Isabel.

Jeffrey lived an impressive, full and passionate life, his legacy and stories will be honoured and treasured for generations to come.

DEMONSTRATION OF ANZAC CHARACTERISTICS

Jeffery showed many characteristics of the ANZAC spirit, but the main ones that he displayed were mateship and courage, he displayed these on multiple occasions, *"we always carried a box of various sized rubber elongated tapered stoppers to plug up any holes we could find in the hull because of the fact we always landed on water. On one occasion we missed a few holes and of course as we landed. Water shot into the interior like a high powered jet. One of the crew called out to the cockpit, ' Take off again! Take off again! Or we will bloody well be flooded ' . Naturally we did and flew around Darwin, our base at the time. The crew then plugged up all the holes and we landed safely"*(J.Bergmann, 1994). Displaying the mateship he and his crew had with each other and how much faith he had in each of them, following their instructions with full trust it would work, one could also argue that this was a show of his ability as a pilot, to steadily fly the aircraft, while damaged, to allow his crewmates time to fix the issue.

Another quality he showed was his courage, this is displayed also on multiple occasions, one was displayed here *"Our main duties were bombing such places as Kavieng and Sorong. We did some 'milk runs', which*



Figure 8. Jeffrey and his dear Isabel in the Senior Citizens Village (1990s-early 2000s) (J.Bergmann, 1994)

meant doing patrols in the Coral Sea seeking Japanese submarines or shipping and mine laying in various Indonesian harbours.”(J.Bergmann, 1994). Which showcases his courage to serve for his country even while experiencing hardships, for example his plane was hit by enemy fire which damaged the left wing and the hull, despite this he still flew and got the job done, a true act of courage and perseverance.

PART B:

When we were told we would be doing research into a returned serviceman or woman from WW2, our teacher brought in a past student who had been lucky enough to win last year. Joseph talked about his experience not just his trip to Vietnam, but how he went about his researching, collecting of information and how it was more than just a school assignment. At the time I didn't really appreciate everything he said, but now looking back on the process I get it.

Selecting someone was pretty easy, I knew my Pa Pa was a returned serviceman, my teacher also knew a bit about him and was able to give me some direction as where I could start. I looked on the NAA website and found his original documents. I then went onto the Virtual War Memorial website and there I found information that someone had submitted onto the portal before.

I went home and talked to my parents about the task, they brought out the autobiographic book that Pa Pa had written later in his life. This was like finding treasure, to read in his own words what his life had been like. They also had their own memories, and Dad especially had grown up knowing a lot about Pa Pa so I decided to create some questions and interview him. Likewise, I also did this with Poppy. This was good to get the finer details and to better understand some of what Pa Pa had written about.

There were some challenges with finding information to support what Pa Pa had written about, it took a lot of hunting through websites and documents online to piece together the most accurate information I could locate and then confirming this with either Poppy, Dad or one of Poppy's brothers to make sure I was corroborating his version. Using the primary sources on the NAA website, Pa Pa's autobiography and cross referencing them with secondary sources like the articles on the Virtual War Memorial website I was able to gain a better understanding of his service.

Narrowing down the information was a challenge in itself, especially when you are reading someone's own words, how to choose what was important, relevant and that best captured who Pa Pa was something that I struggled with, but Miss Nicholls worked through the editing process with me to hone it down to what I felt did Pa Pa's story justice.

On reflection the information collecting wasn't that challenging, but making sure I checked the facts, details and knew I had a credible piece of information was the ultimate challenge.

I never really knew Pa Pa but through this challenge I feel like I got to know him, to hear his voice, his thoughts and his sense of humour. I am very proud that I get to tell his amazing story.

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INTERVIEW

Bergmann, I. (2025) *Phone Interview-Ian Bergmann*, transcript provided in Appendix Item 5.

Bergmann, M (2025) *Phone Interview- Ian Bergmann*, transcript provided in Appendix item 4.

IMAGES

Ceduna Blues (2025) *Facebook post on the Bergmann family*, image provided under Personal paragraph.

Bev Bergmann (2008) *Facebook post on Jefferys' Grandson Matthew in his Australian Army uniform*, provided under personal paragraph.

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https://en.wikipedia.org/wiki/Hundred_of_Moule

Jess Bergmann (2025) *picture of Jeffery's medals* provided in Appendix item 3

Urrbrae Agricultural High School. (2025). *A Unique History - Urrbrae Agricultural High School*. [online] Available at: <https://urrbraehs.sa.edu.au/why-urrbrae/a-unique-history/> [Accessed 22 Aug. 2025].

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STU033(2025) *picture of Jeffery and Isabel in the senior citizens village*

APPENDIX:

ITEM 1:



ITEM 2: Facebook- Eyre Peninsula Yarns and Family History- Uploaded by Ceduna National Trust Museum
17/11/2024

harbor. We were more worried about our own aircraft because there were about 8 or 10 of us over the target at the same time and we couldn't see because of the cloud. There was also anti-aircraft fire being aimed at us. Luckily it never got close on that occasion. Then, strangely enough, on that particular trip, we were struck by a cyclone, coming back and whilst we had automatic pilot, the storm was so severe that it took two of us, myself and another pilot, to hold the aircraft in the sky. (Jeff)

Jeff noted that it was very stable, even though it was quite large for a twin engine aircraft; 104 foot wing-span, 78 feet long, two 760 HP Pratt and Whitney motors, carrying 1460 gallons of fuel and a crew of ten. The longest they ever stayed in the air at one time was 22 hours, but most trips were between 14 and 18 hours.

The work, mostly mine laying, was done at night at a height of between 200 and 800 feet off the water. As a pilot, Jeff would have to find a certain point on the land, fly for so many seconds straight out and drop the mines before heading home. The Australians worked closely with the Americans, who directed their work.

At a place called Morotai Jeff saw a Japanese war ship in the harbor that they hadn't realised was there.

It started shooting, but luckily for us it didn't know our speed because the shells were bursting just behind us. We were a little bit faster than they thought we were, even though our top speed was only 150 miles an hour. We were glad to get away from it anyway. (Jeff)

It was a great day when the war ended. Jeff was part of an air-sea rescue unit stationed at Madang in New Guinea with thousands of other Australian and American servicemen.

For a week before they dropped the atomic bomb it was uncanny the feeling that was in the air. Everybody seemed to know that something was going to happen. The night they dropped the atomic bomb on Hiroshima, the news came quick. It hadn't been dropped very long when we knew about it and the place was all lit up with bonfires because everyone was so happy. People celebrated for two days. The war was virtually finished. (Jeff)

Jeff did a little bit of flying after the atomic bomb was dropped, with the most interesting mission being a circumnavigation of New Guinea. He had to take notes on what he saw, in particular any Japanese ships, and report back to Madang.

While Jeff went to fly Catalinas, Isabel spent her war years on the Carawa farm. They corresponded regularly.

I used to get about two letters a week but I never really knew what he was doing or where he was because that information was classified. He came home regularly on leave. The longest separation we had was only 6-9 months. (Isabel)

It was while Jeff had a fortnight's leave that he and Isabel were married on 28 June 1943 in the Pirie Street Methodist Church in Adelaide. Isabel wore a beautiful full length white satin gown that belonged to her sister. The bodice had a cowl neckline and the lattice work at the back was finished with a diamante buckle. A long pleated train fell gracefully from the waist. Her long tulle veil was worn with a coronet of orange blossom and she carried a white bouquet. Jeff's sister, Audrey, was Isabel's bridesmaid and she wore a blue crepe satin frock set off with a gold and sapphire necklace; a gift

and they had a horse and cart of their own. It was a 15 mile round trip each day.

Charlie eventually bought himself a car, a 1924 Chevrolet. One day while his parents were at Denial Bay doing the weekly shopping, Jeff, aged 10, decided to have a driving lesson. His parents had gone with Grandfather Hastings and left the Chevrolet parked in the thatched implement shed. His sister Lois and recalls,

How he started it I do not know because I remember Dad having to do all sorts of strange things to coax it into life. But that's another story! However, the next thing I recall is Jeff at the wheel of the car making numerous trips between the shed and the house, negotiating three pepper-trees and a fairly deeply rutted cross track. The younger ones, Neil, Barbara and I, kept pace with him, excitedly running back and forth as he continued his driving lesson.

After quite some time the escapade was over - but not for us young ones! We had to get some mallee branches and run up and down the road dragging them behind us to cover the tyre tracks!" (Lois Ind from "Bergmann Memories")

Jeff was fortunate enough to get a scholarship and so in 1935 he moved to Adelaide and attended Unley High School where he went as far as his Intermediate Certificate.

In 1937 I worked as a storeman - a counter-jumper they called them - and then I went to Streaky Bay doing the same job for 12 months. I moved back to Ceduna and worked in 2 different stores; W H Betts Pty Ltd and Irwin Brothers. (Jeff)

In July of 1941, Jeff and two of his mates, Neil Maytum and Ken Riddle, joined the Airforce as wireless operators. Jeff had enlisted in 1940 but there were so many men applying that it wasn't until 1941 that he was called up. He joined the Empire Air Training Scheme and went to Victor Harbor for three months training. Jeff did a series of tests and was told that he didn't have the aptitude to be a wireless operator.

Well what am I going to be?" I asked. I didn't want to join the army or anything. They said, "Well you've got sufficient education, why don't you join the aircrew?" I said, "Can I, ". They said "yes", but I never expected to be fortunate enough to get to be a pilot. (Jeff)

From Victor Harbor, Jeff went to Parafield to learn to fly Tiger Moths. Three months later he was transferred to Mallala and to a twin engine plane called an Avro Anson. Following that, he was sent to Cressy in Victoria to do a GR (General Reconnaissance and General Navigation) Course and then on to Mount Gambier where he flew trainee navigators on their navigation exercises until such time as he was called up to Rathmines on Lake Macquarie where he went on to Catalina Flying Boats.

He was sent out into the operational area as a second pilot for 3 months before returning to do a Captain's Conversion Course, which allowed him to pilot his own plane. Jeff was based in a number of places. At Cairns he did what was known as milkruns, where he was sent out looking for Japanese submarines. From there he moved to Karumba at the bottom of the Gulf of Kaviang on North Cape, New Ireland. Jeff also spent time in the Philippines from where he mined places along the China Coast.

A couple of times it was a bit hairy. The first time we went to bomb at Kaviang it was very cloudy and we knew there were Japanese ships in the

Isabel & Jeff Bergmann

Sara Bella and Edgar Phillip Dunn worked their farm at Carawa, a small community near Streaky Bay, with their seven children. Isabel Annie, their sixth child, was born on 16 June 1921. She did all her schooling at Carawa. In those days, there had to be enough children to keep the school open and with Carawa being so small, Isabel ended up doing one extra year to keep the school going, and left when she was 13 years and 6 months old.

Isabel then worked on the farm, helping her mother with the usual chores of milking cows, separating cream to make butter, washing, ironing and the general day to day chores that seemed to take so much longer than they do today.

I suppose it was tougher, but it was good clean fun
(Isabel)

Isabel enjoyed sport and was a good netball and tennis player. She was also an excellent piano player and played for the dances at Carawa, Mudamuckla and also Ceduna, over 100 kilometres away. Isabel enjoyed dancing too and other people who could play would take over at times so that she could have her turn on the dance floor. A dance in March of 1941 brought Isabel and Jeff together. It was a local race day at Ceduna with a dance that night, so Isabel came up for the day. Jeff remembers,

I was working in Irwin Brothers Stores when I first met Isabel. I saw this lass come in and there was a dance that night. I had it in the back of my mind to go to the dance and see if I could find out who this girl was. When she walked in I took the opportunity to ask her out and she said yes. That was the first time we met.

Jeffery Charles Bergmann was born at Denial Bay at a midwife's home on 11 June 1921, just 5 days before Isabel was born at the Streaky Bay hospital. His mother, Hulda Olga Hastings (always known as Olga), was a local lass, born in this area in 1900 but his father, Carl Julius Walter Bergmann, was born near Eudunda in 1891. He was a moulder by trade and worked for May Brothers in Gawler. They made strippers and Charles used to make crown wheel and pinions for these machines. He then worked at the BHP smelters at Port Pirie until he moved to farm a property, Section 8W, Hd of Moule, with his father in 1914.

That year was so bad that the crop didn't even germinate, however in 1916 he had one of his most successful cropping seasons. Charlie met Olga, they married and Jeff was born, the eldest of two sons and four daughters in 1921.

He did the first two years of schooling by correspondence as he wasn't old enough to travel the 7 miles to the O'Loughlin School by himself. When he started in Grade 3, he would walk one mile to the neighbours and go with them. After several years of doing this his sister was ready to go to school then.



ITEM 3: Jeffery Bergmann's war medals, J



ITEM 4: Phone recorded interview with Matthew Bergmann, 2025

“How did he go about dropping the mines in the designated areas?”

“well he said that he usually’d drop ‘em pretty close to sea level I cant remember the exact number but it was around 200-800 feet if I remember correctly. And he’d usually do it at night because the Japanese Fighter planes had a better chance of seeing him durin the day, the process would be that he’d circle the general area before lining up with the coordinates and the bombardier’d drop the mine”

“what happened to his houses after he moved to the village?”

“well nowadays Dan lives in Pa Pa’s second house after Dad did, or Poppy. Poppy moved into town in Ceduna to live with Granny about a year ago and Dan moved in about 10 months ago, a bit after we spent that little bit of time in the holidays when it was stinkin ‘ot, the first house though is the ruins that we took that family photo at in ‘22.”

“where did the farming business start around where all the family live?”

“Well when he saved up enough money he bought the sections where the farm house is, sections 3 and 6.”

“How did Pa Pa and nana meet?”

“*laughter* the classic “how did mum and dad meet” question, me and your uncles asked him on multiple times but it was always the same story every time, he was at the Ceduna race ball in ‘41 ‘coz he wanted to see this young lady again after he saw her at his work earlier that day, he eventually met her and he’d ask her to go for a walk down to the foreshore and then fiiinally introduced himself as Jeffery, she was Isabel, and then they’d be happily ever married a few years later while he was on one of his leave periods during the war.”

“yeah cheers dad, appreciate your time, catchya”

“No worries buddy, see ya later”

ITEM 5: Phone recorded interview with Ian Bergmann, 2025

“What did Jeffery do after he came back from the war do you remember?”

“well I don’t remember exactly but he told me one day about when he was still fairly young that he was on the council for your school for a little while, but he was more proud of being a life member for the agricultural bureau while he was representing the Goode branch over there for a bit. He was on the board for the Hotel for 20 years or something I reckon too now that I think about it I think Lyn or Howard might have told me”

“What did you and your siblings do while at school? As in did you go to boarding school or just help out on the farm?”

“bloody hell you’re asking a long ways back **laughter**. I specifically remember me and Howard went to Urrbrae Ag College for the last 3 or so years of school before helping on the farm, but Brenton and Lyn went to Concordia, Brenton went to Urrbrae after a year or so after he got his mind in the right place, Lyn though was a lost cause **chuckle** but yes after school we came back and helped Dad on the farm since he was growing a bit old”

“how were the early years on the farm? Did he ever talk about that?”

“yeah well he’d like to brag a little bit about his first 10 years or so on the farm, he remembers that all the years through 1950-1958 were all his hard work, although it was just the rain being on his side, but he said that 1959 was a pretty s**t year since they didn’t reap as much as any of the other years by a long shot.”

“far out hope it wasn’t as bad as last years crop **haha** but nah cheers for that poppy that’s all I needed for the anzac project”

The rest of the phone call involves just us two talking about irrelevant topics from any referenceable points in the text.

ITEM 6: NAA website photos of records about Jeffery (Accessed 28 AUGUST. 2025)

POSTINGS			COURSES OF INSTRUCTION				
Post No.	Date	Authority	Name	From	To	Authority	Result
4 I.T.S.	21 Jul 1941	580 PAR 95/41	48 (P) Base of 4 FTS			19/41	19/41
5333 Parafield	16/1/41	16322 1/41	48 (P) LEFTS course at 18875	18/41	18/41	18/41	18/41
6 3FTS Adelaide	16-12-41	6375 1/41	48 (P) R. Course at 18875	18/41	18/41	18/41	18/41
8 8th Recon	15-2-42	2825 1/42	2825 1/42	18/41	18/41	18/41	18/41
10 2225 1st Squadron	24-4-42	2205 1/42	2205 1/42	18/41	18/41	18/41	18/41
71 Squadron	7-1-43	71 1/43	71 1/43	18/41	18/41	18/41	18/41
3070 RAAF	26-4-43	3070 2/43	3070 2/43	18/41	18/41	18/41	18/41
107 Squadron	12-11-43	107 2/43	107 2/43	18/41	18/41	18/41	18/41
20 Squadron	6-8-43	20 1/43	20 1/43	18/41	18/41	18/41	18/41
43 Squadron	6-9-43	43 1/43	43 1/43	18/41	18/41	18/41	18/41
3070	1/5	3070 1/43	3070 1/43	18/41	18/41	18/41	18/41

ATTACHMENTS			
Attached to	From	To	Authority
12 MS. Pades	25/3/42	12 6 42	12 MS. Pades

SPECIAL LEAVE				
From	To	Authority	From	To

NA: A9300, BERGMANN J C

WP

DEPS Records/416531

Administrative Officer,
Legacy House,
81-91 Waymouth Street,
ADELAIDE. S.A. 5000

20 SEP 1988

Dear Sir,

RE: 416531 PLO/OFF BERGMANN, Jeffrey Charles

Appended hereunder are details of service with the Royal Australian Air Force in respect of the abovenamed ex-member:-

Enlisted: 21st July, 1941
 Discharged: 26th February, 1946 "On demobilisation"
 Service: Satisfactory
 Overseas Service: Madang 12th June, 1945 to 20th December, 1945

Honours and Awards: 1939-45 Star
 Pacific Star
 War Medal 1939-45
 Australia Service Medal 1939-45
 Returned from Active Service Badge

Yours faithfully,


(P. J. GREEN)
Secretary

25 SEP 1946

SRO Adelaide 2-7-41
 4 FTS 21-7-41
 LEFTS Parafield 16-10-41
 6 FTS Adelaide 14-12-41
 8th Recon 15-6-42
 1st Squadron 24-8-42
 71 Squadron 7-1-43
 3070 RAAF 26-4-43
 107 Squadron 12-7-43
 20 Squadron 6-8-43
 43 Squadron 6-9-43
 20 Squadron 28-8-44
 3070 RAAF 20-10-44
 107 Squadron 10-11-44
 20 Squadron 1-6-45
 1st Squadron 28-5-45
 11 ASAF Madang 12-6-45
 1st Squadron 20-12-45
 43 Squadron 3-1-46

Participated in an operational flight in ops 3-9-44

Proceeded on temporary duty outside the mainland of Australia 3-4-45 returned 14-4-45

Description of <u>Jeffery Charles BERGMANN</u> on Enlistment	
Age <u>20</u> years <u>1</u> months.	WOUNDS, SCARS, OR DISTINCTIVE MARKS. Mole on back (pigmented) Appendix scar.
Height <u>5</u> feet <u>6½</u> inches.	
Weight <u>130</u> lb.	
Chest Measurement <u>35</u> inches.	
Complexion	
Eyes	
Hair	
Religious Denomination <u>Lutheran.</u>	
CERTIFICATE OF MEDICAL EXAMINATION.	
I HAVE examined the abovenamed recruit, and find that he does not present any of the following conditions, viz.:	
Scrofula; Phthisis; syphilis; impaired constitution; defective intelligence; defects of vision, voice, or hearing; hernia; haemorrhoids; varicose veins, beyond a limited extent; marked varicocele with unusually pendant testicle; inveterate cutaneous disease; chronic ulcers; traces of corporal punishment; contracted or deformed chest; abnormal curvature of spine; or any other disease or physical defect calculated to unfit him for the duties of a soldier.	
He can see the required distance with either eye; his heart and lungs are healthy; he has the free use of his joints and limbs; and he declares he is not subject to fits of any description.	
I consider him fit for service in the Permanent Air Force of the Commonwealth of Australia.	
Date <u>21st July, 1941</u>	
Place <u>ADELAIDE.</u>	
	S/Ldr. (Signature of Examining Medical Officer.)
CERTIFICATE OF APPROVING OFFICER.	
I CERTIFY that this Attestation of the abovenamed recruit is correct, and that the required forms appear to have been complied with. I accordingly approve, and appoint him to	
<u>No. 4 Initial Training School, VICTOR HARBOUR, S.A.</u>	
If enlisted by special authority, number and date to be here quoted.....	
Date <u>21st July, 1941</u>	
Place <u>ADELAIDE.</u>	
	 Commanding Enlistment Officer, No.5 Recruiting Centre, ADELAIDE, STH.AUST.
National Archives of Australia	
NAA: A9300, BERGMANN J C	