



THE INDEPENDENT STATE OF PAPUA NEW GUINEA
PUBLIC ACCOUNTS COMMITTEE
FINAL REPORT

REPORT TO NATIONAL PARLIAMENT

**INQUIRY INTO THE NATIONAL MUSEUM AND ART GALLERY
AND THE SALE AND EXPORT OF THE SWAMP GHOST AIRCRAFT**

**Excerpts Mentioning "Robert Greinert" "Historical Aircraft
Restoration Society" or "HARS" in PAC Final Report**

Executive Summary (xix) "middle man", **Robert Greinert** to obtain and export the aircraft – an agent who personally had no approvals to remove and export War Surplus Materials from Papua New Guinea; and

(xx) had actively misled the Museum, the NEC, the Prime Minister and the Board of Trustees into believing, variously, that the aircraft would be owned or part owned by Papua New Guinea and would be returned to Papua New Guinea.

The Authority to Refer

The Committee has made referrals of the now Director of the National Museum and Art Gallery Mr. Simon Poraituk, four foreign "exporters" of War Surplus Materials and the principals of those companies or entities, the Acting Attorney General Mr. Fred Tomo for investigation and one **Robert Greinert** upon an allegation of assault of an employee of the Museum.

Background Facts

Historic Aircraft Restoration Society (HARS) – a group of aircraft enthusiasts and collectors based in Sydney.

This entity is represented by **Mr. Robert Greinert** who personally salvages aircraft in Papua New Guinea and who allowed his or **HARS** permit to be used by Aero Archaeology LLC to remove and export the Swamp Ghost.

Mr Greinert appeared at the Inquiry but did not answer adequately or at all, queries put to him both at the Inquiry or at a later date in writing. The Committee finds that **HARS** and **Mr. Greinert** have acted as agents and facilitators for wealthy foreign collectors and that the demarcation

between **Greinert's** personal interests and **HARS** are unclear.

A valuation of the Swamp Ghost aircraft was made in 2004 and presented by the Director to the Trustees of the Museum as an independent valuation. It was, in fact, made by a shareholder of Aero Archaeology Limited and the agent of that company, **Mr. Robert Greinert**. The value of the wreck was estimated at USD 12,000 and, unsurprisingly, **Greinert** commended the offer of Aero Archaeology LLC as fair and reasonable.

Why the National Museum & Art Gallery settled for less than the amount deposited by MARC, is unknown, but was presumably based upon the "valuation" of **Robert Greinert** – that is to say, the valuation of the buyer or its agent.

...received sworn oral evidence from the Acting Director of the National Museum and Art Gallery Mr. Simon Poraituk, the Chairman National Cultural Commission, **Mr. Robert Greinert** [and] Letter from **Robert Greinert** to the Public Accounts Committee dated the 23rd of June 2006; Facsimile Transmission from Robert Greinert to the Public Accounts Committee undated but received on the 12th July 2006.

The evidence clearly showed that the Trustees were overborne as a result of threats made to them by or on behalf of the buyer and/or by its agent Mr. Robert Greinert to the effect that unless the export of the Swamp Ghost was approved, litigation would be commenced against the Trustees personally.

Before the commencement of the second day of the Inquiry, written requests for assistance were sent to **HARS, Mr Robert Greinert**, Mr and every collector and museum known to be in possession of War Surplus Materials from Papua New Guinea. All those interested parties were provided with the opportunity to make submissions or answer allegations from the Committee.

Despite still being subject to a Summons to Appear, **Mr Robert Greinert** did not attend the Second Day of the Inquiry. **Removal and Attempted Export of the Swamp Ghost**

A valuation or report on the Swamp Ghost aircraft by Robert Greinert and/or HARS. Letter from **Robert Greinert** to the Public Accounts Committee dated the 23rd of June 2006;

Further the Trustees were not told that Aero Archaeology LLC, **HARS** and **Mr. Robert Greinert** were not certified to carry on business in Papua New Guinea.

Before the commencement of the second day of the Inquiry, written requests for assistance were sent to **HARS, Mr Robert Greinert**, Mr Fred Hagen, Classic Jets Museum and every collector and museum known to be in possession of War Surplus Materials from Papua New Guinea. All those interested parties were provided with the opportunity to make submissions or answer allegations from the Committee.

Further, neither **Robert Greinert, HARS** or any entity known to be operating on their behalf in removing and exporting aircraft wrecks from Papua New Guinea were certified to carry on business in this country.

Interim Finding Further, the Museum commissioned an independent valuation of the Swamp Ghost Aircraft. That valuation was prepared by **Mr Greinert** – himself a salvager and the salvager used by the Purchaser of the Swamp Ghost Aircraft. As we have already said, he is a shareholder of Aero Archaeology Ltd.

Further, **Mr Greinert** had a history of salvaging for, with or on behalf of Mr Fred Hagen quite irrespective of the fact that the State of Papua New Guinea owns all War Surplus Material which he was salvaging and exporting for **HARS. HARS** and/or **Mr Greinert** appear to be acting as agents for wealthy collectors irrespective of the terms of their agreements with the Museum.

The Committee has established that **Historical Aircraft Restoration Society** gave to the Museum the following: 4 x 4 Toyota Hilux – K33,000 Refrigerator – K1,400 Lap Top Computer – K5,000

Stationery and computer equipment Software – K1,200

The Committee has been advised that HARS paid an additional K10,300 for travel expenses of Museum Officers and USD27,000 as a gift to the Museum from Mr Robert Greinert. Mr Greinert alleges that this money was stolen.

Other Aircraft Wrecks Exported From Papua New Guinea

A number of those aircraft are now in the custody of various collectors or private collectors or Museums. How that occurred is not known in every case, but the Committee received uncontradicted evidence that 75th Squadron Flying Museum and Robert Greinert have actively engaged in on- sale, donation, trading, lending or otherwise dealt with this State Property as if it was their own.

P-47 "Sweetwater Swatter" 42-8066 (sold to Robert Greinert 1991) P-47D 42-27608 (1999 Robert Greinert to Australia. Under restoration) P-40K A29-183 (1999 transferred from Robert Greinert to Graham Orphan in New Zealand) P-40K A29-183 (1999 transferred from Robert Greinert to Graham Orphan in New Zealand) P-40K Unidentified (1999 Robert Greinert sold to PIMA Museum) P-40K "Swing It" 42-45981 (Removed 2000 by Greinert sold to PIMA Museum) P-38H "Japanese Sandman II" 42-66905 (2000 tail & booms removed by Greinert, Precision Aerospace) P-39D 41-38351 (2000 tail section from PNG Museum by Greinert. In storage) Beaufort A9-622 (2000 tail section by Greinert for AWM restoration) P-39F 41-7191 (2000 tail recovered by Greinert, taken by 75 Squadron to Australia) P-38 42-1264 (Half remains removed by Robert Greinert 2001) P-40N "Come In Suckers" A29-414 (salvaged 2001 by Greinert. Sold to New Zealand) P-47D 42-8130 (2001 removed from PNG Museum by Greinert and donated to PIMA Museum) F54 Lightning 42-13084 (2001 removed from PNG Museum by Greinert) Hudson A16-36 (2002 tail fin recovered by Greinert for AWM) Ki-61 Tony 299 (Removed by Robert Greinert 2002) P-38G "Dumbo!" 42-12847 (2002 salvaged by Greinert to Australia, Precision Aerospace) P-40E A29-43 (2003 pieces salvaged by Greinert for use as an template) P-40E "The Spoddessape" 41-25178 (2003 salvaged by Greinert/Cockayne to Australia) P-40N 42-104986 (2004 salvaged by Greinert/Griffith to Precision Aerospace) P-47D "Fiery Ginger IV" 42-22668 (2003 tail & weapon removed by Greinert donated to USAF) Ki-61 Tony 640 (Removed by Robert Greinert 2004) P-47D 42-2268 (2004 salvaged by Greinert/Hagen to Australia – now claimed as the property of Hagen) P-40N "Punkins" 42-104977 (2005 salvaged by Greinert, resold to Warbird Adventures)

A list of approximately 30 of these aircraft were given to **Mr. Greinert** for comment. He denied knowing anything of a number of these aircraft. The Committee does not accept this evidence.

On the Second Day of the Inquiry the Committee requested **Mr Robert Greinert** to provide the Committee with a Statement of his plans or proposals to repatriate all aircraft and parts to Papua New Guinea or to recover all aircraft and parts which he may have exported but on-sold or given away. **Mr. Greinert** was given seven days to produce the Statement. **Nothing has been received.**

The Public Accounts Committee further directed **Mr. Greinert** to provide a full and complete Statement of all and every payment, donation, political donation, gift, consideration or reward including payments to staff or officers of the Museum or payments of per diems, travel expenses, accommodation or meals for or to staff or officers of the Museum. **Nothing has been received.**

The Committee has been advised that **HARS** paid an additional K10,300 for travel expenses of Museum Officers and USD27,000 as a gift to the Museum from **Mr Robert Greinert**. **Mr Greinert** alleges that this money was stolen.

That, in particular, the State call for an immediate account of the whereabouts of all War Surplus Materials removed from Papua New Guinea by **Robert Greinert, Historic Aircraft Restoration Society** and from all collectors and Museums known to have been or to be in possession of War Surplus Materials removed from or originating in Papua New Guinea.

Findings Under no circumstances should the State through any of its agencies, arms or Departments again deal with **Robert Greinert, HARS** in the sale, removal, export or on-sale of War Surplus Materials.

Referrals

Mr Robert Greinert and **Historical Aircraft Restoration Society** be referred to the Managing Director of the Investment Promotion Authority for full investigation to establish whether, as foreign enterprises, any or all of those persons or company were conducting business in Papua New Guinea without a proper and lawful certification.

Mr Robert Greinert, Historical Aircraft Restoration Society be referred to the Royal Papua New Guinea Constabulary and the Australian Federal Police and/or relevant State Police Forces for investigation of any and all sales by them of War Surplus Materials exported from Papua New Guinea with a view to establishing whether there has been any breach of the Criminal Law in that sale or

conversion of State property.

That the statement of Mr. Mark Katakumb be referred to the Police for a full investigation of the allegations of assault made by him against **Mr. Robert Greinert.**

Recommendations

The National Museum & Art Gallery should never again deal with persons or entities outside the established State Museums or State recognized Museums. In particular, the National Museum & Art Gallery should never again deal with **Mr Robert Greinert, HARS.**