

Australian Air Cadets Alumni Network

ALUMNI Magazine

February 2019

Welcome back to Your Alumni Magazine. Great to see that you made it through the Christmas break without too much damage to the scales. I will try to do my bit by trimming down the excess in this, the February edition. I must admit, I was disappointed at the lack of feedback with letters and quiz answers from our November magazine. Perhaps our readers are still ploughing through the stories, I would like to think so, but alas, I think it could be otherwise. Thanks to Paul Rosenzweig for some great material on the 6 Wing activities and to our two contributors to our November Quiz, Rob Nieuwenhoven and Mick Gilbert. As usual, it is almost impossible to stump Rob and Mick. My apologies to Mick, we missed seeing your submission for the August Quiz. We liked your additional information regarding the Trackers. *'Pin-wheeling' is the practice of berthing an aircraft carrier using the engine power of its aircraft lashed to the deck. Anyone who has watched the Korean War movie 'The Bridges at Toko-Ri' would have seen an example of the practice.* We don't receive much in the way of material or suggestions from our readers to scope what our alumni wish to read. At least in this issue we have material from Pete Condon on his life as a FAC in Vietnam and some history notes from David Crickmore also some great work from Paul Falconer-West on the RAF Centenary celebrations and the WA connection. Hopefully we try to give you a cross section of what our cadets and alumni are up to, together with a few stories with an aviation theme. If this is not what you would like, here is an opportunity to tell us where to go in future.

Are you ready for your fill with another Alumni Magazine? It never ceases to amaze me that when I catch up with people and find that they are ex Cadets; they all have great tales of how the Cadets moulded their life and that they wouldn't be where they are today if it hadn't been for those years in the Air Training Corps, AirTC or AAFC. At our last AAFC National Council meeting I heard it from two of our Council members that it was their time in Cadets, be it the Air Training Corps, AirTC or the AAFC, that set them on the road for their very successful career. Why am I mentioning this? Well with all that material out there, it would be even better if we could share your story. Hopefully we have provided a few hours of light relief for you over these 30 odd editions.

Welcome back to our regulars and a very warm welcome aboard to our new recruits, some old and some young. All of our alumni are most welcome to contribute. We are finding that some of our new recruits have some great stories to tell.

If you like what you read in your magazine, you are most welcome to share and invite your friends who are ex Cadet or Staff members to join. If you don't like what you are reading please tell us, AlumniDirector@aircadetsalumni.org.au We hope that our magazine can remind you of your time

in our great organization. We are always on the lookout for articles and photographs that you may like to share.

Please update your email address when you change providers Perhaps it may change when you go to NBN. We understand that you may be accessing the newsletter from the web site, but sometimes we just might like to contact you direct. In particular, those who have a Cadetnet or Defence email address may have trouble with our emails. There are still plenty of Defence email accounts in our database. You might like to check with your friends to see if they have been getting our emails. Our regular Newsletter is sent by email at 1000 on 1 November, 1 February, 1 May and 1 August. Registration is FREE and is open to all ex Cadets, ex Staff, current Staff, both uniform and civilian. We also invite our friends from likeminded organizations.

In this edition, we continue with aviation stories, work that our alumni are up to and an insight to what our current cadets are doing. We will endeavour to keep you informed about activities as we hear of them from the Wings or through the grapevine of facebook. You can help us out if you hear of news from the Wings.

We have been trying to increase our exposure and possible increase our membership. To that end, we have contacted numerous Aviation Museums, Aviation organizations and Airlines. We have offered to provide some space in our newsletters to showcase their operations while at the same time, they display our material.

There is some great reading again and all the material is just one click away from the Contents page. We have a few stories that may remind you of your past glories and stories from some of our alumni. Do you remember Air Clues? We have an extract. We have some Aviation Museum material and a glimpse of how they recruit Aircrew for our Air Force of today. 6 Wing features again through the efforts of Paul Rosenzweig. I'm sure there are plenty of stories worth printing from the other Wings. We have The End of an Era, 4 Wing Aviation as it changes direction with the impending introduction of the Diamond DA 40 aircraft. We hope to bring you further details on the introduction very soon. You may like to contribute the story of Aviation in your Wing. You may remember, we ran a Centenary Writing Competition last year for Cadets and Staff. We didn't get a great deal of support, so this time we have opened the competition to our Alumni. Details of the competition can be found in the Competition flyer.

If you think you have missed out on some of the earlier Alumni Newsletters, the good news is you haven't! They are available on the Air Cadets Alumni website, www.aircadetsalumni.org.au and go to the Bulletin Board.

Until May,

John Griffiths, MBE
Alumni Director

Support for William Hayes

Former cadet William Hayes of 212 SQN Redcliffe was recently involved in a bad motorcycle accident.

He is in hospital with broken ribs and a broken back. He has a young family (two children) and is looking at a large amount of physical and financial hardship.

Steve McCann on behalf of 212SQN has donated towards helping this young father and I am wondering if the Alumni is in a position to donate towards William's medical expenses. There is a "go fund me " started but I think if the Alumni can help it should go through Steve McCann to show solidarity with the SQN.

Visit the 212 Alumni page and request to join to view more:

<https://www.facebook.com/groups/532356316823855/>

Regards

Michael Hyde

Can You help fill the Missing Pages?



Can You help fill the missing pages?

An important role of the *Alumni* is to help preserve and promote the heritage of Air Cadets in Australia. There is a wealth of historical air cadet knowledge within our Alumni membership just waiting to be tapped... and now is your chance to tell your story.

In our last edition of *Alumni E-Magazine* we flagged our intention to run an *Alumni* writing competition to help the *AAFC Historian* further build the Air Cadets Historical Archive.

Much has already been captured in official Air Cadet histories, but we believe there are also many pieces of local or national air cadet history that have never been properly recorded. We hope that our Alumni members will use the competition to share personal written perspectives (perhaps with previously unpublished photos) of particular events and activities that they experienced during their air cadet journey.

Whether your air cadet or staff experience was in the ATC, AirTC or AAFC, this is your chance to make a real contribution to the heritage of the Australian Air Cadets, and have a bit of fun in the process by entering the competition.



The writing competition is now open for all *Alumni* members and will close on 30 June 2019. Further details, including the *Entry Form* and *Competition Rules* are available on the Air Cadets *Alumni Website* [here](#).

There will be an attractive aviation book prize for the winner(s) as well as certificate(s) and the *immense fame* that goes with being published in our illustrious E-Magazine and related websites. Indeed, all entries (winners or not) may feature in future AAFC histories and become valuable sources of information for the AAFC historian, which is of course, the underlying reason for this Heritage Competition.



***So dust off those old photos and sharpen the keyboards.
It is time to start writing.
We look forward to receiving your entries.***



Visit www.aircadetsalumni.org.au for more details

Contents

Can You help fill the Missing Pages?	4
Regular Features	8
Ordering Information – 75 years Aloft	8
November Quiz Questions and Answers	9
February Quiz Questions	14
Letters	21
Now back to our roots	22
Thanks to 2 Wing, 2 Wing Australian Air Force Cadets	22
Can you remember ‘Air Clues’?	24
Hawker Sea Fury. The ultimate piston engined fighter	24
Shuttleworth Collection Nightshoot 2018	24
What are our Alumni up to?	25
Peter Condon.	25
RAF Centenary Celebrations – Western Australian Connections	53
David Crickmore	65
Membership Leads	74
Aviation Historical Society of Australia (NSW)	74
RAN Historic Flight Finds a New Home	74
South Australian Aviation Museum	74
Upcoming Events	75
Daks over Normandy	75
Stories of Interest	75
ADF Aircrew Recruiting Process	75
So, you want to Fly Navy?	79
Two WW2 Planes Collided Over Australia. The Pilot Who Saved Them Was Punished	79
Jimmy Stewart.	83
HISTORY OF FLIGHT. THE LAST OF THE BIG AIRLINES PISTONS	87
What our Cadets are up to?	93
Top Cover, When the PM Reviews Your Parade	93
NATFLY 2018	94
2018 National Aviation Competition	95
6 WING CADETS IN THE AIR	95
END OF AN ERA FOR 4 WING AVIATION	97
IN THE AIR, AND ON AIR No 6 Wing, AAFC	98
BOMBER COMMAND VETERAN visits Squadron Banner Blessing Parade	100

6 WING CADETS ACHIEVE GOLD The Duke of Edinburgh's International Award	104
6 WING REMEMBERS THE FALLEN Centenary of the Armistice, 2018	108
A CADETS LIFE in 5 minutes	113
Further Reading and Listening Pleasure	114
Feedback	114
Keep in Touch // 2018 + Beyond	114
Until May, Fly Safe	116
Don't forget to update your email address when NBN comes to you	117

COMMANDER'S NEW YEAR MESSAGE // 2019

While most Australians are currently relaxing with friends and families, there will be many hundreds of Australian Air Force Cadets soon using several weeks of their school holidays to carry out intense leadership and skills training at RAAF Bases in each State.



Under the direction of their adult Instructors and Officers (also giving most of their precious annual holidays - a sacrifice well appreciated), these senior Cadets will be seeking to qualify for positions as Cadet Under Officers, Cadet Warrant Officers, Senior and Junior Non-Commissioned Officers (Sergeants and Corporals), so they can continue to provide quality leadership and direction to younger Cadets at their home Squadrons.

All aged in their mid-teens, these young women and men will be undertaking three weeks of challenging training in leadership, problem-solving and decision-making, initiative, self-discipline, time-management, clear thinking, public speaking, management, governance and administration.

This training qualifies them to lead their peers, giving them real-world skills, integrity and can-do attitudes that will equip them to serve their communities into their adult lives.

Beyond these three weeks, the new year promises to be one of our most

outstanding ever.

With access to exciting new aircraft, and contemporary training programs based around science, technology, engineering and mathematics (STEM), in 2019 our Cadets and Staff will enjoy a

program designed to excite and stimulate self-development, while preparing Cadets for careers in aerospace industries and other endeavours.

The Australian Air Force Cadets is one of the most dynamic, effective and satisfying aerospace youth programs available today, and is open to Australian male and female permanent residents aged 13-18 years. (See www.airforcecadets.gov.au for locations and details)

Air Force Cadets get to do the things that most other young people cannot access, including experiencing the challenge and joy of flight while still in their mid-teens. They also participate in a range of military-like activities, with an emphasis on their development and safety, and develop skills in a range of bush-based activities including fieldcraft, map and compass work, cooking, survival training and teamwork.

Air Force Cadets can also participate in the Duke of Edinburgh's International Award program, as well as enjoy interstate and international travel, while extending their social networks and developing life-long friendships.

The Air Force Cadets program provides experiences around aerospace and technology that generate inspirational learning in an environment that encourages teamwork and leadership in discovering the art of the possible.

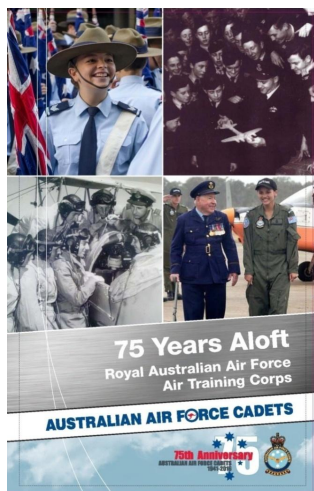
The Australian Air Force Cadets is nation-building, giving young people autonomy, responsibility, skills and courage so they can effectively help lead Australia in every facet of government, business and community life, well into the 21st Century.

I'm sure you will join me in wishing all our Cadets, Instructors and Officers a fruitful and intensely satisfying year.

Group Captain (AAFC) Mark Dorward
Commander | [Australian Air Force Cadets](http://www.airforcecadets.gov.au)

Regular Features

Ordering Information – 75 years Aloft



75 Years Aloft: Royal Australian Air Force
Air Training Corps: Australian Air Force Cadets, 1941-2016
available via



If you need any further information to order your copy, please let me know, AlumniDirector@aircadetsalumni.org.au

November Quiz Questions and Answers

Well done Mick and Rob.



1. Aircraft types. Rob Nieuwenhoven and Mick Gilbert P-51D, F4U-4 Corsair, MiG-17F



2. Type. Rob Nieuwenhoven and Mick Gilbert F-35A



3. Aircraft types. Rob Nieuwenhoven and Mick Gilbert Meteor F.8, P-51D, P-40 x 2



4. Location Rob Nieuwenhoven and Mick Gilbert F-4E after nose gear collapse at Amberley after the arrestor cable broke.



5. Type and Location. Rob Nieuwenhoven and Mick Gilbert Lockheed P2V Ventura in the lowlands just to the east of Windsor after a double engine failure at the RAAF Richmond Air Show c.1996



6. Location? Rob Nieuwenhoven and Mick Gilbert Sydney Airport



7. What's happening here? Rob Nieuwenhoven and Mick Gilbert Emergency evacuation demonstration by Mangusta



8. Type. Rob Nieuwenhoven and Mick Gilbert Douglas B-18 Bolo



9. Type. Rob Nieuwenhoven and Mick Gilbert Beechcraft Starship



10. Type and Known as? Rob Nieuwenhoven and Mick Gilbert Cessna O-1 Bird Dog



11. Location? Rob Nieuwenhoven and Mick Gilbert Papeete International Airport



12. Location Rob Nieuwenhoven and Mick Gilbert RAAF Richmond

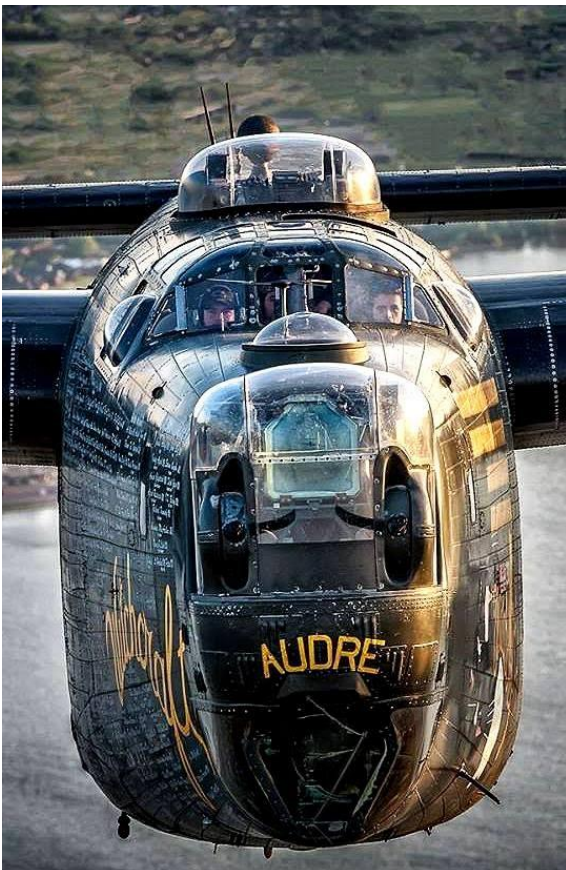


13. Any ideas? Rob Nieuwenhoven and Mick Gilbert Model of CAC CA-31 – proposed twin-seat supersonic trainer

February Quiz Questions



1. Aircraft



2. Aircraft



3. Aircraft



4. Aircraft.



5. Aircraft



6. Aircraft.



7. Aircraft.



8. Aircraft



9. Aircraft.



10. Aircraft.



11. Significance?



12. What's wrong here?



13. Aircraft and Location.



14. And finally, any suggestions?

Letters

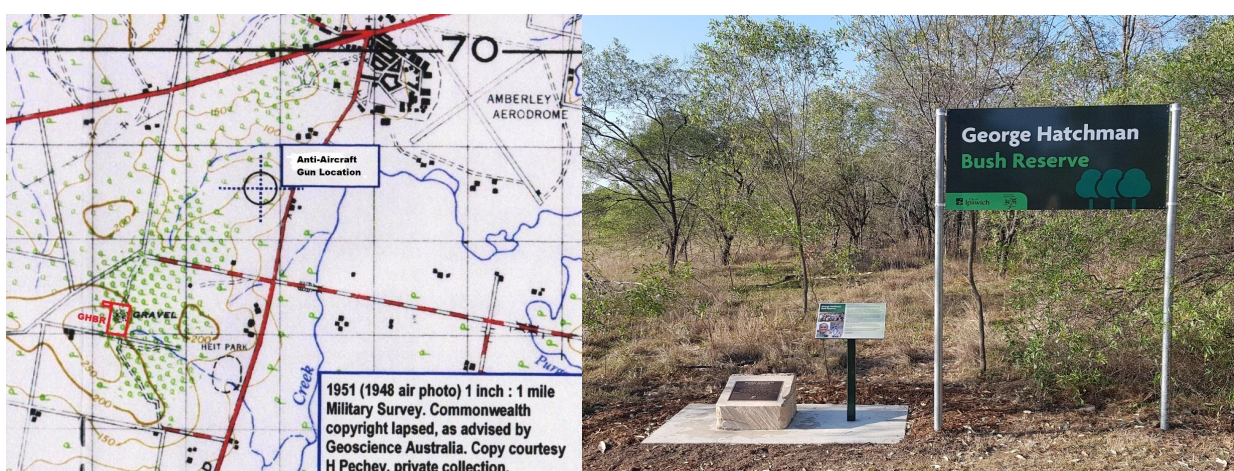
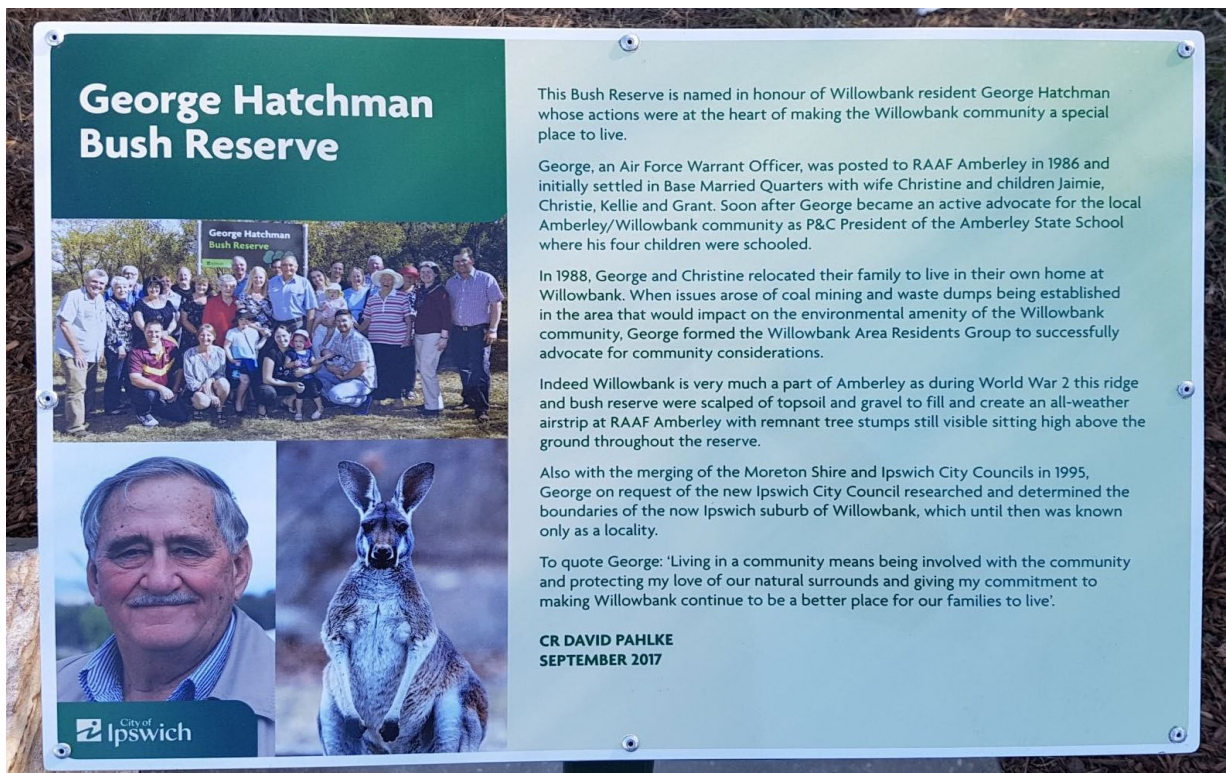
John,

I just got an early Christmas pressie from the Ipswich City Council as their parks people added a plaque & informative sign to the original Reserve sign on site last week.

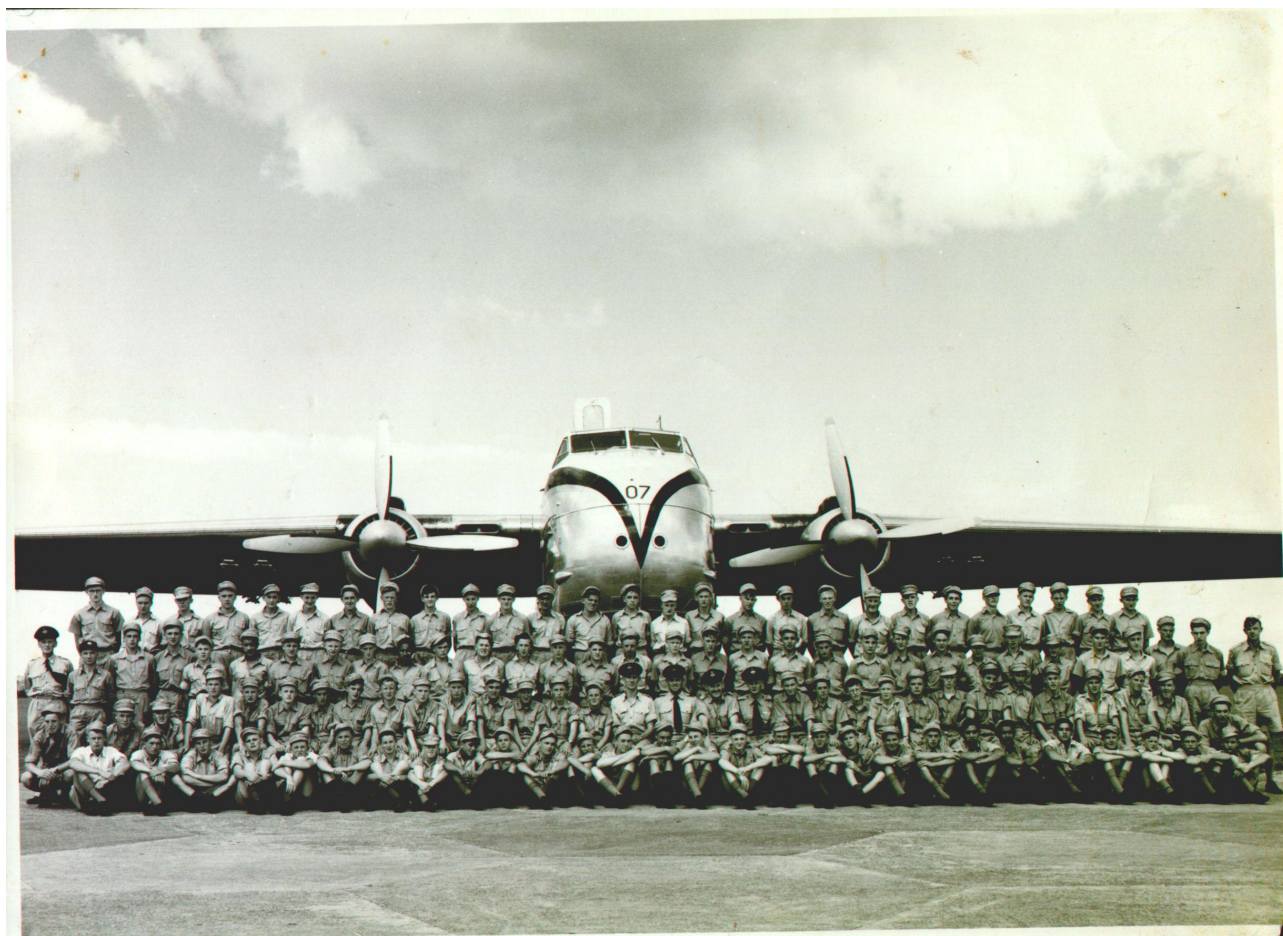
Am quite 'chuffed' with this acknowledgement .. all started from when I attended ATC (now AAFC) camps at RAAF Amberley as a member of 7FLT ATC (Nambour HS) in 1961.

Regards,

George



Now back to our roots



New Zealand Cadets, Whenuapai 1954
Thanks to 2 Wing, 2 Wing Australian Air Force Cadets

WHAT'S NEWS FROM OUR NEIGHBOURING CADETS IN NZ

A brief look at what our friends are up to over at [New Zealand Cadet Forces](#)

S.A.R.T system in Waiouru malfunctions

By G Reenman

The NZ Armys ultra modern Synaptically Augmented Robot Targets System (S.A.R.T) has malfunctioned and according to MAJ Pat Hibbs - Commandant WMTF, the intelligent targets (who when shot down, heal them selves and pop up again elsewhere) are running riot across the training area, popping up interfering with training, stealing rations, interfering with the Kaimanawa horses and generally scaring our troops. Similar events are happening across the world and European technicians are unable to help the New Zealand Army for some time.

Maj Hibbs has approached the New Zealand Cadet Forces for assistance from High performing Tech Savvy Teenagers.

Major Hibbs seen below pointing at one of the S.A.R.T. targets and muttering there's another one of the little green bu06\$#@'s running away with my MCU raincoat.



Photo courtesy of Army News

Commandant Confirms Elite Army Cadet Teams For W.M.T.F assistance.

By Rob Ott



LTCOL
Grant Morris

The New Zealand Cadet Forces, who regularly train in the Waiouru Military Training Facility, responded without delay in agreeing to provide support to the current situation. The Commandant - NZCF, LTCOL Grant Morris has indicated he is initially deploying 3 elite teams from across the country that were chosen by a recent intensive selection process to arrive in the affected area on the afternoon of October 26th. He has indicated that the elite Army Cadets will be involved in activities to identify and locate the S.A.R.T targets (A.K.A. Little Green Men) and provide technological assistance in remediating and repairing the S.A.R.T System. They will not be required to engage the targets.

Below : Inert S.A.R.T Targets



Elite Army Cadet Teams

By Hugh Mann

We now have confirmation of the 3 elite teams selected by the Commandant of NZCF to be first on the ground to provide support to the Waiouru Military Training Facility.

The first team is from Auckland and recently won the Northern Area selection process.



The second team comes from Feilding where they recently topped the Central Area selection process.



With the 3rd Team coming in from Christchurch who were the winners of the Southern selection process.



Can you remember 'Air Clues'?

Some great reading here. From Royal Air Force "Air Clues" flight safety magazine 2016

<https://www.raf.mod.uk/our-organisation/units/raf-safety-centre/documents/air-clues-issue-21/>

Hawker Sea Fury. The ultimate piston engined fighter

Thanks Randal McFarlane.

<https://www.youtube.com/watch?v=-HDQ7Na7xM8&feature=youtu.be&t=727>

Shuttleworth Collection Nightshoot 2018

<http://www.warbirdinformationexchange.org/phpBB3/viewtopic.php?f=3&t=67027>

What are our Alumni up to?

The Air Chief Marshal Mark Binskin Aviation Centre now officially named.



Peter Condon.

I started my flying career as a cadet in the Air Training Corps (ATC) in Adelaide in late 1961. I had been awarded an ATC flying scholarship and started flying De Havilland Chipmunk aircraft at the Royal Aero Club of South Australia, passing my Private Pilot Licence test in March 1962 when I was still sixteen. The scholarship then provided four hours of flying each month at the Aero Club until I reached the age of eighteen and joined the RAAF's No. 52 Pilot Course in late 1963.

I had flown about 130 hours before I started flying at Point Cook in Victoria and this experience gave me a good kick-start. After completing the basic flying training on the Winjeel at Point Cook, No. 52 Pilot Course moved to Pearce in late 1964 for advanced flying training on the Vampire. I can assure you that it was a wonderful experience to fly the Vampire after the piston-powered, propeller-driven Winjeel. On the first take-off, I can still recall the experience as the little



jet accelerated into the sky after take-off; all quiet until the air-conditioned air was turned on and we zoomed towards the training area. No propeller out the front either—just the jet engine behind the cockpit whirring at about 10,600 RPM.

The course graduated in March 1965 and following is a photograph of the graduates so readers can have a bit of a chuckle over the changes in appearance of those they know, changed caused by (perhaps?) some nerve-wracking careers.



Standing L-R: Mac Cottrell, John Foran, John Harrison, Dick Cooper, John Lanning, Peter Condon, Peter Hay.

Seated L-R : Peter Spurgin, Alby Fyfe, Ian McIntyre, Peter McNair, Bob O'Hanlon.

I was posted from 1AFTS to 2(F)OCU at Williamtown to fly the Avon Sabre, with my first Sabre flight three days before my 20th birthday. Conversion ride number ten, three days after my birthday, included the Mach 1.0 run so I was almost a supersonic teenager. The RAAF did not have two-seat Sabres so on my first flight I was all alone. We did have simulator training beforehand which was quite realistic and a taxi ride around the airfield with an instructor standing on the wing near the cockpit to hit me over the head if I did something wrong. I remember the nose-wheel steering was very sensitive (or sloppy) so the instructors needed a good grip on the side of the cockpit to avoid being flicked from their post.

Conversion flight number ten, where we broke the sound barrier, would be interesting to the fighter pilots of today. We climbed to 48,000 feet, which took some time, maintained climb power and rolled in and pointed the nose vertically down. If the aircraft was slightly out of aileron trim and it wanted to roll during the vertical acceleration, then we let it roll. Any aileron deflection would have added to the overall aircraft drag which may have prevented the aircraft from reaching Mach 1.0.

I broke the sound barrier that day.

2(F)OCU Sabre Course:



L-R: Brian Fooks, Peter Spurgin, Roger Wilson, Kevin Foster, Peter Condon, Mac Cottrell.

After graduating from OCU in August 1965, I was posted to No. 76 Squadron at Williamtown, along with Brian Fooks and Mac Cottrell. Soon after, we were all on a squadron detachment in Darwin which had been operating for some time because of what was called the 'Indonesian Confrontation' - this included Malaysia. 76 Squadron had a permanent detachment of eight Sabre aircraft at Darwin for nearly the whole time I flew Sabres. We generally had a month in Darwin followed by a month back at Williamtown. We also had a bombing camp in Townsville where we bombed Cordelia Rock with old WWII 1,000lb bombs.



A tough life!

On one of our returns to Williamtown from Darwin, Brian Fooks, Mac Cottrell and I noticed that, in our absence, we had been 'volunteered' to undergo Forward Air Controller (FAC) training. It seems that no one else wanted to do the course and our names were submitted without us being consulted. So much for the power of a Pilot Officer, even though Brian was a Flying Officer! The course consisted of two weeks of lectures, mainly about Army operations, followed by one week controlling some Sabres and Vampires in the low flying area, from the comfort of a jeep. We had a large-scale map under perspex and a black grease pencil to plot tracks from well-defined features to a target in our vicinity, like a bridge. Basically, we told the fighter pilot to 'hack' at low level over the defined feature, steer a heading for so many seconds and to then 'pop' for a rocket, bomb or gun pass. We would pick them up in the 'pop' (climb) and describe the target type and location to them. This was in 1966 before the Winjeels were used for airborne FAC training.

A Sabre deployment to Darwin in 1966.



L-R: Charlie Philcox, Brian Fooks, John De Ruyter, Brian Dirou, Peter Condon, Mac Cottrell, Geoff Peterkin, Jack Smith, Dick Kelloway, Al Walsh.

I flew in an 'End of 76 Squadron' flypast on 15 July, 1966 and continued my Sabre career with 'Transition Squadron', a part of 2OCU. I had 303 hours flying time in the Sabre when I joined No. 7 Mirage Course at 2OCU and had my first Mirage flight on September 12th. Again, this conversion training was all done in the single-seat Mirage. The training included simulator training and the first flight was flown with the instructor flying in formation in another Mirage. It was interesting getting airborne and looking outside to find the wing was not in view unless I looked well to the rear. I also still remember my first approach and landing in the Mirage. The flight called for a quick flight to the training area before returning to the circuit via a pitch-out, approach and overshoot, then back out to initial for a second circuit, this time landing.

Well, I have to tell you that 200 knots on base leg and 180 knots on final approach is pretty fast compared to the Sabre's approach speed of about 140 knots. After turning base on the first circuit I managed to get in one 'S' turn before I had to overshoot. Things moved soooo fast. I was pleased that we were briefed for an overshoot because I had no other option. The landing off the second approach must have been okay because I'm still here. I should point out that with experience the base and approach speeds were reduced a bit.

No. 7 Mirage Course at 2(F)OCU in 1966.



On wing L-R: Peter Condon, Jim Treadwell, Reg Meissner, Tassie Carswell.
Standing L-R: Bruce Searle, Andy Patten (USAF), Jake Newham (Later CAS), Ron Magrath, Hugh Collits, Duane Madden (USAF).

I was posted back to 76 Squadron after the Mirage Course and a few months later I was posted to 75 Squadron before the squadron deployed to Malaysia in May 1967.

A PR photo before departure for Malaysia:



L-R: Errol Walker, Dick Waterfield, Peter Condon, Bryan Sweeney, Jim Flemming (C.O.), Dick Moore, Roger Lowery, Geoff Coleman, Allan Walsh.

We flew twenty aircraft to Butterworth, Malaysia, in four days, including two days rest in Darwin. We flew Williamtown—Townsville—Darwin on the first day, then Darwin—Juanda—Butterworth on the fourth day. I flew A3-24.

The operation was called “Fast Caravan” and squadron members of all ranks still gather for reunions every second year.





23 Mirages (some spares) lined up at Williamtown on the morning of the departure for Butterworth, Malaysia. They all made it.

The tour in Malaysia was very interesting. We were all in a new environment with interesting tropical flying and life in a foreign country and the married members had servants to help them in the home—paradise eh? The squadron also started operations in Singapore, being based at the Tengah fighter airfield where the RAF had Javelins and Hawker Hunter fighter aircraft. A squadron of Lightnings arrived in Singapore soon after.



No. 75 Sqn in action soon after the arrival in Butterworth. A3-24 is behind A3-30. The Mirage III is still the prettiest fighter aircraft on the planet.

Much of the initial flying in Butterworth was in the Air Defence role with plenty of GCI controlled intercepts and Air Combat Tactics, and with Ground Attack flights being introduced in early 1968.



Air Defence Exercise (ADEX) time in RSAF Tengah in Singapore. A3-41 fitted with Matra 550 and AIM 9-B missiles.

I was posted out of 75 Squadron back to 76 Squadron in early 1969, only to be posted to South Vietnam to be a Forward Air Controller in April. This operational posting to Vietnam as a FAC flying USAF aircraft in support of allied ground forces would be most interesting to your readers so I will describe it in more detail as I don't think many people understand what we did in Vietnam.

The Forward Air Controller's job was one of the most dangerous flying occupations in Vietnam. It involved flying slow light aircraft over enemy territory at low altitude for up to six hours in a day searching for the enemy and then directing pilots flying ground-attack aircraft onto those targets—the average FAC mission lasting just under three hours. Other FAC tasks included artillery adjustment, visual reconnaissance and assisting ground forces with navigation. During the war the USAF lost 224 FACs killed in action, which is about a 10% loss rate. 36 RAAF fighter pilots flew as FACs with the USAF in Vietnam between 1966 and 1971 and we had no losses; but Chris Langton was shot down in his OV-10 in February 1970 and was rescued.

Arrival at Bien Hoa in Vietnam.



Dick Kelloway, on the right, points to the Cessna O-1 rockets as Doug Riding, Peter Condon and Gary "Huck" Ennis pose for the camera.

Doug Riding, Huck Ennis and I arrived at Bien Hoa in late April of 1969 after completing some administration at RAAF Vung Tau a few days earlier. There was one OV-10 'Bronco' and two O-1 'Bird Dog' positions to be filled and I'm afraid that rank had its privileges—Flight Lieutenant Riding got the OV-10 slot while the two Flying Officers tried to work out what went wrong. What happened to the three-straw draw? We all had an operational flight in a Cessna A-37



Dragonfly strike aircraft belonging to the 'Rapp' squadron at Bien Hoa before moving on to Phan Rang. The A-37 was a very effective ground attack aircraft but was only fitted with machine guns, not cannons. Maybe firing 20mm cannons would have pushed it backwards.

We all flew to Phan Rang where the USAF FAC training school was located and we were billeted with the RAAF's No. 2 Squadron personnel. After seven days and seventeen hours, Huck and I were checked out as Forward Air Controllers in the Cessna O-1 'Bird Dog', one of the slowest aircraft in the world! It had a 213 hp Continental piston engine and a maximum level speed of 100 knots; but the usual cruise speed was around 70 knots. Its maximum 'g' limit was "pull until the door pops open." Because of our fighter background we were 'A' class FACs which allowed us to control airstrikes in close proximity to friendly ground troops. These close encounters were known as 'troops in contact' situations and involved a lot of liaison with the troop leader on the ground.



A Cessna O-1 'Bird Dog' fitted with four marking rockets. Photo by USAF FAC Gary Dikkers. The Bird Dog was developed from the Cessna 170.

Huck and I were assigned to the US 9th Infantry Division in the Mekong Delta area south of Saigon. There was a vacant FAC position at Dong Tam (near My Tho) and another a bit further south at Bin Thuy (near Can Tho). We travelled from Bien Hoa in a USAF Caribou to Dong Tam, the home of the US 9th Division HQ, where we drew straws to see who was the lucky man to remain at Dong Tam with the 1st Brigade FAC team. I lost that draw too! Huck flew down to Bin Thuy to join the 2nd Brigade crew and Doug Riding moved to Lai Khe after his OV-10 conversion to support the 1st Brigade of the US 1st Infantry Division.

After a few rides in the back seat of the O-1 watching experienced FACs controlling some airstrikes I was placed in the front seat with an experienced FAC supervising me from the back seat as I controlled my first air strikes in anger. It was difficult getting used to operating three radios, all at the same time, especially when working with troops in contact. We controlled the fighters on UHF, we spoke with Brigade HQ on VHF and we spoke with the ground forces on FM. I was sent solo after seven days and ended up controlling 34 airstrikes and flying 75 hours in my first month as a FAC. The next month I controlled 35 airstrikes and logged 78 hours flying time. The pace was high compared to my 22 hours per month back in the squadron.



An O-1 revetment at Dong Tam. Sandbags for wheel chocks. Eight smoke rockets.

I controlled airstrikes on most days that I flew. These were mainly pre-planned strikes on targets identified by the army during some of their previous patrols. I knew the time the fighters would arrive in the target area so I would depart Dong Tam in time to find the target and make a few assessments about attack heading, position of any friendlies in the area, safe bail-out areas and the nearest diversion base for the fighters if anything should go wrong. Soon after, the fighters would check-in on the UHF radio and I would describe where I was holding relative to a well-defined ground feature. They got close to my position by flying to a TACAN radial and distance from Bien Hoa. After they made visual contact with me I would ask the fighter pilots what weapons they were carrying and then give them a detailed briefing of the target and how I planned to run the airstrike. For example, bombs and napalm were usually dropped before any 20mm strafing passes.

There was a general rule that FACs should not fly below 1,500 feet to remain safe from enemy ground fire. In the early days many FACs were shot down trying to win the war at low level all by themselves; hence the height rule. However, If low flying was necessary to complete the mission, especially when friendly ground forces were in serious trouble, then a FAC would do what was necessary to get the job done. After the weapons were expended the FAC would give the fighters a Bomb Damage Assessment (BDA) and they would depart the area while the FAC positioned himself for the next scheduled airstrike. Having two pre-planned airstrikes each day was common when I was with the 9th Division, and on a busy day, especially after ground forces called for assistance because they were engaged with the enemy, I controlled up to four flights of fighters. On one day I managed to log four hours and five minutes for the one mission, only to be told some time later that I exceeded some rule about flying time. It was the only mission where I intentionally ran one fuel tank dry and played around with the mixture control while using the other fuel tank.



The most common fighter aircraft used for ground attack when I was in Vietnam was the USAF F-100 Super Sabre. These aircraft were based at various locations around Vietnam but the most common departure airfields for operations in my area were Bien Hoa and Phan Rang. The weapon load usually consisted of a mix of bombs and napalm and 20mm cannon. I controlled USAF Cessna A-37

attack aircraft, USAF F-4s and F-5s along with a few Australian Canberras, the 'Magpies'. I even controlled a USN OV-10 which stumbled into the target area looking for somewhere to expend his Zuni rockets. The Vietnamese Air Force operated F-5s and piston-engined A-1 bombers (left) and they were very accurate in the ground attack role. Understanding the VNAF pilots, and them understanding me, was a bit of a problem so we had to run the briefing very carefully, emphasizing the important points. They had been doing the job since they were old enough to fly so I respected their skills. They were good.



A USAF F-100 drops napalm canisters on a low-level pass. USAF Photo.

Controlling fighters in troops-in-contact situations was very rewarding, especially if I managed to get the fighter ordnance on target and the enemy assault defeated. I ended up being very busy during these missions, listening to all three radios at the same time and liaising with the ground forces to mark their positions with coloured smoke. Once the friendly positions were identified I would roll in to mark the enemy positions with a White Phosphorus (WP) smoke rocket. I aimed the rocket by lining up a painted nut on the inside of the divided windscreen with the tip of a welding rod fitted to the nose of the aircraft.

On most occasions when I controlled airstrikes in close proximity to friendly ground forces, only the fighter's 20mm cannons could be used because the friendlies were inside the safety distances of the bombs and napalm. On two occasions when controlling airstrikes in the Bird Dog I ran out of smoke rockets and had to mark the enemy position with beer can-sized white smoke grenades. The smoke grenades were carried behind the seat and had to be dropped by hand through the open cockpit window after the pin was pulled. I lined the aircraft up in a shallow dive towards the enemy position, and when overhead the enemy at about 200 feet, dropped the grenade. Descending so close to the enemy was a bit uncomfortable because I knew the aluminium engine cowling would not stop a pea shooter if someone wanted to have a go at me. I wanted to hide behind the engine but I could not lift my feet off the rudder pedals nor duck my head down low because I had to see where I was going. There I was, flying the slowest aircraft in the war, trying to hit the enemy on the head with a smoke grenade! The smoke bloomed soon after it was released. It was during these two low flying missions that I realized the Bird Dog did not climb very well on full power. It took forever to get away from the action on the ground.

In all, during my time flying the Bird Dog, I flew 13 missions supporting troops in close contact with the Viet Cong (VC) enemy. These missions usually involved controlling three flights of fighters. During one afternoon battle, I had to request a Dakota flare ship (Spooky) to illuminate the target area as the fight continued into the night. That was a different and difficult experience again.



In a bit over two months flying the Bird Dog I clocked up 210 flying hours and controlled 91 airstrikes. The US 9th Infantry Division was one of the first US Divisions to return to the USA so Huck and I were out of a job and sent back to Phan Rang to learn how to fly the new OV-10 twin-engined FAC aircraft. It carried 14 smoke rockets so I would never have to do a low-level grenade-dropping pass ever again.



Dong Tam was a rocket and mortar target about every second night. If the 'incoming' siren sounded while we were having a few beers after flying, we FACs would move into our bunker adjacent to our hooch until we got the all clear. Here USAF Captain Joe Nuvolini poses behind a mortar/rocket crater. Our hooch is behind the truck in the background.

I took this photo from the backseat soon after I arrived at Dong Tam. Looking south, it shows the north arm of the Mekong River in the distance and four rocket tubes under the wing. On the ground we can see a bright white WP smoke just blooming alongside a burnt-out smoke rocket. The larger smoke blooms are the result of bombs hitting the target nearer to the canal.

Further to the right of the target area is a triangular shaped abandoned Vietnamese Army fort. We were probably around 1,500 feet high.



A direct hit with a 500lb bomb spreads the smoke.

The idea for the OV-10 was started by two US Marine officers. They saw the need for an aircraft that could operate from rough fields and be able to support troops on the ground with some fire power such as bombs and machine guns. They wanted it to be able to carry 2,000lbs of cargo or carry six paratroopers and have a short takeoff and landing capability. Two seats and good cockpit visibility were other requirements. The production aircraft was fitted with two 715 shp T-76 Garret

turbine engines and two zero-zero ejection seats. In the FAC role it carried four seven-rocket canisters—two for WP and two for HE, and four M60 machine guns.

It had a 40 feet wingspan and its maximum speed at sea level was about 250 knots. Its take-off speed was around 100 knots and its red-line speed was 350 knots. The usual recon speed with the rocket pods was about 130 knots. The approach speed was 100 knots and it was aerobatic with a plus 6.5 'g' limit. A joy to fly.



An OV-10 'Bronco' with a centre-line fuel tank. Photo by USAF Captain Brad Wright.



An OV-10 before flight on steel matting at Di An. An improvement on the Dong Tam O-1 revetment.

At Phan Rang we were checked out in three days (eight flights) and sent back south to join the US 1st Infantry Division. Huck joined Doug Riding at Lai Khe and I joined the 2nd Brigade FAC team at Di An just to the north of Saigon. At Dong Tam and at Di An, the FAC teams consisted of about five FACs so we sometimes flew two sorties each day while covering the Area of Operations (AO) during daylight hours. The living quarters were quite basic in both places. I had a bed and a small table and chair in a long 'hooch' building, separated from the other FACs with a fixed partition and a metal locker. The shower and loo facilities were very primitive too.



Preflight inspection of the OV-10 armament. WP and HE rockets and M-60 machine guns. The guns were not loaded nor fitted to all Di An aircraft when I flew the OV-10.

I supported the 2nd Brigade of the US 1st Infantry Division, flying the OV-10, from late July to mid December 1969, ending my eight month posting to Vietnam. I logged 260 hours and controlled 48 airstrikes in the OV-10. I was promoted to Flight Lieutenant in September.

We had one OV-10 aircraft at Di An which is now of particular interest to all Australians because it is being restored for display by the Australian War Memorial in Canberra. It will be the only USAF aircraft in the Memorial. Seven Australian FACs flew #639 while on duty in Vietnam and I managed to fly it on 41 missions before I returned to Australia.

Further information can be found here:

<https://www.facebook.com/Thanks.Digger/posts/1672151999489876>

Our alumnus FLGOFF(AAFC) Paul Rosenzweig was instrumental in obtaining this aircraft for the AWM., as previously discussed in our magazines.

You can check the history of the aircraft and see the restoration progress

<https://www.awm.gov.au/about/our-work/projects/asteadreborn> (Definitely worth a look). When the restoration is completed, it will probably be on display at the Mitchell Centre in Canberra unless we can convince the AWM Director to move “G for George” to make room in the main memorial building.



Ron Slater and me with OV-10 No. 639 at Di An in September 1969. This aircraft is currently being restored by staff at the Australian War Memorial for display.



The OV-10 idea originated as a Counter Insurgency (COIN) aircraft by two Marine officers. Besides being easy to operate 'in the field', its cargo compartment was at truck-tray height and large enough to carry five parachutists (door removed). The engines could be easily changed in the field and would operate on truck fuel (diesel) in an emergency.

After Vietnam I returned to No. 76 Squadron flying Mirages again, however I did spend a month flying a Winjeel in the FAC role on an Army exercise at Rockhampton, logging 55 hours which included a refresher flight with Arthur Sibthorpe. In August 1970 I was posted to McDill AFB in Florida, USA to undergo training on the Phantom F-4E fighter which the RAAF was leasing until a problem with the F-111's wing carry-through box was sorted out. The RAAF leased 24 F-4Es for about three years while waiting for the F-111s to arrive.

The F-4E was a very capable aircraft. It was a Mach 2.0 all-weather fighter which could carry an impressive load of bombs. At McDill I flew 35 hours which included general flying training, weapons training and air-to-air refuelling before moving on to the McDonnell Douglas factory in St Louis to pick up a brand new F-4E to fly home to Australia. That exercise took four flights and 22 hours—the longest hop being seven hours between Honolulu and Guam. The most refuellings were done on the 5.5 hour leg from George AFB near Los Angeles, to Honolulu. This was because there were no diversion airfields available so our fuel tanks were kept topped up around the midway point so we could make it back to George AFB if something went wrong. I think we had three top-ups in the space of about one hour.

I served my time on F-4Es in No. 1 Squadron at Amberley. Our main role was Air-to-Ground so we spent a lot of time on the Evans Head bombing range using all the different bombing methods and techniques the aircraft equipment offered. The F-4E was a two-crew aircraft so the 'Guy In the Back' (GIB) controlled all of the radar and navigation equipment used when operating on the weapons range or in the air intercept role. The F-4Es also did quite a few maritime strike missions against RAN targets and I recall the low flying training sorties we did over the sea to gradually step

our height down to 50 feet above the water (I think it was 50 feet). The CO, Wing Commander Mike Ridgeway was the leader of the four-ship formation. The normal minimum height over the sea was 150 feet. On the subsequent strike against the RAN I can still recall seeing under the lip of the aircraft carrier deck as we whizzed past.

I flew about 680 hours in the F-4E.



Two RAAF Phantom F-4Es.

In the early days of F-4E operations at Amberley an F-4E had a hydraulic failure so the crew decided to make an approach-end barrier (hook wire) engagement. This was normal procedure but the barrier malfunctioned and the F-4E ended up on its belly on the grass adjacent to the runway.



The barrier system was bought for the F-111 fleet so had been sitting idle for some time before the engagement. Basically, one of the braking drums did not work correctly so the landing roll-out after engagement was all one sided. This accident lead to the need to service the system and conduct some trials using an F-4E with a hook to prove that it worked as designed. Jim Graham (GIB) and I

were picked for the task and we conducted about 30 hook-wire engagements at various speeds before the ARDU trial was completed.

On 16 June, 1971 Jim Graham and I were on a night time navex to Evans Head bombing range to do some 30 degree Dive Toss passes when we received word that an aircraft ahead of had crashed into the sea while in the bombing circuit. The crew were Squadron Leader Stu Fisher and Flight Lieutenant Bob Waring. Jim and I spent some time flying around the area listening and watching for any sign of but there was nothing. We returned to Amberley knowing we had lost two mates that night. When we were on GCA finals with about five miles to run landing I started to shake. The shakes continued to landing.



us

life,

to

In mid-1973 I was posted to Central Flying School to undergo Flying Instructor training. From there I was posted to 2FTS at RAAF Base Pearce in WA to instruct on the Macchi jet trainer. My first instructional flying was with No. 87 Pilot's Course. While at Pearce I was promoted to Squadron Leader and became the 'A' Flight commander, and in 1975 Bruce Wood and I performed a synchronized aerobatics routine for some RAAF air displays around the country. Our routine included a line astern tail slide from the vertical position which was a bit different in those days. I had testicular cancer diagnosed about that time and I would receive radiotherapy in Perth in the mornings and practice our flying routine with Bruce in the afternoons. I underwent 20 radiotherapy sessions at the time, and because of the need to be reviewed by the Perth doctors, my Pearce posting was extended for a further year. My last pilot course was No. 97 Pilot's Course. In January 1977 I was posted to Williamstown for a Mirage Refresher Course before my posting to No. 75 Squadron in Malaysia as the squadron Operations Officer. Life was good.



A Macchi during a formation flypast over the city of Perth.

Returning to Malaysia for my second tour was a wonderful surprise. The local scene had changed quite a bit since my first tour ten years beforehand. What was noticeable was the improved standard of living of the local people. In 1967 the streets were cluttered with bicycles and motor bikes but in 1977 they had graduated to motor bikes and cars. We also used the local restaurants much more than we did in 1967.

Squadron flying operations remained similar but the air-to-air and air-to-ground training was more even, utilizing the Song Song weapons range, WSD-42 (HE bombing range) and the air-to-air gunnery range over the Malacca Straights to the west of Butterworth. Detachments to RSAF Base Tengah in Singapore continued; the task being shared with 3 Squadron.



A Mirage taking off from runway 36 at Butterworth.



This photo was taken west of Penang Island on 13 December 1977. The fins were painted with the RAAF squadron colours by the two local squadrons, Nos 75 Sqn and 3 Sqn. From the leader, the fin colours represent the order in which the Mirage aircraft entered RAAF service.

No 1–ARDI–Nick Ford. No 2–2OCU–Peter Condon. No 3–75 Sqn–Mick Parer. No 4–76 Sqn–Jack Smith. No 5–3 Sqn–Bruce Grayson. No 6–77 Sqn–Neil Burlinson. Camera aircraft–A3-107–Brian Brown with photographer Dennis Hersey.

After my 75 Squadron OPSO posting I was posted to Canberra in 1980 to do the 12-month RAAF Staff College Course. I was caught! After graduating from Staff College I was posted to Air Force Office to be Operational Requirements–Fighter, taking over from Al Taylor. Al Taylor and Ray Conroy, the leader of the small team formed to select the Mirage replacement, had recommended the RAAF purchase the F/A-18 so my task was to help higher management progress that decision to the purchase being finalized. The other aircraft in contention was the F-16 but it did not have an all-weather intercept capability. Another task was to convince the higher committees that our F/A-18s needed HF radios to operate at long range over the sea, in conjunction with the Jindalee Over-The-Horizon-Radar. This was a touchy point because the RAN did not support this proposal because it felt that the aircraft carrier could and should handle the job and suggested that if the Hornets were ever tasked for such long-range missions then they could fly out towards the targets in 50-mile line astern, relaying commands through the formation back to the controller. The installation of HF radios in the Hornets was approved and the RAN carrier was decommissioned some time later.

I thought we were all on the same side!



RAAF Base Darwin in about 1983. RAAF Photo.

In late 1982 I was posted to Darwin as the temporary CO of Base Squadron for eight months before again undergoing Macchi and Mirage refresher training and proceeding to RAAF Butterworth to fly my old Mirage A3-24 back to Darwin, arriving on 11 August 1983. Ray Conroy (CO) led the Squadron back to Darwin and the next day I became the CO; my third posting to No. 75 Squadron in 16 years.

Squadron life in Darwin was good. The supply of aircraft spares was quite slow initially as they were mainly distributed from Williamtown and I'm sure the Williamtown people were reluctant to dispatch the last of any item on their shelves. However, the supply chain gradually improved and the squadron was able to operate at its planned rate of effort. Soon after we arrived in Darwin I received permission from HQOC to take Wilf Arthur, (right) a WWII commanding officer of the squadron in New Guinea, for a ride in the two-seat Mirage. Wilf lived in Darwin and he and his wife Lucille were honorary members of the Officers' Mess. He enjoyed the ride and his aircraft control was very smooth; he had not forgotten anything. At age 24, Wilf was the youngest Group Captain in the history of the RAAF.

The old Leanyer weapons range just to the north of Darwin airfield that we used when I was flying Sabres had been decommissioned so the squadron had to deploy elsewhere to conduct air-to-ground weapons training. The Quail Island HE range just to the west of Darwin was also being decommissioned. The squadron deployed to Williamtown in February 1984 to use the Salt Ash weapons range and it deployed to Butterworth via Bali in August to participate in an ADEX and remain there to use the Song Song weapons range. In October we deployed to Learmonth via Port Hedland for some High Explosive bombing and to participate in an exercise with USAF F-16s. In February 1985 we again deployed to Williamtown for air-to-ground training on Saltash Range and followed up with a deployment to NAS Nowra for some Fleet Support work for two weeks.



In May 1984 the fleet was grounded for a month because of undercarriage extension failures. This grounding also resulted in the squadron missing out on a Darwin 'Pitch Black' exercise. More importantly, on 22 June 1984 I fired the RAAF's last two AIM 9B Sidewinder missiles out to the west of Darwin. The target was a flare dropped from a RAAF Caribou aircraft.

On 27 May 1985 Flying Officer John Quaife ejected from Mirage A3-36 as he was turning on the base leg of the circuit just before landing. He had been the leader of a four-ship simulated strike exercise and I saw it all happen because I was his number two and behind him in the circuit. Basically, when he reduced power turning base the RPM reduced to idle and could not be increased (a stops-corrector malfunction). He had a few swings in his parachute before he landed in marshy land on the coast to the west of the airfield. The aircraft continued to fly without the pilot and did a rough bouncy landing in the shallow sea water. It was later dragged from the sea and taken to the airfield. 75 Squadron restored A3-36 in the squadron's colours for static display in the Darwin Aviation Museum where I saw it about 16 years ago. More recently, it has again been restored to 'new' condition by 75 Squadron at Tindal and placed back on display.



The last RAAF 9B Sidewinders: John Quaife, Peter Condon, Mark Pearsall, Peter Batten, Dave Halloran, Ian Davidson, Bernie Voysey, Paul Devine, Neil Burlinson, Bob Chaplin. I included this photo because it includes Flight Lieutenant Ian Davidson who was killed during a night intercept mission one year later.

On the 20th of June, 1985 we lost Flight Lieutenant Ian Davidson during a night time intercept training mission over the sea to the south-west of Darwin. I was flying with Ian on that night. I was the target aircraft at 1,000 feet and Ian was the fighter at a higher altitude. The mission was 'Low level Intercepts with Evasion' and as we were zipping up our 'g' suits prior to the flight Ian said that he was going to 'get' me. During his final attack I noted that he did not respond to a couple of radio calls by his controller so I called him too. He did not answer me so I asked the controller to mark his last seen radar position and alert all concerned. I climbed to about 3,000 feet and searched visually and listened for any sign of life. I recalled doing this 14 years earlier—another mate gone. When my fuel was low I returned to Darwin to land, and once again, on final approach I again started to shake.

The loss of Flight Lieutenant Ian Davidson on the night of 20 June 1985 still hurts.

I have placed this notice in the NT News on the 20th June each year since 1985.



Flight Lieutenant IAN DAVIDSON

No. 75 Squadron Mirage Pilot

He did not return from a flight on the night of 20 June 1985.
He was training over the sea 65 miles south-west of Darwin. We will always remember Davo.

Peter and Carleen Condon

1005674v1

My last Mirage flight was on 23rd August 1985. I had been posted back to Air Force office in Canberra to be the 'Tindal Project Development Team' leader. I was not very pleased about being posted out of Darwin in August as our three children were in school in Darwin, so I sought an extension until after the school year. This was not approved. Consequently, our eldest son was sent to a boarding school in Townsville, our youngest son remained in Darwin boarding with the Senior Naval Officer's family, and our daughter went to Canberra with my wife and I. I was not a happy little Vegemite.

Besides operational needs, my position as Tindal Project Development Team leader was mainly to identify and promote infrastructure which would make life comfortable for families. Most of this had already been planned by the Director General of Air Force Works so there was not much to add to the plan. When the plan had been accepted I was being considered for a position in 'Operations' in Air Force Office so I visited the place and asked some questions about what went on there. I returned to my desk and wrote my resignation letter. My last day in the RAAF was on 19 June, 1986. I was 41 and I had served for almost 23 years.

After life in the RAAF I became involved in the Australian Coastwatch activities and returned to Darwin to join a company which had just been awarded a contract to conduct coastwatch operations around the northern coast of Australia. Cutting a long story short, the company failed to meet all contractual obligations so lost the contract. I then joined Lloyd Aviation as their Darwin manager for operations at Darwin and Troughton Island in support of the oil industry. The company operated both fixed and rotary winged aircraft.

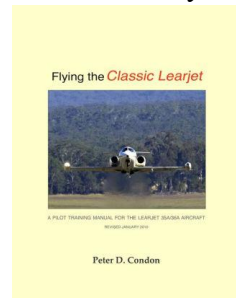
After four years at Darwin I joined 'Fleet Support' flying Learjets out of Naval Air Station Nowra in NSW. The company had a Department of Defence contract to provide target towing services to the navy but this soon grew to include all sorts of support, including banner towing for the RAAF, GCI training, DSTO trials, Jindalee trials, and much more. The company had six Learjets and these flew all over the place providing support for the RAN, Army and RAAF. Deployments were made to Butterworth, New Zealand, Christmas Island, Cocos Island, RAAF Pearce, Indonesia, RAAF Darwin and all places in between. The contract later changed hands to 'Pelair' and I became the Learjet Check and Training pilot, mainly because of my instructional experience gained at RAAF Pearce many years before. Pelair operated four 35/36 model Learjets and two Westwind 24 twin jets and we all flew both types.



Learjet 36, VH-SLE on an early morning maritime strike mission 350 miles east of Darwin.

I retired from Pelair in January 2003 and worked on my next life adventure which was to buy a large 31-foot 5th Wheeler Caravan and a Chevrolet Silverado HD 2500 and check out the country from ground level. My wife and I did that for two years and then 'retired' again to the Gold Coast in 2005 and we have been here ever since.

After settling on the Gold Coast I spent quite a bit of time producing a few books. The first book was about the Learjet aircraft that I flew in Nowra, Flying the Classic Learjet. It was based on the training notes that I used to familiarize new pilots on the aircraft systems and operating procedures (check lists etc) so that they had something to take home for study.



After that book was self published, I helped the FAC Association in the USA to produce a 'coffee table' book which included the history of US Forward Air Controlling from the time of the civil war until the end of the Vietnam war. Cleared Hot included 232 real-life stories submitted by USAF and allied pilots who participated in the Vietnam war as FACs. I later produced Cleared Hot Book Two with a similar number of stories; both books being over 500 pages. After that effort I helped two more USAF authors produce books about their FAC units' experiences during the war, The Rustics and the Red Markers. My last effort was producing Gallipoli-the first day which explained, in simple terms, what went on over there on 25th April, 1915. My wife and I were about to visit Gallipoli and having a bit of an idea what went on 100 years earlier

would help her to orientate herself.

I'm now 'booked out' so don't even ask.



Peter Condon, Huck Ennis and Brian Fooks viewing the restoration work on OV-10 639 at the Australian War Memorial in July 2018.

RAF Centenary Celebrations – Western Australian Connections

by SQNLDR Paul Falconer-West RAAF Ret'd and Helen Tomkinson

Helen and I spent from 14 August to 24 September 2018 touring England. That time included visiting 1069 (Flight Refuelling Wimborne) Squadron and 201 (Macclesfield) Squadron, various Aviation museums and Heritage Centres, seeing the Red Arrows display over the Bournemouth beachside, nine RAF Stations (past and present) and Tiger Moth flying at Henstridge Airfield (former HMS Dipper).

At both of the ATC Squadrons I delivered a presentation on the RAF/RAAF relationships for the RAF Centenary celebrations.

RAF ATC Presentation for RAF Centenary

1069 (Flight Refuelling Wimborne) Squadron and 201 (Macclesfield) Squadron

By Squadron Leader Paul Falconer-West RAAF Ret'd

On April 1, 1918, the British Royal Air Force (RAF) is formed as an amalgamation of the Royal Flying Corps (RFC) and the Royal Naval Air Service (RNAS). The RAF took its place beside the British navy and army as a separate military service with its own ministry. By the war's end in November 1918, the RAF had dropped 5,500 tons of bombs and claimed 2,953 enemy aircraft destroyed, gaining clear air superiority along the Western Front and contributing to the Allied victory over Germany and the other Central Powers. It had also become the largest air force in the world at the time, with some 300,000 officers and airmen—plus 25,000 members of the WRAF—and more than 22,000 aircraft.

Why does the RAF mean so much to me? My association with the RAF was through an English Prize Award in Grade 6 for the Adelaide Lending Library in 1963, the SA Squadron ATC service starting in 1965 and my RAAF service. Through the library I read Reach for the Sky about Group Captain Douglas Bader, Enemy Coast Ahead about the Dambusters Raid, 617 Squadron History and Leonard Cheshire VC.

In 1965 my quarters for the General Service Training camp at RAAF Base Edinburgh was opposite the RAF Support Unit which had been established to support the Atomic Weapons trials at Woomera. I sold programmes at the RAAF National Air Show at RAAF Edinburgh in 1966 and watched an RAF Vulcan air display. Many of my RAAF instructors had served in RAF units during World War II.

In 1974 I stood on the 3 Squadron Mirage Flight Line to watch an RAF Vulcan fly the length of Butterworth's RWY 18 at 50ft before opening up the throttles and climbing vertically, then continuing to Republic of Singapore Air Force Base Tengah in Singapore. A week later when I was on detachment with the 3 Squadron Mirages at RSAF Tengah, there were three RAF Vulcans at the RAF Support Tengah flight line. I visited the Vulcans and toured through the cockpit and Navigator/Air Electronics Officer compartment.

On the RAF Nimrod Detachments I met Flight Lieutenant Ernie Weight and Flight Lieutenant Roy Wain. I organised a Dual Mirage flight for them from the 3 Squadron RAAF detachment. In return I took my engineering flight members onto an RAF Nimrod sortie over the South China Sea. On another 3 Squadron Detachment I flew an RAF 130 Squadron Wessex helicopter over Malaysia and into the South China Sea to deliver a Singapore Army Air Weapons Range crew to a High Explosives Bombing Range Quadrant hut.

Later that year I visited Ernie at RAF Station Kinloss and Roy at RAF Leconfield whilst on leave in the UK. My flight to the UK was aboard an RAF VC10 from RSAF Tengah to RAF Brize Norton. Whilst in the UK I visited the RAF Museum at Hendon and saw the RAAF 467 Squadron Lancaster S for Sugar.

In 1978, whilst posted to 481 Squadron at RAAF Williamtown, I met the RAF Chief of the Air Staff, Air Chief Marshal Sir Michael Beetham during my Tiger Moth endorsement with Squadron Leader Bob Bowring AFC RAF Ret'd. In March 1978, RAF's Flight Lieutenant David Cyster flew his Tiger Moth into RAAF Williamtown on his England to Australia flight. I have photos of both of these RAF events.

In 1991 my twin brother Wing Commander Peter West left the RAAF for a 5 year short service commission as a Squadron Leader with the RAF. Peter was based at RAF High Wycombe and RAF Wyton.

In 2013 on meeting my partner Helen's father, I learnt that Eric Bayley had been a National Serviceman in the RAF from 1951-1953. He serviced the De Havilland DH98 Mosquitos at 11 Squadron, at RAF Leeming in 1951. The Squadron changed to flying Gloster Meteor NF11s and Mk7 Trainers in 1952.

And in 2016 after visiting the 201 (Macclesfield) Squadron ATC, for the ATC 75th Anniversary, I flew a former RAF De Havilland DH82A Tiger Moth R1563 with RAF Instructor Squadron Leader Mark Sharp from the Darley Moor Airfield.

I also visited the RAF Museum at RAF Cosford where I bought *Stay The Distance* the biography of Sir Michael Beetham, and the Avro Museum at Woodford where I sat in a former RAF Vulcan.

I have been a member of the RAAF Association since 1991. Since my retirement I have become a Volunteer Guide at the Aviation Heritage Museum for Lancaster, C-47 Dakota and Spitfire Mk22 tours. The Spitfire was purchased in 1952 through the RAF Association.

We use much of the RAF history, including my RAF experiences, to complement the RAAF history for our visitors. Examples come from Bomber Command. Amongst the total of 125,000 who served in it during World War II, 10,000 were RAAF aircrew. Thirteen RAAF aircrew flew for 617 Squadron in the Dams Raid. Flight Lieutenant Dave Shannon of Adelaide, South Australia trained at RAAF Bases Pearce, Cunderdin and Geraldton before being posted to the RAF's 106 Squadron where he was awarded the DFC and at twenty years of age the youngest captain of all the crews at 617 Squadron. He cracked the Eder Dam and Flight Lieutenant Les Knight RAAF breached the dam. Both were awarded the DSO.

After a brief summary on the flying and author careers of former 1069 Squadron Cadet Charles Page, I presented a copy of his *Wings of Valour* to Flight Lieutenant Nigel Winton RAFAC, OC 1069 Squadron and Flight Lieutenant Laurence Elliott RAFAC, OC 201 Squadron. 201 Squadron asked me to inspect the Squadron on the first parade and dismiss the Squadron on the final parade, after receiving a certificate of honorary membership of the Squadron.



1069 Squadron and 201 Squadron 'Wings of Valour' Presentation (credit Helen Tomkinson)





201 Squadron Honorary Membership (credit Helen Tomkinson)



Red Arrows over Bournemouth 1 September 2018 (credit Paul Falconer-West)



Helen Tomkinson and Annabelle Burroughes in Tiger No 2 (credit Paul Falconer-West)



Paul Falconer-West leading the Tiger Formation (credit Helen Tomkinson)



Mission Accomplished by Paul Falconer-West and Helen Tomkinson (credit Clive Davidson)



RAF East Kirkby – Paul Falconer-West and Helen Tomkinson by Lancaster 'Just Jane'

RAF Scampton, the International Bomber Command Centre and former RAF Station Binbrook

Visits to these stations were essential to reflect on the RAAF and Western Australian connections with both locations. The first was Squadron Leader David John Shannon, DSO & Bar, DFC & Bar (27 May 1922 to April 1993) was an RAAF bomber pilot of World War II, known for his part in the "Dambusters" raid on the night of 16/17 May 1943. Born in South Australia, he joined the RAAF Reserve in Adelaide on 5 July 1940, aged eighteen. On 4 January 1941 he transferred to the RAAF as an air cadet under the Empire Air Training Scheme. He received his instruction in Western Australia at No. 5 Initial Training School in RAAF Pearce, No. 9 Elementary Flying Training School in Cunderdin on Tiger Moths, and No. 4 Service Flying Training School in Geraldton on Ansons. Following graduation as a pilot officer in September 1941, he was posted to the United Kingdom to No 106 Squadron RAF(Lancasters) where he was awarded the Distinguished Flying Cross (DFC) in January 1943. In March he was selected by No. 106 Squadron's Commanding Officer, Wing Commander Guy Gibson, to join the newly formed No. 617 Squadron for Operation Chastise, the attack on the dams of the Ruhr Valley. As the youngest Lancaster Captain, at 20 years of age, he cracked the Eder Dam with his UPKEEP mine and fellow Australian Flight Lieutenant Les Knight breached it. Both were awarded the Distinguished Service Order (DSO) following the raid.



Petwood Hotel – 617 Squadron Officers Mess – Tribute to Dave Shannon (credit Paul Falconer-West)

The International Bomber Command Centre (IBCC) includes a 31 metre tall memorial spire (Lancaster wingspan), the UK's tallest war memorial, and walls that feature the names of all those who lost their lives during the Second World War serving or supporting Bomber Command. There are also two peace gardens: one Lincolnshire and one International.

An educational interpretation centre with full visitor facilities includes a state of the art exhibition over three galleries telling the core themes of the project: Recognition, Remembrance and Reconciliation. The exhibition includes the first hand testimonies of those who survived.

The IBCC, via its digital archive, delivers the most comprehensive coverage of Bomber Command in the world including the contribution and effect on over 60 nations. Bomber Command crews suffered an extremely high casualty rate: 55,573 killed out of a total of 125,000 aircrew (a 44.4 percent death rate). A further 8,403 were wounded in action and 9,838 became prisoners of war.

Ten thousand Australian personnel served with Bomber Command. Some 3,486 aviators were killed in action and 265 were injured. After the war, 750 Australian aircrew were released from German prisoner of war camps, most of whom would have flown with Bomber Command.

The view through the Memorial Spire leads directly to Lincoln Cathedral, reflecting the view that let those of Bomber Command know they were almost home from their 'Ops', and importantly for those who failed to return flying from Lincolnshire, provided their last view of home.



International Bomber Command Centre (credit Paul Falconer-West)

In 1990 the late Brian Edwards, a physiotherapist from Perth, had flown his first long distance flight, England to Australia, in his Tiger Moth VH-HPH (Matilda) to raise money for Legacy. That trip was also a tribute to his father Pilot Officer Clifford Edwards, of 460 Squadron RAAF, who disappeared on a Lancaster bombing mission over Cologne, Germany on 3 July 1943. From 26 September to 31 October 1993 Brian completed his latest long distance flight for Legacy's 70th Anniversary with a circumnavigation of Australia. During our IBCC visit the guides gave us a Poppy to place beside Pilot Officer Clifford's name



IBCC Wall for Pilot Officer Clifford Edwards (credit Helen Tomkinson)

One of the guides, Ray Darby, asked me to sign an RAF Centenary Flag which will be sold on eBay at the end of the year to raise money for charity.



IBCC RAF Centenary Flag (credit Helen Tomkinson)

After the RAF Scampton Heritage Centre visit we had lunch at the Scampton village's Dambuster Inn. The entry to the inn is unique:



Dambuster Inn with Lancaster tail gun at Scampton Village (credit Paul Falconer-West)

The RAAF had four of the RAAF's WA ATC Cadets fly from Binbrook on their last mission:

Flight Sergeant Douglas Buchanan Aberle – 460 Squadron RAAF – Lancaster

Flight Sergeant John Parr Ion – 460 Squadron RAAF – Lancaster

Flight Sergeant George Glenn Olsen – 460 Squadron RAAF – Lancaster

Flight Sergeant Ernest Arthur Parry – 460 Squadron RAAF – Lancaster

Although the RAF Binbrook Heritage Centre is still a long way from completion, we discovered a unique solution to the former RAF Binbrook Bomb Storage Area. A Dangerous Goods Company operates from the hangar closest to the BSA and stores its fireworks there. Unlike Australia, the UK still allows the public to use fireworks on Guy Fawkes Day on 5th November. In 1989 RAF Binbrook alongside RAF Little Rissington served as the USAAF airbase for filming for the 1990 movie Memphis Belle. Ray Whiteley, the Project Coordinator for the Centre presented us with a RAAF ensign flown at RAF Binbrook to take back to the RAAFA WA Aviation Heritage Museum



RAF Binbrook No 460 Squadron Hangar (credit Paul Falconer-West)





RAF Binbrook Station Commander Memorial (credit Paul Falconer-West)

RAF Waddington Viewing Area

On the return from RAF Binbrook we stopped to look at the RAAF 463 and 467 Squadrons Lancaster home during World War II.



Black Buck Mission Vulcan, XM607 at RAF Waddington(Black Buck 1, Black Buck 2 and Black Buck 7). In 1982 this Vulcan made the 8,000 mile round trips refuelling from Victor tankers.
(credit Paul Falconer-West)

David Crickmore

My RAAF service commenced on 7th February 1949 when 8217 Crickmore D. was enrolled in the Victorian Squadron Air Training Corps and posted to No 7 Flight which was based at Coburg High School where I was a student.

I can remember being kitted out at the Head Quarters which at that time was in Siddley Street, Melbourne, on the corner of Spence and Flinders Streets. The area is now the Melbourne Convention Centre. There were 3 huts in the shape of a hollow square with the parade ground being gravel. We were issued with shirts with detachable collars, this meant that you had to have collar studs to fix the collar front and back. I still have my set of studs that you bought in the local barber's shop. Later the HQ building was moved to the drill hall, and cottage near the North Melbourne railway station where it remained for many years. The cottage was demolished and a new Office building built.

I attended my first ATC camp at Point Cook where I had my first flight in a RAAF aircraft-an Airspeed Oxford-what a thrill.

In February 1951 I attended the Junior NCO Course at Laverton where I passed with credit. Later I was granted the higher acting rank of Sergeant as there were no SGTs at the flight. During my time at 7 Flight I also attended No 3 Flight which was a Specialist Training Flight based at North Melbourne where you could study weapons, radio, aircraft engines, aircraft airframes, and navigation. The flight closed in April 1953.

On 13 May 1953 I reached 18 years of age and so my enrolment with the ATC was terminated, and I was transferred to the RAAF General Reserve with the classification Aircraftman in the mustering of Education Assistant, and new number A39569-which I kept all my service and posted to No 14

Flight-which met at Headquarters of a Wednesday night. The Flight Commander was SQNLDR Morgan Bartlett. My duties were orderly room assistant.

At this time, I received my call up papers to complete the medical exam for National Service. I was posted to 9th Intake at NO 5 National Service Training Unit which was based at RAAF Laverton, and commenced training there on 4 January 1954 for 154 days. The RAAF and RAN did longer then the Army, as the Army recruits were on completion of training posted to Citizen Military Force units-later Army Reserve, to complete their obligation.

Our intake was unusual in that it was a spilt intake. Due to the number of university students and final year apprentices, we did half our training one year and then came back and did the final 3 months the following year. We had members from all states of Australia except WA and the N Territory. How the system worked this out I have no idea.

We were issued with Leave Passes which had to be signed off by the Squadron Commander each Sunday afternoon before you were granted leave. There was no leave for the first 4 weekends. We were B Section, 1 Flight, 2 Squadron.

Our Mustering was ACRM-Air Craft Recruit-Minor-in that we were under 21. We would not drink, could not vote-at that time, but we could kill people in a variety of ways, be sent overseas if needed. A new number, but later changed back to my RAAF reserve number to avoid confusion.

During the first period of training several of us were selected to be Course Orderlies and granted the rank of Corporal-no extra pay, but had 4 to a hut instead of 8. High class living.

Several trainees were selected to undergo aircrew training. The Royal Victorian Aero Club provided the tiger moth aircraft and instructors, with the RAAF providing fuel and maintenance. My best friend at NST- Alan Cartledge was one of the aircrew trainees. Unfortunately, Alan was killed in an air accident over the Werribee Range on 14 January 1955. I was one of the pall bearers at the funeral.

When we returned to complete the second phase of our NST Training there was great confusion as what to do with us. For the staff that had been there when we first arrived had all been posted out, and a new lot of staff appointed. We had to be re-kitted, reissued with rifles, bayonets and webbing kits, and medical checks-and first find our records. Finally, after a week the system got it worked out, and it was back to "normal". Our flight had a new drill NCO who was great, and after a 30-minute revision of rifle drill we were back into the swing of things. As we could "disappear" while the other 2 intakes were going about their activities, we became known as The Phantom Flight and had phantom badges on our overalls.

It was during the second phase that the Queen visited Australia. We were issued with blue uniforms-battle dress jacket, blue shirt, collars and trousers for the lining of the streets of Melbourne when she arrived. We were in position before she had lunch in Launceston, flown to Essendon airport, inspected a guard there and driven past us at a speed. Then back to Laverton. Several days later she was at Point Cook to present the RAAF with a Royal Standard and so we were lining the roads and streets of Laverton when she went over and back to depart from Aircraft Siding in the Royal Train.

Back into work dress of berets, overalls, and boots, and summer rig-drabs. We had to return the blue uniforms with which we had been issued, and were told that we had to pay the cost of dry

cleaning for their return! There was "much warm discussion" on this issue-why should we pay for the cost when the system issued us with it for a purpose. The decision was later made to return the items which I suppose were written off.

On completion of NST we were reclassified from Trainee to ACR-M to General Hand and transferred to the Active Reserve in the mustering of General Hand on 21 March 1955. As I was already on the General Reserve with the mustering of Education Assistant, this caused all sorts of problems when I attended ATC General Service Training camps and was paid as a General Hand, a lower pay scale than EDASST. It several months for the system to sort it out and pay back pay. On 10 Aug 1956 was granted the higher acting rank of Corporal, and at this stage I had completed my Primary Teacher training and transferred to Morwell, where I was foundation member of NO 26 Flight-Latrobe Valley. At first the flight used to meet at the old airdrome used by the Latrobe Valley Aero Club on the western side of Morwell. When that closed we used the Tobruk Street Primary School where I was teaching, but it was not the same atmosphere as the air field. The Department of Defence bought at public auction a former mess hall building from the State Electricity Commission at Morwell and had it transported to the new site of the Latrobe Valley Air Field which is equidistant from Morwell and Traralgon. This was an empty shell when it arrived and needed some repairs.

The PAF CO of VICSQN ATC sent down a direction that in order to have building listed on the works program, that I had to detail the internal divisions that were considered necessary, all to scale and 3 copies of each drawing, including the position of power points, and finally the details of the internal plumbing required, and connection to the septic tank-to be installed later!

This took a week end and we lived some 12 miles from the building it took several visits-during the day. We had a family visit that week end so it was not a happy job. Anyway, I posted the material down with a note to say I could not supply the necessary detailed plumbing required as I was not a plumber. A week later I received a rocket from the CO informing me that I have to "obey all orders issued and if necessary, to be able to determine the co efficiency of elastic sided boots. Signed SQNLDR CO" (I still have the letter).

To say that I was upset was an understatement. I replied, after talking the matter over with the then staff at 26 Flight, that I was submitting my resignation on receipt of my letter. A couple of days later I was called to the Head Teachers Office for a phone call which was most unusual in those days. It was the CO apologizing for his letter and actions and would I re consider my resignation. I took a week to think about the issue, and decided to withdraw my resignation.

About this time, I had applied for a Commission, and after interviews at the old Albert Park Barracks, was on 14 Nov 1957 appointed to a Commission with the rank of Pilot Officer in the Special Duties ATC Branch of the General Reserve. Service Number 039569, and posted to 26 Flight-Morwell.

Later granted the Acting Higher Rank of Flying Officer on 14 Jan 1959, and Acting Flight Lieutenant as from 1 Jul 1968.

On 5 Feb 1970 was Awarded the Cadet Forces Medal. This award was for Warrant Officers and Officers for 12 years continuous service with Cadets. As with many others, the time I spent as an Airman, or JNCO with Reserve attached to the ATC did not count towards the award.

In my teaching job I received a promotion to Broadford where there was no ATC Flight, so I wrote to the CO-the same about the letter-requesting Leave for a year, until I could sort out what I was going to do. To my amazement his reply was that if I was prepared to travel from my home at Strath Creek-near Broadford-to take up the position of Adjutant at No 1 Flight-RAAF Frognall-in Melbourne, I would be paid a travel allowance, and arrangements made for over night accommodation. So on 1st January 1962 I was appointed Adjutant and had the job for 5 years, and made a member of the OMESS there.

How, when, and why I was paid this travel allowance I have no idea, but it helped to cover the costs of 114 miles travel. Later we moved to Melbourne and on 28 Feb 1967 I was appointed Chief Instructor at 11 Flight-Footscray.

At this time, I became a member of the VICSQN Officers Mess, and acted as Secretary for a while and was PMC of the Mess from 1973-74, and 1975-76.

On 10 May 1974 I was one of three officers nominated to be appointed as a Honorary Aide-de-Camp to the Governor of Victoria.

My final move with the then ATC was my appointment to Squadron Head Quarters as Squadron Chief Instructor in 1970, the senior Reservist position, which I held until the closure of the Cadet units by the Whitlam government on 30 September 1975.

With the announcement of the closure of the cadet units, there was much uncertainty as to the future not only of the cadets, but staff, who had given so much to the organizations.

We received much valuable support from the PAF at this time, from the AOC of Southern Command to the PAF members of the Victorian Squadron. As the Squadron Chief Instructor, I was "loaned" the keys to the Drill Hall at North Melbourne where we carried out several JNCO and SNCO courses. The RAAF gave permission for us to do so provided we used the relevant Syllabus of Training and used the RAAF forms to record the cadet's results. Country cadets and staff were billeted at metropolitan cadets and staff, and no pay was received by staff for these courses. Adult members even supplied their own .22 rifles and ammunition for the use of the indoor range which was part of the Drill Hall. One of the members of VICSQN -Ron Elms prepared a discussion paper-"Quo Vadis" in which he proposed that if the Government would no continue funding for the cadet units then private funding or affiliation with the Air Force Association on a national basis. As a result, in Victoria, a private company registered under the Companies Act- The Victorian Air Training Corporation was incorporated, and a Board of Directors appointed. I was invited to be a board member and for a while was Chairman.

With the fall of the Whitlam government that year, and the incoming government confirming its support for a new Cadet organization, the need for the_ corporation lapsed and was formally wound up.

We maintained a close working relationship with the Victorian Division of the RAAF Association during the time of the Corporation and used rooms at their building in South Yarra, for meetings. This close relationship between the AAFC and Association continues to this day. As well I was appointed to the State Council of the Victorian Division.

On 3 November 1977 the "new" AIRTC was formed. Although no longer under the direct control by the RAAF, the responsibility for the administration of the Corps was vested in the Chief of Air

Staff, and exercised by his delegate. Members were issued with new numbers-mine was AO93016-and later uniforms. There were new titles-the Commanding Officer, was renamed Regional Commandant, and was to be appointed following an interview process. I was granted a very cursory interview and later told that as I did not have enough experience in the operation of the AIRTC, I was not considered for the new position. However, I remained. I had several HQ appointments-Librarian- and later twice appointed as Flight Commander at 1 Flight Frognall.

After many changes in leadership in 1977, a former PAF ADMINO from East Sale -Ted Ilton was appointed and settled things down. He was also the CEO of the RSPCA, a very demanding job. After a heart attack he stood down, and the position was vacant. The RAAF Regional Liaison Officer invited and interviewed 10 members, and I was appointed as Regional Commandant of the Victorian Squadron as from 19 November 1978, with the rank of Wing Commander (AIRTC), and as a secondary appointment the National Co-Ordinator (NATCORD), to convene and manage Annual Conferences, and to ensure that decisions were actioned in the appropriate way. There were no additional staff to assist in this task with 960 cadets and 140 staff

My first task was to get Tax Group Certificates for Squadron members processed and issued from Air Force Office. Members received a small taxable allowance, mine was (\$970) payable on proof of attendance, for carrying out their duties. There had been a hold up due to frequent staff changes. The Headquarters Group would meet for 2 hours of a Tuesday evening, and it soon became apparent that there was insufficient time to achieve all the tasks that had to be completed so we met of a Thursday night at the RAAFA Building-in South Yarra-away for the Drill Hall at North Melbourne.

There had been no visits from HQ members to the Flights in the near rural and metropolitan areas. So, after work I would collect a car from Tottenham Stores Depot and visit as many Flights as I could to explain to the staff, parents and cadets the new system, and to ensure that the parent support groups were aware of their role, and function.

The RAAF RLO and I visited the far areas-East Sale and Mildura. i was very lucky to have great support from two of the three RLO's when I held the job. The other one made it clear that he was not a child minder.

To say that the job was quiet would be an understatement. This was in the days before computers and the internet and email, so many phone calls from my office. At that stage the Education Department issued a statement as to the procedure in case of an explosive device at the school. It stated that you were to keep the person talking on the phone while you made contact with emergency services. I pointed out that we only had one line, and there were no public phones in the area, I would have installed a non-listed phone which would be on my desk. They agreed to this and so become the unofficial RAAF/AIRTC phone number.

We hosted the first-in the new AIRTC- International Air Cadet Exchange -when six cadets from the US Civil Air Patrol, and their USAF Officer- Captain Wayn, Denesik visited on 15 August 1979. The cadets were billeted with AIRTC Cadets and families, and Mary and I hosted Wayne. I invited Wayne to be the Reviewin1 Officer at the VICSQN AIRTC Annual Parade at Point Cook on 29 July 1979.

On 21 October we had the Fred Valentich and UFO incident. On the week end of 16-17 September 1979, I hosted the first AIRTC Regional Commandants, National Co Ordinator and RAAF Co Ordinator of Cadets Conference at RAAF Laverton. Many issues relating to the "nuts and bolts" of

the new Cadet scheme were discussed-at times "warm". One was that current Flights be made into Squadrons, and the present Squadron into a Wing, and one of the RCOMs be appointed Group Captain-an idea shot down very quickly.

As well attempts were made to set up a AIRTC Pipe and Drum Band, with the Anderson tartan selected. The Australian Army were disposing of many musical instruments, but as they had to go to public auction for re sale, we could not afford the costs.

I had discussions with the Co Ordinator of the Duke of Edinburgh Award Scheme as to whether AIRTC training could be incorporated in to the Scheme. However, as at that time there was no Syllabus of Training for the AIRTC the idea lapsed, but many cadets were involved in schools. There were deputations from parent and local council groups to request opening Flights at Bendigo, Shepparton, and Warrnambool, however due to restrictions on cadet numbers Australia we could not accede to their requests.

It was late in 1979 I received advice that I had been awarded an International Teaching Fellowship and was to take up duty in Sacramento, California for the year 1980. I resigned and Barry Videon took over and was able to devote more full time to the organisation.

After settling in at Sacramento, I found out that I had been made an Officer Member of the US Air Force Open Mess at the McClellan Air Force Base which was about 10 minutes' drive from our place. McClellan was the main base for the RAAF Detachment which was mainly engineers and supply staff in the F111 project. We had many happy functions there as I knew many of the staff from ATC Camps at various bases. I also met up with the local Civil Air Patrol members and their team.

On return to Australia in 1982 I had year "off" as there was much work at the school where I was principal undergoing a \$1.5m upgrade.

Later that year I was approached by Richard Bluck to see if I was interested in joining 21 City of Melbourne Squadron of the RAAF Active Reserve. So in November 1982 I was interviewed and completed the necessary paper work to transfer from the RAAF General Reserve to the RAAF Active Reserve, and be appointed to 21 SQN. Keeping the same number 039569.

I was appointed with the rank of Pilot Officer, on 13th February 1983 pending a decision from RAAF Headquarters as what rank it would be. So back to square one. However on 20 May 1983 I was promoted to the substantive rank of FLTLT back dated to 14 Feb 83-a few drinks that night in the Mess- and appointed as SQN ADMINO, -which included Flt Commander of Base Services Flight, Unit UCIO, and social functions, and Dining In Nights for the Squadron Officers and guests, The Right of Entry Parades for the Squadron in The City of Melbourne, ANZAC Day Parades in Melbourne, Recruiting, and the supervisor of the Reserve Pay Cell. Defence had introduced a new pay system for Reservists CENRES2-designed by an Army Pay Corps Captain who was the manager of a CBA Branch. The PAF NCO in the Orderly Room and I attended the 5-day course at Fitzroy and later 21 SQN took over the pay for Reservists in TAS, VIC, Chaplains and Specialist Reserves. As part of the training obligations we had to attend a 14-day continuous Training camp. The first I attended was at Laverton. Later the PAF CO-a former AIRTC cadet organised for the Squadron to go to RAAF Townsville where the Engineering Section would carry out a major service on a Caribou and the other members would fill in on Base positions. The CO of Base Squadron had been my first RLO when I was RCOMM, and National Co-Ordinator and it was great to catch up with him. We had 4 camps to Townsville and one of my jobs was the preparation of the Admin

Instruction for the exercise, and be a member of the advance party, for 5 days ahead. Later when the Caribou was withdrawn from service, we had one camp at Laverton and then one at East Sale where the Engineers did the servicing on HS 748's.

In July 1984 we had a request from the Education Officer at Engineering Cadet Squadron at Frognall for a member to be a Non Academic Counsellor to students who were having some problems. I was asked to help out and the EDO at Frognal would give me a call at work on the Tuesday and let me know if there were any students. I went in civvies from work and over 9 visits and about 12 students over 4 months I think we were able to help out. It was interesting that when I was posted to the Engineering Branch at LOGCOM I met up with several of the cadets who were now senior officers.

We had several w/end Field Training Exercises in the Broadford State Forest quite near where I used to live at Broadford.

I am not sure of the date but the Labor Government of the time decreed that Reserve pay should be taxed at half rate one year and full rate the next year This caused many to leave and it took some time to recover the loss in member. On 3 April 1987 I was appointed as ADC to the Squadron's Honorary Air Commodore Sir John Young who was the Lieutenant Governor and Chief Justice. The Governor at the time did not wish to have military links. Sir John was a former member of the Scots Guards. An Australian he had been in UK when WW2 broke out and enlisted there. He was a great person to work for and later when the Governor went on extended leave Sir John acted as Governor, I was called u to Government House Melbourne to act as ADC for the time. I was given leave by the Education Department from my job as Principal to act as when required. It almost became a full-time job, until I stood down on August 1989.

The biggest job I has was to coordinate the parade for the representation of the Squadron Standard by the Governor General Sir Ninian Stephens at Laverton on Sunday 27 November 1988, with over 600 on parade and about 500 guests and officers including CAS, with a formal Dinner the night before. I was very glad when they all left.

Next year after the Annual Squadron Parade I arranged the ceremony for the Laying Up of the Standard at the RAAF Chapel at Point Cook.

I had a phone call from OC Laverton to call in and see him. He asked how long it took me to co-ordinate the GG parade and when I told him it was about 6 months, he told me that I had 6 weeks to arrange for a parade for the GG to present a Banner to the RAAF Central Band in December of that year. Apparently there had been a mix up at Band HQ with a member. With WOFF Duncan Jones a 21SQN member on attachment to HQ RAAF Williams we were able to get the job done-just in time.

In the 19 May 1988 Special Commonwealth Gazette 140, I, and along with many other ADF members, had been awarded the Reserve Forces Decoration with First Clasp.

As the RAAF could not fill several AFRLO positions with AIRTC Wings I was appointed RLO for 4 Wing as from 1 January 1989, until such time that a PAF officer could be appointed. After work I would visit of a Tuesday night at RAAF Tottenham where the AIRTC was now based, or act on any requests outside of the that time at my work place.

I received a letter at home advising that there had been a change in various regulations concerning medals and awards that I had been awarded the National Medal back dated to 3 June 1969, and the Second Clap to the RFD on 19 October 1990.

In December 1990 we had a call from the Project Manager of the purchase of the additional F111C aircraft for assistance in amending and carrying out the amendments to the USAF manuals that came with the aircraft. CPL GOSS and I completed the job with a great letter from WGCDR Gordon the project manager. On the Squadron' Annual Parade on 27 April 1991, which was one of several that I coordinated, I was presented with the John Duncan Memorial Trophy by Air Commodore Kingwell. The award was for either PAF or RAAAR 21 Squadron member who had made an outstanding contribution to the service and the squadron.

At this time there was Compulsory Retiring Age (CRA) restrictions and as I was nearing the date for FLTLT I applied for an extension of service. In all I was granted 3 extensions with the final retiring date being 13 May 1993.

Late 1990 the SENG and I visited East Sale to arrange for the Squadron to undertake its continuous training requirement there. The RAAF was phasing out the Caribou aircraft and the Engineering Section required a new type of aircraft. The new CO of 32 SQN had been a CO of 21 SQN and a former ATC cadet that I had had on a Junior NCO Course. The aircraft selected was the HS748 based at ESL. We arranged for the 14 days and drew up the necessary Admin Instructions and Orders. It was a great success as the Engineering Section completed the necessary training on the new aircraft in record time and with great results.

Whilst at ESL the CO of 21 SQN received a request for me to go to Training Command at PCK under AFR 4j3 for full time service.

On 18 June 1990 I took over the position of ETS2 at Training Command. I was tasked to resolve all the issues relating to RAAF Single Service Training at the Australian Defence Force Academy at Canberra. This required two trips of week-long to visit ADFA to meet with staff and discuss issues and later to visit to discuss the issues raised by staff with the RAAF cadets. I also continued my 21 SQN commitments.

As well I was requested to draw up a Syllabus of Training for ab initio entrants to RAAFAR Squadrons. On 02 May 1991 I presented the proposal at Air Command HQ at Glenbrook to the members at a conference called for the restructuring of RAAFAR Squadrons, and other matters relating to RAAFAR. The proposal was accepted, but I don't think if it was adopted.

All the issues in relation to Single Service Training were resolved at a conference called at PCK. I suggested that RAAF ADFA cadets be issued with "Work Books" in which they had to complete a series of items in their various categories and signed off by the officer in charge after each RAAF training times during their year of study. It was easy to design as at Training Command, there were officers in each of the categories that were represented at ADFA. I was invited to stay with the project for 2 years and be based at ADFA, however it would have meant being away from home for me for that period. The posting finished on 31 August 1990.

At a working weekend at 21SQN I was invited to accept a new posting to Logistic Command, Engineering Branch as ENGS2B commencing on 3rd September, the following Monday, and ending on 30 November 1990.

This would be the most interesting job I have ever had, for it introduced me to these new things called computers, and the work was great job. It entailed Admin support to the Branch-completing Annual Reports for Officers and airmen, approval of overseas travel, attendance at public expense of short time courses, following up on security breaches as reported by the night time security sweeps in the building. However, the most challenging aspect was to review the budget allocation to the Branch. In April the Branch had put in its budget requests for the next year, however the funds issued were such that it was almost impossible for some sections to carry out their work. I had to review each bid and funds received and to try to resolve the issues. I presented 3 proposals to the Air Commodore, and he selected one and that was adopted.

As well of a Friday morning we would get the currency exchange rates from the Commonwealth Bank for the funds held by the many RAAF engineers in many positions around the world, check their current balances in the local currency make any adjustments that were necessary, then send the new balances by message. The Army had a signal section on the 13th floor, and I would take the messages there for transmission, and later in the day I would receive a hard copy for filing. During this time I also attended, as required, 21Sqn Working Weekends. Whilst on a 14 day Camp at East Sale I received an invitation to be appointed as TDOL under AFR 4(J)3 at RAAF College at Point Cook for the period 18 March 91 to 13 December 91.

This job entailed the co-ordination and production of RAAF College Policy Manual, up grading and rewrite of the RAAF College Joining Instructions, maintaining liaison with other services/civilians requiring use of RAAF College facilities, the development of a syllabus of training for RAAF Active Reserve Members and Specialist Reserve Officers, and assistance at Officer Training School when required

In addition to this I had to continue work as ADMINO at 21 SQN particularly when the CO was absent on leave.

At my final Base Parade on February 1992 I was presented with an Australia Da Medallion for services rendered to the RAAF, by the OC RAAF Williams.

On Saturday 22nd February 1992 Mary and I were Dined Out by CO and 21SQN members, Sir John Young, OC RAAF Williams and wife, and many friends from ATC AIRTC, MFC days, Training Command, and RAAF College.

My final RAAF working day- 27th February 1992 was spent with the rest of the HQ Staff at 21 SQN painting out the adjacent shower and toilet block, and a BBQ to follow.

Next morning 039569 FLTLT CRICKMORE D. marched out of Her Majesty's RAAF and was given a Retired Member's card for my 43 years of service. What a letdown- no red carpet, no band, no guard. Never mind it was many happy years, and I enjoyed all of them.

Since then I have maintained my membership of RAAFA, award Leadership Awards at several MFC Squadrons throughout Australia, and where ever possible attended the 4Wing Annual Parade where I present the Crickmore Cup for the winning Squadron at the Drill Competition. As well as LEGACY here in the Wide Bay area of Queensland.

Membership Leads

We have been trying to increase our exposure and possible increase our membership. To that end, we have contacted numerous Aviation Museums, Aviation organizations and Airlines. We have offered to provide some space in our newsletters to showcase their operations while at the same time, they display our material.

We have been delighted with the support offered to date and we can now add more of them.

Aviation Historical Society of Australia (NSW)

[Please click here to download the Newsletter](#)

RAN Historic Flight Finds a New Home

<https://www.faaaa.asn.au/ran-historic-flight-finds-new-home/>

South Australian Aviation Museum

South Australian Aviation Museum's Avro Anson, 1993 and 2017. An amazing number of man-hours has gone into this airframe. A work of love by all concerned.



Upcoming Events

None advised by the Wings. Please let us all know if there are activities where the alumni would be welcome.

Daks over Normandy

35+ Dakotas

<https://www.daksovernormandy.com/home/>

Stories of Interest

ADF Aircrew Recruiting Process

Here's an insight into how the Aircrew are recruited now. Possibly a bit different to when you and I went through.

written by Mal Bloggs December 2, 2018



How would you like to be a Rock Star at ADF aircrew recruiting? Well, let me give you the rundown.

One of the biggest complaints received is that there is plenty of information out there but two things frustrate people:

- ADF aircrew recruitment/aptitude training information is scattered about across various websites
- It is just facts with little advice about how to pass and if it is often not written by aircrew but ghostwriters

Well, read on for the real scoop. This article will detail the process and provide some real time guidance about how to pass it. It will be delivered over various editions. Here is the first contribution.

Firstly, you will not be enrolling to be a pilot but an AO (Aircrew Officer). Upon initial contact with DFR you can list a preference for what role you want to undertake and which service you would like to enter but it will not be decided until quite late in the process.

Useful abbreviations:

ACMC Aviation Candidate Management Centre
ASP Aviation Screening Program
OA Officer Aviation
OASP Officer Aviation Selection Process
AMP Aviation Motivation Program
OSB Officer Selection Board
DFR Defence Force Recruiting
DFRC Defence Force Recruiting Centre
PTS Pilot Training System
FSP Flight Screening Program
IET Initial Employment Training
MEC Mission Elementary Course
SACT School of Air Traffic Control
SACTU Surveillance and Control Training Unit
ABM Air Battle Management
MPRO Maritime Patrol and Response Officer
WSO Weapons Systems Officer
HATS Helicopter Aircrew Training System

Officer Aviation Recruitment Process

The RAAF Officer Aviation (OA) selection process comprises a number of stages:

1. Recruitment
2. Aviation Screening Program
3. Officer Selection Board
4. Distribution to Service

It is important to do your best at each stage. The ACMC will ‘skim the best off the top’. This is why some candidates will move quickly through the process and others may be on the hold file for some time or may be offered an alternative role. The selection process for Navy and Army are very similar. So how do you make sure you are near the top of the pile? Well read on.

Stage 1 – Recruitment

The first phase in the OA selection process is conducted by DFR and contains several steps – some on-line and others will be conducted at the nearest DFRC. These steps are designed to screen out applicants who are unsuitable because they do not meet defined military standards. Some are based on generic Defence Force entry standards and baselines and some are more related to aviation which has a unique set of requirements. The areas that applicants are assessed in include:

- Education attainment levels (Make sure you reach and exceed, if you can, the ADF minimum)
- Citizenship (Australian or eligible for it)
- Security (Be ready to be asked the question to account for your last 10 years’ jobs, location, etc)
- Fitness Levels (Ensure you can meet the published pre-entry minimums)
- Age (Preferable under 27 but flexible on a case by case basis)

- English language fluency (If in doubt do a test)
- Written and Oral Communication
- Medical/Psychological/Dental Suitability (If in doubt, get it checked out before going to ADF doctors)
- Physiological/Ergonomic Measurements (To ensure you fit into an ejection seat)
- Motivation and knowledge of roles and training (Ask someone to test you, so do some research here)
- Organisational skills (Prove it, provide some evidence)
- Leadership Potential (List previous examples)
- Communication skills (Practice speaking and record yourself)
- General Cognitive Ability (How do you go when using aptitude apps or online testing? Academic scores will be used here as well)
- Spatial Awareness (Have you flown before, if not why not?)

If you can't tick all of these boxes then take some action before you apply. Now that you have a basic idea of what they are looking for here is a step by step guide on how it all flows.



Application

Steps in summary:

- Apply to become a pilot via the Defence Force “Defence Jobs” website for Aircrew Officer (AO) .
- Fill out your personal details online.
- Book your YOU (Your Opportunities Unlimited) Session at a DFRC.
- Receive an email, which leads to several online questionnaires that require completion prior to attending the YOU Session and a mandatory list of documents that will be required.

YOU Session

- Held at the DFRC.
- Generally, kicks off at 0800 sharp but has been known to start 10 mins early, so be early!

- Mandated documents checked to confirm identity and to allow entry. This will include driver's license (if you have one)/passport, etc.
- Taken to testing room.
- On the desk will be a computer, note pad and pencil. All candidates will then be given a slow time tutorial on how to operate the computer testing program and some examples questions before you start each test.
- You will have the chance for optional breaks between the tests.

The test is 100% computer based and is comprised of two sections.

Section 1 Basic generic IQ testing including some number patterns, shape patterns and language questions. Practice online by googling this form of testing or use a pilot aptitude training app which will make a big difference in performance. The tests are quite basic; however, TIME IS VERY LIMITED. There will be about 75 questions or so, so if a question is not known immediately, move on and come back if time is available.

Section 2 This consists of mainly mathematics-based questions including Pythagoras theory (finding angles and lengths of triangles) and some algebra/decimal based questions. Again, TIME is limited.

Candidates at this point may be given an option for further computer-based maths-based testing based associated with forces (Newton, etc). Volunteer for this. It will help your cause and you should do some prior practice. Candidates will then be given a 30-minute presentation on the types of employment roles within the ADF.

Each candidate will then have a one on one personal meeting/information session with a DFR officer. The DFR Officer will probably initially emphasize that they are not assessing but rather helping preparation for assessment day. You are already being indirectly assessed. Typical questions include:

- Tell me a little bit about yourself?
- Why do you want to join the Defence Force and why as an AO?
- Why should we pick you?
- Do you know what a combat role is?
- Do you play any sport and do you prefer individual or team sports and why?
- Do you have any prior leadership experience and how did it go?
- What is the return of service obligation (ROSO) and prove to us you are ready for it?

The DFR Officer will then go on to detail options available based on testing results so far. They are required to mention the standard policy that if pilot is not included as an optional offer of employment, then a mandatory six months wait is required before the testing can be retaken. Up to 3 attempts are allowed in this phase of the testing.

The DFR Officer will continue onto the administrative process coming next including further testing, minimum expected health standards and further details of the medical testing. The YOU session normally wraps up around 1330 or so. Candidates will be notified in due course of the ADF recommendations of category based on candidate testing results.

Chase them up after two weeks if you have not heard anything. Next event is the Assessment Day. Stay tuned for that next time!

For further info check out www.getyourwings.com.au

<https://youtu.be/8ynx1P-opZ0>

So, you want to Fly Navy?

<https://www.youtube.com/watch?v=SoPBLLdzjNA&feature=youtu.be>

Two WW2 Planes Collided Over Australia. The Pilot Who Saved Them Was Punished



In 1940, two planes collided in mid-air over Australia. Remarkably, there were no fatalities. Even more remarkably, the pilot responsible for saving the planes was punished.

Our story begins at the No. 2 Service Flying Training School (SFTS) at the Royal Australian Air Force (RAAF) Station Forest Hill close to Wagga Wagga, New South Wales (NSW). WWII was on, so Britain set up the Empire Air Training Scheme throughout its territories to produce as many fighter pilots as possible.

They were to master instrument flying, flying at night, navigating cross-country, flying in formation, aerobatic stunts, dive bombing, and of course, aerial gunnery. By July 1940, the school was still being built, but trainees had the use of Avro Ansons – British twin-engine craft designed for maritime reconnaissance missions.

Enter our hero – Flying Officer Leonard Graham Fuller, born on August 9, 1918 in Cootamundra, NSW. There's also Flight Lieutenant Ian Menzies Sinclair (December 25, 1913 Genn Innes, NSW). Next is Leading Aircraftman Jack Inglis Hewson (August 11, 1921 Newcastle, NSW). And finally, Hugh Gavin Fraser (April 9, 1913 Camberwell, Victoria).



Ansons of No. 2 SFTS in formation in 1941

On September 29, 1940 the men went on a cross-country training exercise. Fuller piloted Tail number N4876 with Sinclair as his navigator, while Hewson flew the L9162 with Fraser as navigator. They were to fly over the towns of Corowa and Narrandera before returning to base.

It all went well till they reached the town of Brocklesby – a place so small that according to the 2006 census, it only had a population of 238 people. Small wonder, then, that they only bothered to set up a hotel in 2000.

Nothing much happens in Brocklesby, and about the only exciting thing they have is a pigeon club (seriously). As such, most Australians didn't even know it existed... until Fuller came along, that is.

The men were at 1,000 feet when they made a banking turn, after which it all went downhill from there – literally. Hewson flew a little below Fuller's plane when the latter lost sight of him... but not for long because the two collided.



Avro Anson ZK-RRA

According to Fuller, there was a “grinding crash and a bang as roaring propellers struck each other and bit into the engine cowlings.” Engine cowlings cover a plane’s engine, cool it by directing air flow into it, and reduce drag on the plane when in flight.

So now the planes were stuck to each other. Hewson’s turret had not only wedged itself into the upper plane’s port wing root (the area beneath the left wing), but his fin and rudder had also whacked the underside of Fuller’s port horizontal stabilizer.

It couldn’t possibly have gotten worse, but it did. The Cootamundra-born pilot’s engines stopped working. Fuller tried to restart his engines, but it was a no-go. And a good thing, too, or his propellers might have sliced through the lower plane.

But Fuller’s propellers had already pummelled Hewson’s fuselage before conking out, so the damage was done. The Newcastle man had hurt his back. The fused planes began circling over the tiny town while its pilots wondered what to do next.



Side view of the two Ansons just outside Brocklesby

Unable to do more, Hewson ordered his navigator to bail. Reluctantly, Fraser did just that. Fuller gave his navigator the same order, so Sinclair also jumped. Then he told Hewson to do the same. Despite his pain, and with a bit of manoeuvring as well as a lot of swearing, the injured pilot managed it.

So now there was one. Fortunately, the lower plane's engines were still working. And while Fuller could no longer get his own to start, he was able to control his ailerons and flaps. With those responding and with the now-empty plane's engines still running, Fuller considered his options.

Scanning the ground below, he remembered his training. Fuller managed another 5 miles before zooming toward the ground below. Then he made an emergency pancake landing (the technical term for a belly flop without the landing gear extended) in a large open field.



He slid some 200 yards across grass before finally stopping some 4 miles southwest of Brocklesby – putting it on the international map thanks to all the publicity it finally got. It would also receive a VIP – Group Captain Arthur “Spud” Murphy.

Air Commodore Arthur William Murphy in 1919 after performing the first cross-country flight over Australia in 1919 Murphy and Captain Henry Wrigley became famous in 1919 for flying from Melbourne to Darwin – the first trans-Australian flight. By 1940 Murphy was also the RAAF's Inspector of Air Accidents, which was why he flew directly from Melbourne to Brocklesby.

Fuller was still there, and when asked to explain, replied, “Well, sir, I did everything we've been told to do in a forced landing — land as close as possible to habitation or a farmhouse and, if possible, land into the wind. I did all that. There's the farmhouse, and I did a couple of circuits and landed into the wind. She was pretty heavy on the controls, though!”

The media loved it! Brocklesby could have been obliterated – especially since there wasn't (and still isn't) much of it to destroy. Fuller was a hero!

Equally important, however, was that he had saved the government £40,000 – the combined value of both planes. Given the ongoing war, Australia needed to save as much money and resources as it possibly could.



Fuller (right) with Australian High Commissioner, Stanley Bruce, in London in 1941

The planes were repaired and put back in use as training vehicles. Hewson got treated for his back, Fuller was rewarded with the rank of sergeant, and it should have ended there. But it didn't.

The RAAF wanted to investigate the incident more fully, so they put Fuller on gag orders while they did so. Unfortunately, he couldn't resist the media spotlight and gave out several interviews.

To punish him, he was confined to barracks for two weeks and was denied a week's pay. The following month, they commended him and sent him off to Europe (where he received a Distinguished Flying Medal in March 1942) and the Middle East.

Later that year, Fuller returned to Australia where he tragically died – but not in combat. While bicycling near Sale on March 18, 1944 he was hit by a bus. The man who survived an air collision and several aerial dogfights was killed on land by public transportation.

Jimmy Stewart.

Jimmy Stewart's family on both sides had deep military roots, as both grandfathers had fought in the Civil War and his father had served during both the Spanish–American War and World War I. Stewart considered his father to be the biggest influence on his life, so it was not surprising that, when another war came, he too was willing to serve. Members of his family had previously been in the infantry, but Stewart chose to become a flier.



An early interest in flying led Stewart to gain his private pilot certificate in 1935 and commercial pilot license in 1938. He often flew cross-country to visit his parents in Pennsylvania, navigating by the railroad tracks. Nearly two years before the December 1941 attack on Pearl Harbor, Stewart had accumulated over 400 hours of flying time.

Considered a highly proficient pilot, he entered a cross-country race as a co-pilot in 1939. Stewart, along with musician/composer Hoagy Carmichael, saw the need for trained war pilots, and joined with other Hollywood celebrities to invest in Thunderbird Field, a pilot-training school built and operated by Southwest Airways in Glendale, Arizona. This airfield became part of the United States Army Air Forces training establishment and trained more than 10,000 pilots during World War II.

In October 1940, Stewart was drafted into the United States Army but was rejected for failing to meet the weight requirements for his height for new recruits—Stewart was 2.3 kg under the standard. To get up to 65 kg, he sought out the help of Metro-Goldwyn-Mayer's muscle man and trainer Don Loomis, who was noted for his ability to help people gain or lose weight in his studio gymnasium. Stewart subsequently attempted to enlist in the Air Corps, but still came in underweight, although he persuaded the enlistment officer to run new tests, this time passing the weigh-in with the result that Stewart enlisted and was inducted in the Army on March 22, 1941.

Stewart enlisted as a private but applied for an Air Corps commission and Service Pilot rating as both a college graduate and a licensed commercial pilot. Soon to be 33, he was almost six years beyond the maximum age restriction for Aviation Cadet training, the normal path of commissioning for pilots, navigators and bombardiers. The now-obsolete auxiliary pilot ratings (Glider Pilot, Liaison Pilot and Service Pilot) differed from the Aviation Cadet Program in that a higher maximum age limit and corrected vision were allowed upon initial entry. Stewart received his commission as a second lieutenant on January 1, 1942 shortly after the attack on Pearl Harbor, while a corporal at Moffett Field, California. He received his Service Pilot rating at that time, under the Service Pilot program established in March 1942 for experienced former civilian pilots. Although Service Pilots were normally restricted to noncombat flying, they were permitted to fly overseas on cargo and utility transports, typically with Air Transport, Ferry or Troop Carrier Commands. Under the regulations of the period, a Service Pilot could obtain an unrestricted Pilot rating after one year of USAAF service on flying status, provided he met certain flight experience requirements and passed an evaluation board, and some did in fact go on to combat flying assignments. Stewart's first assignment was an appearance at a March of Dimes rally in Washington, D.C., but Stewart wanted assignment to an operational unit rather than serving as a recruiting symbol. He applied for and was granted advanced training on multi-engine aircraft and was posted to nearby Mather Field to instruct in both single- and twin-engine aircraft.

Stewart had been concerned that his expertise and celebrity status would relegate him to instructor duties "behind the lines" and his fears were confirmed when he was used in training bombardiers. He was eventually transferred to Hobbs Army Airfield in New Mexico, for three months of transition training in the four-engine B-17 Flying Fortress, then sent to the Combat Crew Processing Centre in Salt Lake City, where he expected to be assigned to a combat unit. Instead, he was assigned in early 1943 to an operational training unit as an instructor. He was promoted to captain on July 9, 1943 and appointed a squadron commander. To Stewart, now 35, combat duty seemed far away and unreachable, and he had no clear plans for the future. However, a rumour that Stewart would be taken off flying status and assigned to making training films or selling bonds called for immediate action, because what he dreaded most was "the hope-shattering spectre of a dead end". He appealed to his commander who understood his situation and recommended Stewart to the

commander of the 445th Bombardment Group, a B-24 Liberator unit that had just completed initial training at Gowen Field and gone on to final training in Iowa.

In August 1943, Stewart was assigned to the 445th Bomb Group as operations officer of the 703d Bombardment Squadron, but after three weeks became its commander. On October 12, 1943, judged ready to go overseas, the 445th Bomb Group staged to RAF Tibenham, Norfolk, England. After several weeks of training missions, in which Stewart flew with most of his combat crews, the group flew its first combat mission on December 13, 1943, to bomb the U-boat facilities at Kiel, Germany, followed three days later by a mission



to Bremen. Stewart led the high squadron of the group formation on the first mission, and the entire group on the second. Following a mission to Ludwigshafen, Germany, on January 7, 1944, Stewart was promoted to major and was awarded the Distinguished Flying Cross for actions as deputy commander of the 2nd Combat Bombardment Wing on the first day of "Big Week" operations in February.

On March 22, 1944, Stewart flew his 12th combat mission, leading the 2nd Bomb Wing in an attack on Berlin. On March 30, 1944, he was sent to RAF Old Buckenham to become group operations officer of the 453rd Bombardment Group, a new B-24 unit that had just lost both its commander and operations officer on missions. To inspire the unit, Stewart flew as command pilot in the lead B-24 on several missions deep into Nazi-occupied Europe. As a staff officer, he was assigned to the 453rd "for the duration" and thus not subject to a quota of missions of a combat tour. He nevertheless assigned himself as a combat crewman on the group's missions until his promotion to lieutenant colonel on June 3 and reassignment on July 1, 1944, to the 2nd Bomb Wing, assigned as executive officer to Brigadier General Edward J. Timberlake. His official tally of mission credits while assigned to the 445th and 453rd Bomb Groups was 20 sorties.

He continued to go on missions uncredited, flying with the pathfinder squadron of the 389th Bombardment Group, with his two former groups and with groups of the 20th Combat Bomb Wing. He received a second award of the Distinguished Flying Cross for actions in combat and was awarded the French Croix de Guerre. He also was awarded the Air Medal with three oak leaf clusters.



He served in a number of staff positions in the 2nd and 20th Bomb Wings between July 1944 and the end of the war in Europe and was promoted to full colonel on March 29, 1945. Less than two months later, on May 10, he succeeded to command briefly the 2nd Bomb Wing, a position he held until June 15, 1945.

Jimmy Stewart was one of the few Americans to ever rise from private to colonel in only four years during the Second World War.

At the beginning of June 1945, he was the presiding officer of the court-martial of a pilot and navigator who were charged with dereliction of duty for having accidentally bombed the Swiss city of Zurich the previous March—the first instance of U.S. personnel being tried for an attack on a neutral country. The court acquitted the defendants.

Stewart returned to the United States aboard RMS Queen Elizabeth, arriving in New York City on 31 August 1945 and continued to play a role in the Army Air Forces Reserve following World War II and the new United States Air Force Reserve after the official establishment of the Air Force as an independent service in 1947.

He received permanent promotion to colonel in 1953 and served as Air Force Reserve commander of Dobbins Air Force Base, Georgia, the present-day Dobbins Air Reserve Base. He was also one of the 12 founders and a charter member of the Air Force Association in October 1945. Stewart rarely spoke about his wartime service, but did appear in January 1974 in an episode of the TV series *The World At War*, "Whirlwind: Bombing Germany (September 1939 – April 1944)", commenting on the disastrous mission of October 14, 1943, against Schweinfurt, Germany. At his request, he was identified only as "James Stewart, Squadron Commander" in the documentary. (You can see that episode [HERE](#)).

On July 23, 1959, he was promoted to brigadier general. During his active duty periods, he remained current as a pilot of Convair B-36 Peacemaker, Boeing B-47 Stratojet and Boeing B-52 Stratofortress intercontinental bombers of the Strategic Air Command. On February 20, 1966, Brigadier General Stewart flew as a non-duty observer in a B-52 on an Arc Light bombing mission

during the Vietnam War. He refused the release of any publicity regarding his participation, as he did not want it treated as a stunt, but as part of his job as an officer in the Air Force Reserve.

Stewart, however, often did his part in publicizing and promoting military service in general and the United States Air Force in particular. In 1963, for example, as part of the plot in an episode of the popular television sitcom *My Three Sons*, Stewart appeared as himself in his brigadier-general's uniform to address high-school students about the importance of science in society and about the many accomplishments of the select group of so-called "eggheads" being educated at the United States Air Force Academy in Colorado Springs.



Five years later, after 27 years of service, Stewart officially retired from the Air Force on May 31, 1968. He received a number of awards during his military service and upon his retirement was also awarded the United States Air Force Distinguished Service Medal. On May 23, 1985, President Ronald Reagan awarded Stewart the Presidential Medal of Freedom and promoted him to Major General on the Retired List.

HISTORY OF FLIGHT. THE LAST OF THE BIG AIRLINES PISTONS

The big radial engines after WWII were becoming a worry with respect to safety, reliability and time between failures and overhauls.

The Pratt R-2800 had got about as safe as they were going to..

The Turbo-Compound engines often had to be shut down and en-route engine changes were common during sectors such as Sydney to London. QANTAS were much relieved when the B-707 came on line.

The four row 28 cylinder 3500 BHP engine, and its propellers, turned into a dangerous nightmare

In the video below is the Boeing Stratocruiser which they got flying in 1947 and into service in late 1949.

Boeing were concentrating on the jet bombers and had the 707 type firmly in their minds.

Therefore the 377 was completed in a hurry and was mainly derived from the B-29 bomber. The B-29 had flown missions over Japan but the hours flown, as compared with airline ops., were quite low.

The B-29 was a new type and its engines and props had many problems and shut downs

SOME OF MY ESTIMATES FROM MEMORY.

I think that the cabin pressure Diff was about 5.0 PSI, so if cabin altitude was kept to around 1000 feet the cruise altitude would be around 17000 feet. At that flight level the TAS would be 270 knots.

If the cabin alt. was limited to 8000 feet the 377 could cruise at perhaps 24000 feet and..... if the power was pushed up a tad, the max. cruise TAS could reach 300 knots.... very fast for those times.

The 377 was big and heavy.... up to 150000 pounds for take-off.

All big piston engines had problems but the 18-cylinder R-2800 was very reliable and not overstressed.

<https://youtu.be/xDgWUf36Buw>

MYSTERY AT EAGLE FARM

From John Laming Air Cadet Alumni

Returning in time to the 9th April 1955 where I was on duty as standby pilot for Search and Rescue. That meant normal duties at the airfield during the day. After hours the rostered SAR crew remained at home until relieved of duty the following day.

At the Townsville General hospital, a baby girl with a severe respiratory condition was causing grave concerns. The duty doctor decided that she needed specialist treatment as soon as possible. Brisbane, several hundred miles to the south, had hospitals which could provide this treatment and it was decided to ask the RAAF for an emergency medical evacuation flight. It was late at night when the RAAF switchboard operator put the incoming call from the hospital directly through to the residence of the Commanding Officer, Wing Commander John Costello. The CO was entertaining a group of senior officers at his married quarters at the time. Among these were the squadron senior navigation officer, senior signaller, and the squadron engineer officer. The engineer officer was once a pilot although he was not qualified on the Lincoln.



The CO realized the urgency of the situation and rather than delay further by calling out the duty SAR crew, he decided to command the emergency evacuation flight himself. The others at the party were to constitute his crew. Meanwhile, I was at home as the duty SAR pilot, sleeping peacefully under my mosquito net and unaware of the unfolding tragic events.

At midnight the ground crew had readied the Lincoln, while an ambulance was on its way to the RAAF base with the baby girl accompanied by a nurse. An oxygen crib was arranged in the nose section while at the same time Squadron Leader John Findlay who was the navigator, studied the weather reports and prepared his charts.

The CO took the left seat while the senior engineering officer, Squadron Leader Charles Mason acted as second pilot. Flight Lieutenant Cater was the senior radio operator.

The Lincoln lifted off some time after midnight for the four hour flight to Eagle Farm airport (Brisbane). During the flight the aircraft was in cloud for much of the time which meant that the navigator would have had difficulty in maintaining regular astro navigation by use of star fixes. Map reading at night would have been impossible in cloud. Whatever the reasons, the Lincoln drifted inexorably off course from the time it left Townsville.

Approaching Brisbane in the early morning, the crew reported seeing the city lights. Brisbane air traffic control then cleared the aircraft to descend. Minutes later an explosion lit up the night as the Lincoln flew into the summit of Mount Superbus situated 50 miles south-west of Brisbane. All aboard died instantly. It seemed that the crew had mistaken the lights of a small town for the city lights of Brisbane.

The subsequent RAAF Court of Inquiry was unable to pin point the cause of the navigational error that placed the aircraft so far off the direct track from Townsville to Brisbane's Eagle Farm airport. One theory was that the navigator had failed to allow for the difference between the true course and the magnetic variation of 10 degrees east longitude. It was discovered that

the estimated track to the crash site agreed with this theory. On the other hand, the navigator was a highly experienced airman who had served with the elite Pathfinder squadrons over Europe during the war. These wartime operations required the highest of navigational skills. Perhaps in hindsight, the pilot should have not let down below the minimum safe altitude until he had a positively identified ground fix. Perhaps it was the urgency of the flight that led the captain to lower his guard and break well known tenets of safe airmanship.

Either way it was a major tragedy resulting in the deaths of an experienced crew and two trusting passengers.

Two days after the accident I flew Lincoln A73-68 to Eagle Farm. Our instructions were to bring the coffins of the nurse and the baby girl back to Townsville. There they were to be buried with full military honours. We landed at Brisbane at 1610 hours on 11th April and while waiting for the hearse to arrive, the navigator flight planned for the return leg. The funeral was scheduled for the following mid-morning.

When the coffins arrived, I helped with the sad task of loading them into the back of the Lincoln. Lifting the tiny coffin of the little baby girl really got to me, and I was moved to tears.

We carried out the cockpit checks and prepared to start the engines. The second pilot switched on all four electric fuel pumps and we received the all clear to start No 3 engine first. To my surprise I could see raw petrol running out of the overflow lines of each engine. This was potentially dangerous as flames from the engine exhaust pipes (twelve for each engine) could easily ignite the petrol fumes with disastrous consequences.

We carried a RAAF engine fitter on away from home trips. He was puzzled as to the cause of the fuel overflow and decided to open the engine cowlings to investigate further. First, we had to locate a portable stand, tall enough for the engineer to gain access to the engines. This coupled with four engines to check, took an hour or so. Finally, the petrol flow mysteriously stopped on two of the engines. But the other two remained a problem. It was now growing dark with less than twelve hours left before the funeral. By 2100 hours the engineer had still not solved the problem. I decided to start the engines without the electric fuel pumps - which normally will never be successful. To our delight (and the relief of the sweating engineer), all four engines started at first attempt.

Part of the checklist included switching on the electrically operated gyro - compass. This I did - only to find in disbelief that the compass was spinning crazily and quite useless for navigation purposes. Then the crew intercommunication system failed. That meant that the crew would have to resort to shouting at each other in order to carry out our respective

duties. The unserviceable gyro-compass was now a real problem. To the left side of the instrument panel was a standby compass known as the P8. It looked like one of those old-fashioned ship's compass and was only used as a last resort. The parallax error was significant and the magnetic needle bounced around in turbulence, making it very difficult to steer an accurate course in the air.

We had experienced a bumpy trip from Townsville with poor weather most of the way. It was this weather system which had made night navigation difficult for Wing Commander Costello and was a contributory factor in the accident. I had no intention of flying back to Townsville in the middle of the night with an unserviceable gyro-compass. It would have been impossible to steer an accurate course on the ancient standby P8 compass. The inoperative intercom system was the last straw as far as I was concerned, so I rang the acting CO at Townsville and asked his advice.

It was late at night with only eight hours to go for the funeral and an unserviceable Lincoln sitting on the tarmac. In the dark reaches of the fuselage lay the two coffins waiting to be taken home for the final time. We had been on duty for over 13 hours and were weary and I was not looking forward to the prospect of flying through the night in bad weather. Yet it was going to be an embarrassment to the RAAF if the funeral party was in place but no bodies to bury. The acting CO at Townsville, Squadron Leader Geoffrey Hughes, asked me to contact the RAAF base at Amberley, 25 miles from Brisbane, to see if they could quickly get a Canberra bomber across to Eagle Farm to pick up the coffins. I got through to the CO of the bomber squadron at midnight and asked for his help. His name was Wing Commander Leo Britt. He was most apologetic but said that all of his Canberra's were in Darwin on war exercises and that there was no other suitable aircraft available. While this conversation was taking place, the local RAAF Air Traffic Control officer, Flight Lieutenant "Spec" Taylor, had made enquiries with the airlines at Eagle Farm to see if there were any freight aircraft going to Townsville in the early hours of the morning. He struck gold on that one. A Douglas DC3 freighter with newspapers and general cargo was about to depart. Spec Taylor contacted the captain of the Butler's Air transport aircraft who agreed to take the coffins on his aircraft. The coffins were reverently lifted from the Lincoln and transported to the waiting DC3.

With less than 7 hours to go for the funeral, the DC3 taxied on to the long runway at Eagle Farm and prepared for take-off. It was 0200 Tuesday 12th of April, and we had been on duty since lunch time the previous day. A RAAF truck arrived to take us to the RAAF base at Archerfield to get a meal and some sleep before returning later to sort out our Lincoln troubles. We were about to climb aboard when I heard the sounds of backfiring from one of the engines of the DC3 and a few minutes later we saw it slowly taxiing back to the tarmac area. The propellers creaked to a stop and the captain emerged.

He told us that one of the engines had not developed the proper power during its test before take-off and that in all probability one of the engine's two magnetos was out of tolerance, or the spark plugs were faulty. Either way, the DC3 was going nowhere tonight.

Spec Taylor contacted air traffic control who advised that another DC3 freighter this time from Australian National Airways, was scheduled to depart shortly for Mackay and Townsville. We made a hurried visit to that aircraft which was still loading freight and newspapers. The captain agreed to take the coffins and we soon had these loaded aboard. With great relief we watched the DC3 take-off and slowly turn northwards. An hour later we arrived at the Archerfield RAAF base for a shower and sleep. By our estimate the DC3 should arrive in Townsville with less than one hour to spare for the funeral service.

My diary shows that I was in bed by 0330 that morning, only to be woken up again less than three hours later. A message from Townsville had arrived stating that our Lincoln was needed back at Townsville as soon as possible. At least it was going to be a daylight flight with the probability of visual conditions for map reading. While the navigator drew up his flight plan I talked to the civilian briefing officer. He told me that half way through the flight to Townsville, the ANA DC3 with the coffins on board had a total radio failure and was out of contact. Early fears that the aircraft may have gone missing turned to relief when it was seen coming over the mountains to the south of Townsville. The RAAF controller in the tower had been alerted to the radio failure, and shortly afterwards, as the DC3 turned on to final approach, he flashed a green light at the crew signifying clear to land. A hearse was waiting and the funeral was held on time with just thirty minutes to spare.

Back at Eagle Farm, I climbed into the captain's seat of A73-68 and carried out the before start checks. All four engines started first time and the intercom worked perfectly. Initially the gyro compass would not operate and we used the old P8 compass. We flew the coastal route back to Townsville relying on our radar and map reading for position fixes. As we made the final position fix at Cape Bowling Green, some 20 miles from Townsville, the sun shone brightly and the gyro compass came back to life. When we touched down on runway 02 a few minutes later, Lincoln A73-68 was fully serviceable with no sign of any of the previous problems. It was hard to explain that away.

Years later, I still wonder if there is any plausible explanation of those mysterious happenings - or if those two young souls had decided that one flight in a Lincoln was one flight too many.

What our Cadets are up to?

Top Cover, When the PM Reviews Your Parade



Well done 324 Squadron AAFC



https://www.facebook.com/pg/324SQNA AFC/photos/?tab=album&album_id=2491380030888600

NATFLY 2018

And the Winner is, 3 Wing.



The competitors at the National Aviation Competition pictured with the Chief of Air Force, Air Marshal Davies AO, CSC.



3WG was awarded the Best Wing in the competition for 2018.

2018 National Aviation Competition

Thanks to Contact Magazine.

6 WING CADETS IN THE AIR

Two Air Force Cadets from No 6 Wing (South Australia and Mildura) had the privilege of competing recently in the 2018 Australian Air Force Cadets National Aviation Competition.



CAPTION: *The 6 Wing competitors at the newly-named Air Chief Marshal Mark Binskin Aviation Centre: Cadet Corporal Nicholas Sibly from 601 Squadron (left) and Cadet Sergeant Callum Rowett from No 617 Squadron, with Squadron Leader (AAFC) Dennis Medlow, Head of Operations-Gliding, Aviation Operations Wing. Photo by Squadron Leader (AAFC) Billy Gleeson-Barker.*

The competition was held in NSW from 28 November to 2 December at the Bathurst Aviation Centre (BATAC) at Bathurst Airport.

In an event of some significance, on Saturday 1 December 2018 the centre was renamed the 'Air Chief Marshal Mark Binskin Aviation Centre'.

Among the 19 cadets representing their respective Wings, the South Australian representatives in the gliding component were Cadet Sergeant Callum Rowett (No 617 Squadron, Unley High School), aged 18, and Cadet Corporal Nicholas Sibly (No 601 Squadron, Keswick Barracks), aged 16.

Participants were required to complete three flights (one familiarisation flight and two assessed flights), as well as a theory component to assess their general aeronautical knowledge.

No 3 Wing, winners of the WGCDR(AIRTC) Nev Currey Award for the Overall Best Wing in Powered Flight and Gliding, deserve hearty congratulations.

Although the two South Australian competitors did not bring home a trophy, CSGT Rowett and CCPL Sibly came first in the theory component of the gliding competition.



Cadet Corporal Ian Van Schalkwyk, No 617 Squadron, Unley, about to take off in an ASK-21 Mi two-seater glider at Gawler airfield in South Australia, with 600 Squadron's Chief Flying Instructor–Gliding, Pilot Officer (AAFC) Dennis Medlow.

In addition, they were given a special mention by the judges on their ability to adapt to aero-tow launches in their assessed flights during the competition despite never having used that launch method before.

Squadron Leader (AAFC) Dennis Medlow, Head of Operations-Gliding, Aviation Operations Wing, said: “The NAC again demonstrated the tremendous talent possessed by our young aviators in the AAFC. Everyone that competed demonstrated their skill and airmanship and worked as a team to ensure we had a safe and enjoyable experience”.

The Commanding Officer of No 906 Aviation Training Squadron, Squadron Leader (AAFC) Nicolaas Robbertse said, “These two Cadets did 6 Wing proud”.

No 906 Aviation Training Squadron is the new designation for the former 600 Aviation Training Squadron, after the aviation training squadrons came under the authority of Aviation Operations Wing, the ninth wing of the AAFC. No 906 Aviation Training Squadron operates in direct support of No 6 Wing, AAFC. The Commanding Officer and staff of No 906 Aviation Training Squadron congratulate all award winners, and thank the organising team from Aviation Operations Wing, 3 Wing and Cadet Branch-Air Force for another successful national competition.

END OF AN ERA FOR 4 WING AVIATION

Forget the little “something” that could!

These are the little aeroplanes that DID!!!



Following this weekend's continuation flying training activity we say goodbye to the two Piper Warriors (AVQ and ASY) from service with the AAFC!

Firstly, and importantly we at 904 ATS thank the impeccable support provided by 4WG who are the actual owners of the aircraft. 4WG have also provided the financial support to keep the aircraft running superbly over the last 3 plus years. 4WG's support with these aircraft has been second to none and has paved the way to the exciting future with aviation in the AAFC with the arrival of the new RAAF provided Diamond DA 40 NG aircraft early in 2019.

Secondly a massive thank you to the amazing people that we do this for. The cadets of the AAFC. Your enthusiasm, interest and participation in the aviation program has been fantastic to date and I'm sure will continue well into the future.

If the total number of cadets that have had an aviation experience, or flying training in these aircraft over the past 3 years was measured in the hundreds it would be impressive. However, we are very proud to know that this total number is actually in the thousands!!

Lastly to all the pilots/flying instructors and support crew who have operated these fantastic little aeroplanes in support of all the cadets to give the experience/flying training a huge thank you especially from me. I'm sure definitely from the cadets too!! A huge effort by all!

Just a bit of information that could be a trivia question one day lol 😊! The last person to fly these aircraft on an official AAFC activity were as follows:

VH-ASY: SQNLDR Gary Presneill, EFTS Head of Operations, return ferry flight from the National Aviation Competition in Bathurst, NSW. 3 December 2018.

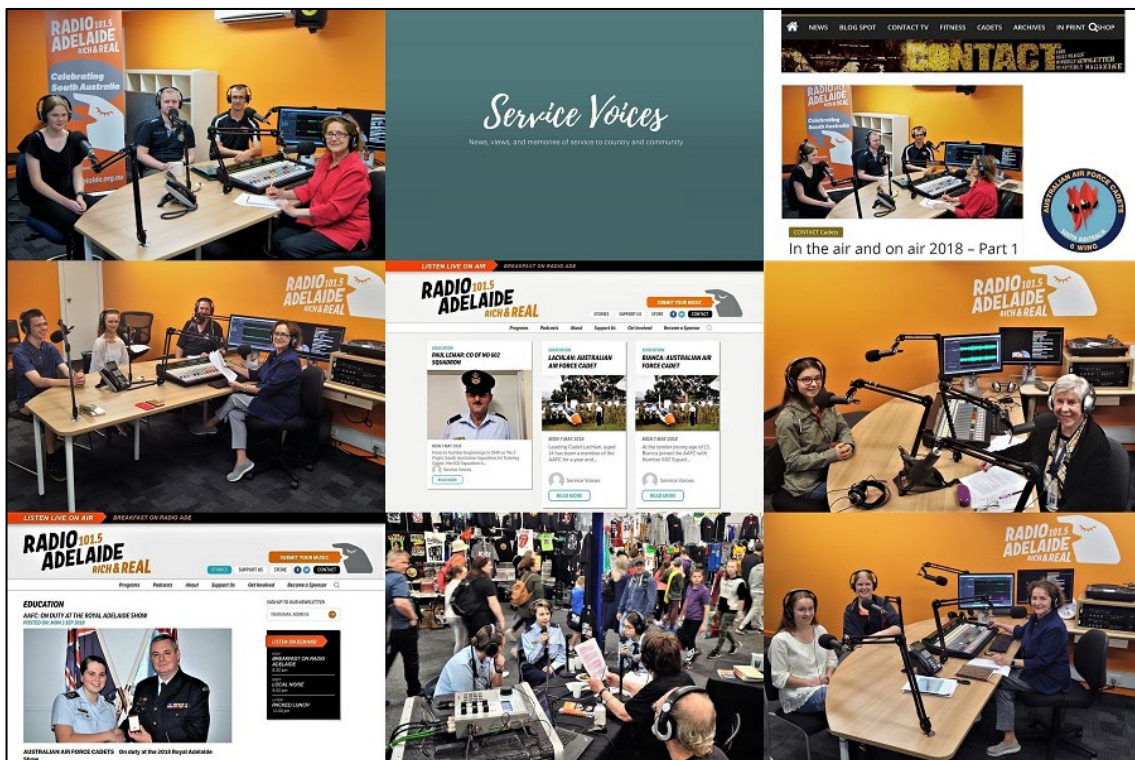
VH-AVQ: CSGT Jake Duffus, 403 SQN, third solo flight, five very impressive solo circuits at RAAF Point Cook, today 9 December 2018.

Scott Wiggins
SQNLDR(AAFC)

CO
904 ATS

IN THE AIR, AND ON AIR

No 6 Wing, AAFC



This year, 9 South Australian Air Force Cadets and 4 staff have gone from flying a glider or light aircraft (under supervision), or an air experience flight in a RAAF aircraft, to speaking about their experiences on air.

They have had interviews broadcast on Radio Adelaide 101.5FM, talking about how the AAFC challenges them and gives them opportunities not found elsewhere.

Most were interviewed on the 'Service Voices' program, while three cadets also spoke on the 'Roundabout' program, broadcast live from the Market Bazaar at the Royal Adelaide Show.

In addition to these, a few others have given local community radio interviews.

Cadet Corporal Breydon Verryt-Reid, for example, from No 612 Squadron, AAFC based in Mount Gambier spoke to his local ABC Radio station regarding his pilgrimage to France for the Centenary of the Battle of Amiens and the last 100 Days of World War 1.

'Service Voices' gives news, views, perspectives and memories from the veterans, Service, volunteer and defence communities – embracing oral history and contemporary perspectives and giving a voice to a sector of our community that is not available elsewhere on air.

As well as listening on 101.5FM, you can listen to the live broadcast on the computer on Mondays at 6pm SA time: <http://radioadelaide.org.au/program/service-voices/> ... 'LISTEN LIVE ON AIR'.

You can also listen to the individual podcasts of the interviews: click on 'listen back' on the website after 7pm on the day of broadcast. 'Service Voices' is also broadcast Australia-wide every Monday, Tuesday and Friday by the Community Broadcasting Association of Australia's Community Radio Network.

These are some of the latest interviews:

"Cadet Sergeant Tegan Thomas: the AAFC": 5 November 2018

<http://radioadelaide.org.au/2018/11/05/cadet-sergeant-tegan-thomas-the-aafc/>

"Cadet Corporal Erika Gardner: the AAFC": 5 November 2018

<http://radioadelaide.org.au/2018/11/05/cadet-corporal-erika-gardner-the-aafc/>

"Air Force Cadets at the 2018 Royal Adelaide Show": 7 September 2018

<http://radioadelaide.org.au/program/roundabout/>

"Ana: an Australian Air Force Cadet": 2 July 2018

<http://radioadelaide.org.au/2018/07/02/ana-australian-air-force-cadet/>

"Bianca: Australian Air Force Cadet": 7 May 2018

<http://radioadelaide.org.au/2018/05/07/bianca-australian-air-force-cadet/>

"Lachlan: Australian Air Force Cadet": 7 May 2018

<http://radioadelaide.org.au/2018/05/07/lachlan-australian-air-force-cadet/>

“14 year old Jade – Australian Air Force Cadet”: 19 February 2018

<http://radioadelaide.org.au/2018/02/19/14-year-old-jade-australian-air-force-cadet/>

Paul A Rosenzweig OAM JP

Flying Officer (AAFC)

Public Affairs & Communication Officer
Headquarters 6 Wing, RAAF Edinburgh
Australian Air Force Cadets

**BOMBER COMMAND VETERAN
visits Squadron Banner Blessing Parade**

At Woodside Barracks on Saturday 20 October 2018, No 602 Squadron (Adelaide Hills) hosted the Combined Annual Parade of 602 and 622 Squadrons.

This parade included a special ceremony for the Banner Blessing and Presentation of the new Banner of No 622 (Rural City of Murray Bridge) Squadron, Australian Air Force Cadets.

Based in Murray Bridge, No 622 Squadron provides learning, leadership and development opportunities for youth from the Murraylands, mid-Murray, Mallee, Bremer and Strathalbyn regions.

Once the parade had marched on, the cased Banner of No 622 Squadron was marched on by Cadet Warrant Officer Walter Harris, and placed in position on a Drum pile, in preparation for the blessing and presentation. Cadet Flight Sergeant Tyler Willis was the Banner Warrant Officer.

The Drum pile is a significant and traditional part of a banner blessing, representing the way in which an impromptu ‘altar’ was made during wartime to conduct religious ceremonies.

In late 2017, 622 Squadron was granted the Freedom of Entry to the Rural City of Murray Bridge. A Banner was commissioned bearing this new title, based on the existing approved emblem.

The insignia of 622 Squadron – a long-eared owl carrying in its claws a flash of lightning – is derived from the heraldry of No 622 Squadron (Heavy Bomber), a wartime unit of RAF Bomber Command.

Commanding Officer of 622 Squadron, Squadron Leader (AAFC) Lawrence Ng said, “*The Banner is a solemn symbol of loyalty, service and allegiance to the Sovereign and nation. This blessing ceremony encourages those who serve under the Banner to follow, protect and guard its honour with pride*”.



Announced as the 622 Squadron 2018 Cadet of the Year was Cadet Sergeant Tegan Thomas. CSGT Thomas received a perpetual shield trophy kindly donated by the RSL Mannum Sub Branch. She has been a member of the AAFC for four years, and currently serves as the Assistant Training Officer and Assistant Administration Officer of 622 Squadron.

In a significant connection, CSGT Thomas is the great-grand-daughter of Bomber Command veteran Flight Lieutenant Cyril Kroemer DFC, from Wilmington, SA.

Cyril Kroemer served in the RAAF from 24 May 1941 to 12 October 1945. He flew his first operational missions with No 12 Squadron (as a Flight Sergeant pilot) based at RAF Wickenby.



The blessing of the 622 Squadron Banner by the 6 Wing Chaplain, Flight Lieutenant (AAFC) John Bennett.

Image by Flying Officer (AAFC) Paul Rosenzweig

From October 1943, Flight Lieutenant Kroemer was captain of a Lancaster with No 625 Squadron RAF (Bomber Command), conducting mostly night raids over Europe from RAF Kelstern in Lincolnshire, UK. He was also involved in Operation 'Manna' and Operation 'Exodus' missions, and was awarded the Distinguished Flying Cross (DFC) for bravery.

In a third Bomber Command connection, a special guest at Woodside Barracks was 94 year old Flying Officer (retired) Ern Milde Ld'H(Fr) from Mitcham Branch of the RAAF Association (SA Division).

Born in Kilkenny, SA on 5 March 1924, Flying Officer Milde was a pilot of Avro Lancaster heavy bombers during World War 2. He enlisted in Adelaide on 9 June 1942, and served until 19 December 1945, earning the France and Germany Star for his operational flights over Europe with No 460 Squadron (Bomber Command).

Ern Milde was one of a select few who were decorated in the name of the President of the French Republic for service which contributed to the Liberation of France – as a Chevalier (5th Class or 'Knight') in the French National Order of the *Légion d'Honneur* – the Legion of Honour.

Ern was accompanied by Mitcham Branch President Dr Robert Black AM RFD (Group Captain, ret'd), the incoming President of the RAAF Association (SA Division).

The Commanding Officer of No 602 Squadron (Adelaide Hills), Flying Officer (AAFC) Paul Lemar later said, *"As Host Officer, I can report I have received nothing but great feedback from all I have spoken to since the conclusion of the Parade"*.

He praised the dedication of all Cadets on parade, and cadets and staff holding planning and support roles: *"Your dedication and commitment I applaud"*.

FLGOFF(AAFC) Lemar also spoke on behalf of all of the two squadrons' cadets and staff: *"We greatly appreciate the ongoing close relationship we enjoy with our various local RSL sub-branches, who not only provide immeasurable support but an opportunity for our Cadets to understand the service of our veterans"*.

Paul A Rosenzweig OAM JP
Flying Officer (AAFC)



Flying Officer (retired) Ern Milde Ld'H(Fr) with two of the 2018 award winners, Cadet Sergeant Tegan Thomas, 622 Squadron's Cadet of the Year, and Cadet Flight Sergeant Blake Harding, 602 Squadron's Senior Cadet of the Year.



Cadet Under Officer Matthew Orchard received his Gold Duke of Edinburgh's Award certificate from His Excellency the Governor of South Australia on 20 November 2018 [Image courtesy of Government House, Adelaide].

6 WING CADETS ACHIEVE GOLD

The Duke of Edinburgh's International Award

During 2018, a number of South Australian cadets and staff qualified for the Duke of Edinburgh's International Award through their AAFC service and other activities based around voluntary service, physical development and non-traditional learning.

The Duke of Edinburgh's Award is an enriching program in which young people aged 14 to 25 participate in a number of activities over a set length of time to qualify for the Bronze, Silver and Gold Awards. The prestigious Gold Award – the highest achievement within the Duke of Edinburgh's International Award – takes particular commitment, perseverance and focus, especially when it is undertaken as 'direct entry', which means a minimum time commitment of 18 months.

The Award was founded in 1956 by His Royal Highness The Prince Philip, Duke of Edinburgh. It now operates in more than 130 countries and territories across the globe, helping 14 to 24 year olds to become committed, responsible and fulfilled citizens of the world.

In 2017, His Royal Highness The Prince Edward, Earl of Wessex KG GCVO assumed many public engagement duties from his father, and one of those duties is Patron of the Duke of Edinburgh's Awards.

The AAFC is a youth development organisation set in a military and aviation environment, administered and actively supported by the RAAF. In many ways, cadet service is a perfect fit with the Duke of Edinburgh's International Award.

Many activities offered by the AAFC are both challenging and competitive. By comparison, participants in the Duke of Edinburgh's International Award only ever compete with one person – themselves.

Cadet Flight Sergeant Casey Dibben from Tanunda, the Cadet Squadron Warrant Officer of No 608 (Town of Gawler) Squadron, completed the requirements for her Gold Award badge last year and was scheduled to receive her certificate in a formal ceremony at Government House Adelaide. Her Commanding Officer Flight Lieutenant (AAFC) Phil Brow said, *"This award demonstrates the commitment of our Gawler cadets, and tops off Casey Dibben's exemplary five year cadet career"*.

Soon after, Leading Cadet Courtney Semmler from Evanston Park also completed the requirements, and received her Gold Award badge. Courtney will receive her certificate in a formal ceremony at Government House Adelaide early this year.

The squadron's final award recipient for 2018 was Cadet Sergeant Leo Keane from Nuriootpa, who completed the requirements for the Silver Award. CSGT Keane received his badge and certificate in an award ceremony at the 608 Squadron depot on Friday 2 November 2018. This was the seventh DEA badge presented to members of 608 Squadron in 2018, an unprecedented record for the squadron.

Four 6 Wing members were invited to join a ceremony at Government House Adelaide on 20 November 2018, to receive their Gold Award certificates from His Excellency the Governor of South Australia, the Honourable Hieu Van Le AC.

Hearty congratulations go to LACW(AAFC) Ellen Chinner from No 602 Squadron (Adelaide Hills), now Pilot Officer (AAFC); Cadet Under Officer Matthew Orchard from No 613 Squadron (RAAF Edinburgh); Cadet Flight Sergeant Casey Dibben from No 608 (Town of Gawler) Squadron and Cadet Flight Sergeant Shaun Bottrill from No 617 Squadron (Unley).

The Gold Award is especially highly respected by employers. Air Force Cadets are permitted to wear their Award badge on their Service Dress uniform above the right breast pocket. Uniquely for the Gold Award, they may continue to wear the award badge if they go on to become staff members.

Paul A Rosenzweig OAM JP

Flying Officer (AAFC)

Public Affairs & Communication Officer
Headquarters 6 Wing, RAAF Edinburgh
Australian Air Force Cadets



Cadet Flight Sergeant Casey Dibben received her Gold Duke of Edinburgh's Award badge on 10 August 2018 from the 6 Wing Public Affairs & Communication Officer.



Leading Cadet Courtney Semmler received her Gold Duke of Edinburgh's Award badge on 19 October 2018 from the 6 Wing Public Affairs & Communication Officer.

Images by LACW (AAFC) Lisa Dibben



LACW(AAFC) Ellen Chinner received her Gold Duke of Edinburgh's Award certificate from His Excellency the Governor of South Australia on 20 November 2018.



Cadet Flight Sergeant Shaun Bottrill received his Gold Duke of Edinburgh's Award certificate from His Excellency the Governor of South Australia on 20 November 2018.

Images courtesy of Government House, Adelaide



Cadet Corporal Levi Schubert on duty as a member of the 604 Squadron Catafalque Party at Modbury High School's annual commemoration on Friday 9 November.

Image by Ms Jess Moeller, Modbury High School

6 WING REMEMBERS THE FALLEN

Centenary of the Armistice, 2018

For Remembrance Day 2018, Air Force Cadets from No 6 Wing again honoured the sacrifice of the fallen by participating in a wide range of commemorative events throughout South Australia.

This was a particularly special series of activities, marking the centenary of the Armistice in 1918 which effectively brought about the end of hostilities in World War 1 – on the 11th hour of the 11th day of the 11th month.

In the lead up to Remembrance Day, two Air Force Cadets gave the ‘Service Voices’ program on Radio Adelaide some insight into why they consider it important to participate in these commemorative events.

Cadet Sergeant Tegan Thomas of No 622 (Rural City of Murray Bridge) Squadron was on duty last year for Australia Day, the Macclesfield RSL Anzac Twilight Service and the Anzac Day service at Mount Pleasant.

In her interview, CSGT Thomas said that on Remembrance Day she planned to honour the service of her great-grandfather, Bomber Command veteran Flight Lieutenant Cyril Kroemer DFC, who was captain of a Lancaster with No 625 Squadron RAF and was awarded the Distinguished Flying Cross for bravery.

Listen to her interview here:

<http://radioadelaide.org.au/2018/11/05/cadet-sergeant-tegan-thomas-the-aafc/>

Over the last two years, Cadet Corporal Erika Gardner from No 602 Squadron (Adelaide Hills) has participated in a Remembrance Day activity at Littlehampton, Anzac Day activities in Echunga and in Canberra, and activities in support of Legacy. Notably, in September 2018 she was Honour Guard Commander for the RAAF Association (SA) Battle of Britain Memorial Service in Adelaide.

CCPL Gardner said she was planning to honour the service of her grandfather Kevin Gardner of the Royal Australian Navy Reserve, who was mobilised for active duty in 1944-46 with HMAS *Gawler* in the Admiralty Islands and then served aboard HMAS *Warramunga*.

Listen to CCPL Gardner’s interview here:

<http://radioadelaide.org.au/2018/11/05/cadet-corporal-erika-gardner-the-aafc/>

School-based activities took place on Friday 9 November. Cadets from No 602 Squadron at Woodside Barracks joined with soldiers from 16 Air Land Defence Regiment to support a commemorative service at Oakbank Area School.

Modbury High School’s annual commemoration was supported by a Catafalque Party from 604 Squadron (Hampstead Barracks), commanded by Cadet Flight Sergeant Tomasz Kocimski.



CSGT Tegan Thomas (622 Squadron), left, and CCPL Erika Gardner (602 Squadron) in the Radio Adelaide studio with Ms Helen Meyer, Executive Producer of 'Service Voices – service to country, service to community'.

Image by Flying Officer (AAFC) Paul Rosenzweig

Read more about Modbury High School's commemoration here:

<http://www.contactairlandandsea.com/2018/11/12/remembrance-day-2018-part-1-604-squadron-aafc/>

Cadets from No 608 (Town of Gawler) Squadron mounted a Catafalque Party at Nuriootpa High School in the Barossa Valley. And on Friday evening, Cadets from No 609 Squadron (Woodside Barracks) supported the Plympton/Glenelg RSL Remembrance Day Dinner.

On Remembrance Day itself, 6 Wing Cadets from a variety of metropolitan squadrons represented the AAFC in a tri-Service ceremony at the Centennial Park Cross of Remembrance.

To the north of the city, No 613 Squadron (RAAF Edinburgh) provided a guard of honour for the 100 Year Armistice Service at the Salisbury War Memorial.

No 608 (Town of Gawler) Squadron provided a Catafalque Party and Honour Guard at Pioneer Park in Gawler – as they have now done for 24 consecutive years. The Catafalque Party was commanded by Cadet Flight Sergeant Casey Dibben and the Honour Guard was commanded by Cadet Chevvy Dolan, both Duke of Edinburgh's International Award participants.

This year's ceremony in Gawler included a dedication of the newly-installed Pioneer Park War Memorial, a giant bronze sculpture by renowned South Australian artist Robert Hannaford AM, funded by Arts South Australia, the Town of Gawler and the Gawler RSL.

Read more about the Gawler ceremony here:

<http://www.contactairlandandsea.com/2018/11/19/remembrance-day-2018-part-3-608-squadron-aafc/>

In the Adelaide Hills, No 602 Squadron supported the Mt Barker RSL Armistice Day Memorial Service, and set up an information stand at the ‘Centenary of Armistice Street Function’ hosted by the Mount Barker Council and RSL Mt Barker Sub Branch.

To the south of Adelaide, cadets from No 617 Squadron (Unley High School) provided a Catafalque Party to support the Unley RSL service in the Unley Soldiers’ Memorial Garden, and cadets from No 609 Squadron (Warradale Barracks) mounted an Honour Guard for a community event at Heron Way Reserve in Hallett Cove.

Cadets from No 605 (City of Onkaparinga) Squadron took part in a service at the District War Memorial in Yankalilla, while others supported the Morphett Vale RSL Remembrance Day Service at the Eternal Flame in Morphett Vale.

Some cadets from No 619 (City of Onkaparinga) Squadron supported the Remembrance Day Service run by the Port Noarlunga/Christies Beach RSL on the esplanade at Port Noarlunga. Others provided catafalque party and flag-raising support to the McLaren Vale RSL Remembrance Day service at the McLaren Vale War Memorial Gardens.

Meanwhile in Mount Gambier in the far southeast, cadets from No 612 Squadron joined the wreath-laying service at the Vansittart Gardens Memorial. The wreath layers were Cadet Sergeant Breydon Verryt-Reid and Cadet Corporal Brian Telford.

Earlier this year, then-Cadet Corporal Verryt-Reid was a member of a party of sixteen Australian Defence Force Cadets selected to make a pilgrimage to France to commemorate the Centenary of the Battle of Amiens and the last 100 Days of World War 1.

He later reflected on the trip: *“The activities gave us a chance to reflect on the bravery, courage and fortitude show by the brave men and women who participated in World War 1. It was a great experience seeing the battlefields as it brings some context to the stories of ancestors and distant relatives that fought on the Western Front during WWI”*.

Read more of Cadet Corporal Verryt-Reid’s story here:

<http://www.contactairlandandsea.com/2018/09/02/an-air-force-cadets-pilgrimage-to-france-amiens-1918-2018/>

Participating in Remembrance Day and similar commemorative events throughout the year has a profound impact on the cadets’ empathy and cultural understanding.

On Remembrance Day, our Air Force Cadets understand the importance of honouring the sacrifices of our forebears during war. They also enjoy these significant opportunities to spend time with our living veterans and reflect on their experiences, their cadet service helping to bridge the generations.

Lest we Forget

Paul A Rosenzweig OAM JP
Flying Officer (AAFC)

Public Affairs & Communication Officer
Headquarters 6 Wing, RAAF Edinburgh

Australian Air Force Cadets



The 604 Squadron Catafalque Party Commander Cadet Flight Sergeant Tomasz Kocinski salutes during the Last Post at Modbury High School.

Image by Flying Officer (AAFC) Paul Rosenzweig



Air Force Cadets from the Mount Gambier-based 612 Squadron joined the wreath laying service at the Vansittart Gardens Memorial (left to right): CCPL Brian Telford; Cadets Angus Aitken, Daisy Yates, Tobias Flett and Logan Burr; CSGT Breydon Verryt-Reid.



No 612 Squadron Cadets at the Vansittart Gardens Cross of Sacrifice in Mount Gambier on Remembrance Day. Rear rank, left to right: CSGT Breydon Verryt-Reid; CDT Angus Aitken; Cadet Corporals Brian Telford and Megan Laube; CDT Daisy Yates; FLGOFF(AAFC) Geoffrey Yates. Front rank: Cadets Logan Burr and Tobias Flett.

Images supplied by 612 Squadron



The 608 (Town of Gawler) Squadron Honour Guard for the 2018 Remembrance Day and Centenary of the Armistice memorial service in Gawler, commanded by Cadet Chevvy Dolan.



Cadet Sergeant Lucy Tassell on duty with the 608 Squadron Catafalque Party at Pioneer Park in Gawler.

Images by Flying Officer (AAFC) Paul Rosenzweig

A CADETS LIFE in 5 minutes

Still waiting for your story to share.

We have a great initiative from Chris Meuzelaar from Albany WA. Chris has asked some of his ex Cadets a few questions on their life and times as a Cadet and giving us a Cadet's Life in 5 minutes. You may like to try it and send in your comments.

Hi Sir,

Got this idea for an article to publish, let me know if you like the idea and I will get some ex 7wg cadets to fill it out as a first of for the next issue, you would then be able to get others to reply to the newsletter by filling out the questionnaire, hopefully it would engage the audience out there and get some useful feedback for the AAFC/RAAF. It could be ongoing as a series from one newsletter to the next as room provides.

Regards,
Chris

Name & Rank:

- a) So what made you want to be a cadet?
- b) What is your first memory of cadets?
- c) What is your best memory of cadets?
- d) Which Instructor/Senior Cadet had the biggest impact on your life, why?
- e) What did cadets teach you most?
- f) What would you tell a new recruit joining today?

This page is not Intentionally Blank.

It's just waiting for your story.

Further Reading and Listening Pleasure

<https://www.facebook.com/3wgband/videos/1968024986627114/>

Feedback

Please feel free to send through any feedback or suggestions you may have to us at AlumniDirector@aircadetsalumni.org.au

Keep in Touch // 2018 + Beyond

Many of you are reading this Newsletter after logging on to our Alumni Web Site. You can come and join us, at no cost. Thanks to our friends at the AAFC for running our advertisement.

Are you leaving the Australian Air Force Cadets? You can keep in touch with mates through our network website & social pages. It's also a great opportunity to contribute your experience and ideas to help the Air Force Cadets of tomorrow.

Current and past staff are also welcome! Stay connected via the [Australian Air Cadets Alumni Network](#).

www.aircadetsalumni.org.au
[#airforcecadets](#)

Leaving the AAFC? Stay connected..

The **AAFC** thanks the **Australian Air Cadets Alumni Network** for their support in this important 75th Anniversary year of the Cadets. In particular, it was the **Air Cadets Alumni Network** that created the commemorative 75th anniversary pin for presentation all staff and cadets who age expire in this milestone year.

The **Air Cadets Alumni Network** was also instrumental in the production of the official history of the journey of the Air Cadets Organisations so far.

These are just two of the worthwhile initiatives they have undertaken. And there is more to come in the years ahead. When your time as a cadet comes to an end you can stay connected though the **Air Cadets Alumni Network**.

You can keep in touch with mates through our Network website and facebook pages and also receive an *e-magazine* with news and other interesting stuff about cadet life. You will also

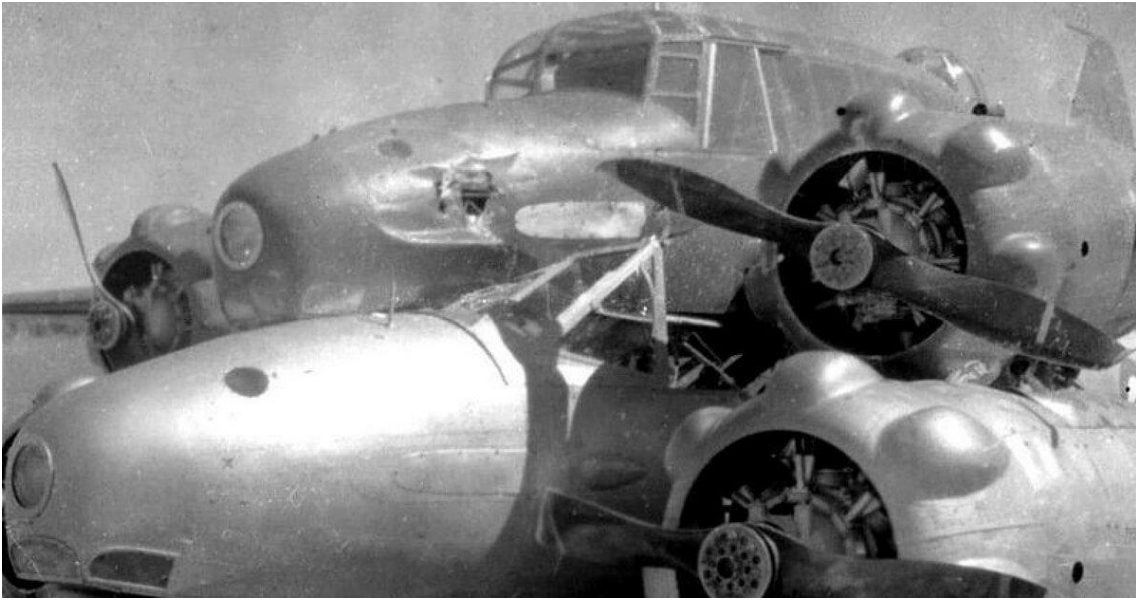
have the opportunity to contribute your experience and ideas to help the air cadets of tomorrow.

Current and past Staff members are also welcome to join the Network.

**Joining the Network is easy and, most importantly,
IT'S FREE.**

Just visit our website <http://www.aircadetsalumni.org.au> and look for the **Register Link** under the **Network Information** tab.





Until May, Fly Safe



Don't forget to update your email address when NBN comes to you

