

'BUSHRANGER' GUNSHIP FLIGHT COMMANDERS NO. 9 SQUADRON VIETNAM OPERATIONS

The following five Officers commanded the No. 9 Squadron Gunship flight during Vietnam War operations and their personal profiles follow in sequence:

- Squadron Leader Brian Dirou, DFC – March 1969 to June 1969
- Flight Lieutenant John Hazelwood, DFC – June 1969 to November 1969
- Flight Lieutenant Rex Budd, DFC – November 1969 to June 1970
- Flight Lieutenant Frank Clough, DFC – June 1970 to February 1971
- Flight Lieutenant Norm Goodall, DFC - February 1971 to November 1971

Some other pilots who initially flew Bushranger gunships and then progressed to fighter flying were Jack Lynch, Rhys James, Brian Brown, Mike Tardent, Ian Thompson, Bob Treloar, Dave Freedman, Warwick Guy, Bill Johnson, John Herbertson; maybe some omissions.



Squadron Leader Brian Dirou, DFC RAAF Iroquois 'Bushranger' Gunship Project Officer No. 9 Squadron Gunship Flight Commander March 1969 to June 1969



The 'Dirou' family name emerged in France pre-15th century and a reef named '*Les Dirouilles*' is located near Jersey in The Channel Islands. A forebear emigrated from near Brest in France to Australia in the mid-1800s and family heritage then became an intermingling of French, Irish and British genealogy.

3 family perished in WW1 combat and another survived Australia's worst ever military carnage at Fromelles. He was decorated although badly burned and gassed in a later action. An uncle was captured at the fall of Singapore spending 3.5 years as a POW on the Thailand-Burma railway; a brother of Brian Dirou served with the Australian Army during the Malayan Emergency and 2 nephews served at Swanbourne. Brian's wife, Diane, was formerly an Air Force Nursing Sister.

Brian joined the RAAF early 1957 as a trainee aircrew signaller, graduating as NCO aircrew and serving on crashboats, Lincoln and Dakota aircraft before undergoing pilot training after being commissioned. Further service on Dakotas followed then a tour on Sabre fighter aircraft with No. 76 Squadron before Iroquois helicopter training in 1967.

Dubbed BD by Air Force colleagues, he served in Vietnam for 586 days during 1968, 1969 and 1971 accumulating more than 1,279 flying hours/4,360 sorties.

During his overall Vietnam service, he participated in 50 engagements with enemy forces including 15 flying Bushranger gunships in May 1969 and was involved in 211 insertions/extractions of Australian and New Zealand Special Air Service patrols. He was mission leader for 2 of only 4 night extractions of SAS patrols in contact with enemy forces during Australian involvement in that war, earning an 'in-the-field' award of the Distinguished Flying Cross invested personally by Her Royal Highness Queen Elizabeth II.

STAFF-IN-CONFIDENCE

RECOMMENDATIONS FOR HONOURS AND AWARDS

Christian Names: Brian Leslie John Surname: DIROU

Rank: Squadron Leader

Official Number: 0314174

1. Squadron Leader DIROU joined No 9 Squadron in March this year. Since then he has been employed continuously on operational flying in support of 1ATF. His flying has been of the highest professional standard and his leadership in the air has been outstanding. The four undermentioned instances highlight the circumstances in which his professional handling of a most dangerous situation has "saved the day".

2. Two of these instances were night extractions under enemy fire, of long range reconnaissance patrols. On both occasions the patrols had contact with an unknown size force late in the day. Since they only had a small quantity of ammunition left and the chance of completely breaking contact was remote, they called for extraction by helicopter. Although reaction was prompt in both cases, darkness had fallen before the complete extraction group could be organized. Having assembled his extraction group, Squadron Leader DIROU was then responsible for contact with the patrol, direction of the flareship and artillery flares, control of the light fire team and suppression by the team, leadership of the extraction team and arranging for back up of artillery. He methodically completed these many tasks with special emphasis on accurate suppressive fire from the gunships while the patrols were being extracted to safety. The successful completion of these extractions under most hazardous conditions and the fact that there were no casualties amongst all concerned reflects directly on his professional handling of these dangerous situations.

3. The third instance also concerned the safe extraction of another long range reconnaissance patrol from "under the nose of the enemy". In this case a large, heavily armed enemy force was seen moving in the extraction area just prior to the planned withdrawal of the patrol. Squadron Leader DIROU held off the extraction and immediately called in artillery and air strikes on the enemy position. His timely actions not only resulted in a serious set back to the enemy but also prevented the patrol from being detected and outnumbered by a much larger and more heavily armed group.

4. The fourth instance of his outstanding leadership was in the role he played in the recovery of a gunship which had forced landed in enemy held territory. Here it was a race against the dark in order to recover the aircraft in time.

/DIROU

STAFF-IN-CONFIDENCE

STAFF-IN-CONFIDENCE

- 2 -

DIROU was the first aircraft to respond to the downed aircraft's distress calls. He landed next to the gunship and after taking on board the crew, he made certain no weapons were left on the downed gunship. He then proceeded to organise the lift out of the gunship and this was completed just prior to nightfall.

5. For such professionalism, dedication, valour and outstanding leadership I recommend Squadron Leader DIROU be awarded the Distinguished Flying Cross.

Date of Unit Commander's Recommendation: 23rd November 1968

Date of Birth: 27th September 1937

Date of Enlistment: 4th March 1957

Decorations and Honours already held: Nil

Award Recommended: Distinguished Flying Cross

Private Address: 7 Anderson Street, DIMBOOLA VIC

Date: 23rd November 1968

Signed
(J.A. PAULE)
Wing Commander
Commanding Officer

STAFF-IN-CONFIDENCE

AIRCREW RECORD OF OPERATIONAL TOUR

(Do not attempt to fill in return without reading instructions inside front cover.)

Member's Number 0314174 Rank SQN LDR

Name B.L.J. DIROU

Category PILOT

Part 1 - RECORD of OPERATIONAL TOUR with No. 9 SQN in VIETNAM

Date Tour Commenced 8MAR68 By posting to No. 9 Squadron

Date Tour Finished 3JUN69 By posting from No. 9 Squadron to 55SQN

Part 2 - DETAILS of FLYING on TOUR between ABOVE DATES

	Whilst on posted strength of No. 9 Squadron	Whilst on posted strength of No. Squadron
(a) Number of operational sorties performed	(i) Strikes and attacks	
	(ii) Other ops.	3726
(b) Number of operational hours flown	(i) Day	954.20
	(ii) Night	23.15
(c) Number of other hours flown	21.40
(d) Approximate date of first operational sortie	8MAR68
(e) Approximate date of last operational sortie	2JUN69
(f) Approximate period, if any, non-effective between (d) and (e) due to minor casualties, sickness, or leave beyond the area	25 days

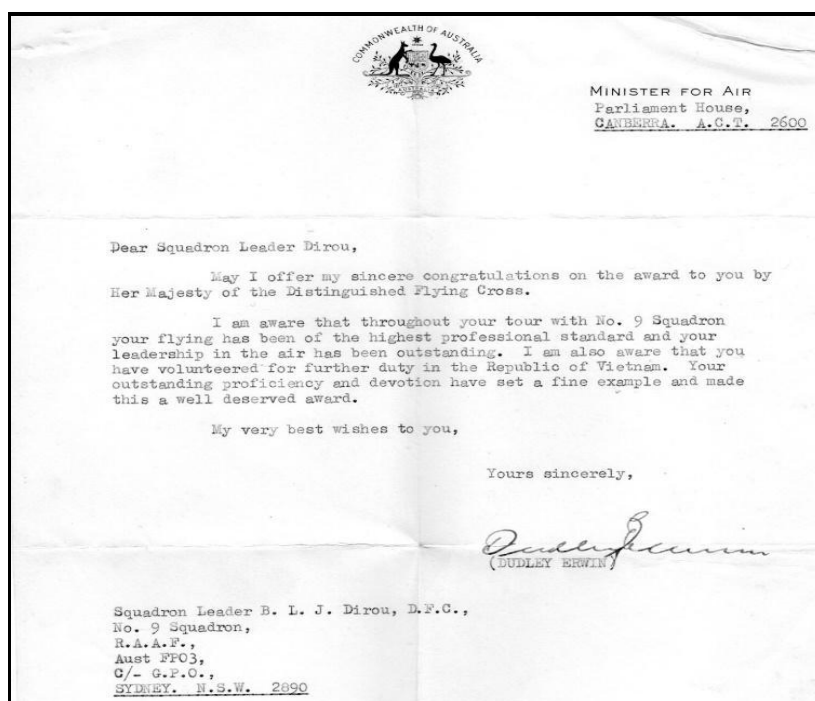
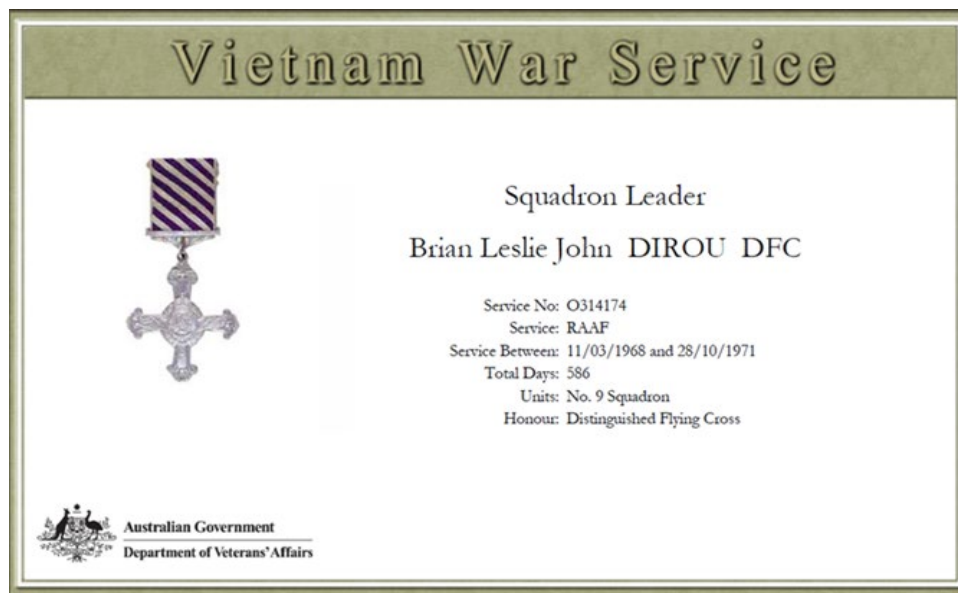
Signature of Member

(g) Logbook assessment at Squadron

(h) Commanding officer's recommendation as to the subsequent duty for which the member is considered suitable.

Officer Commanding.

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Paralleling his very active operational roles in 1968/69, he was appointed Project Officer for development and operational introduction of the RAAF 'Bushranger' gunship, a version of the UH-1H model Iroquois unique in the world. During 1971, he also served several weeks based at Nui Dat as Task Force Air Commander Representative.

Brian was also a qualified Forward Air Controller and served briefly at Air Support Unit RAAF Williamtown, the forerunner of the Australian Joint Warfare Establishment (now The ADF Warfare Training Centre) generating Joint-Service doctrine. He also established and headed the Helicopter Operations cell at RAAF Operational Command, Glenbrook NSW during 1972/73.

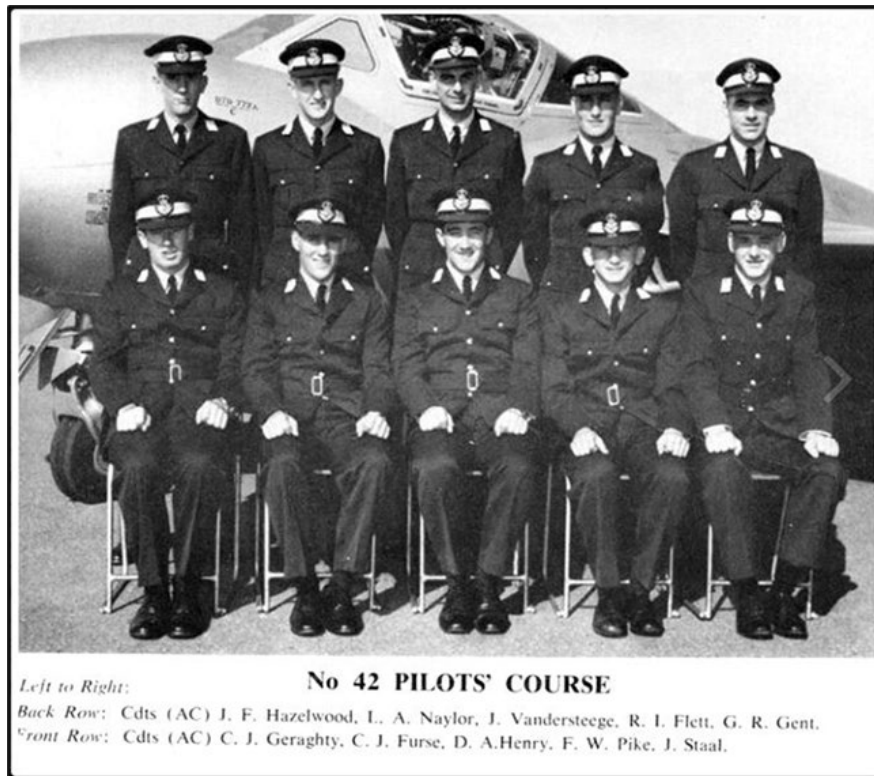
Following completion of Royal Australian Air Force Staff College training in 1975, he commanded No. 9 Squadron at RAAF Base Amberley Queensland during 1976/77 and retired early from the Air Force in 1978 at age 41, after 4 years at Wing Commander rank.

Brian later spent 10 years involved in flight operations training with international airlines in Australia, Austria, Kuwait (post-Gulf War 1) and Brunei preceding retirement in 1998.



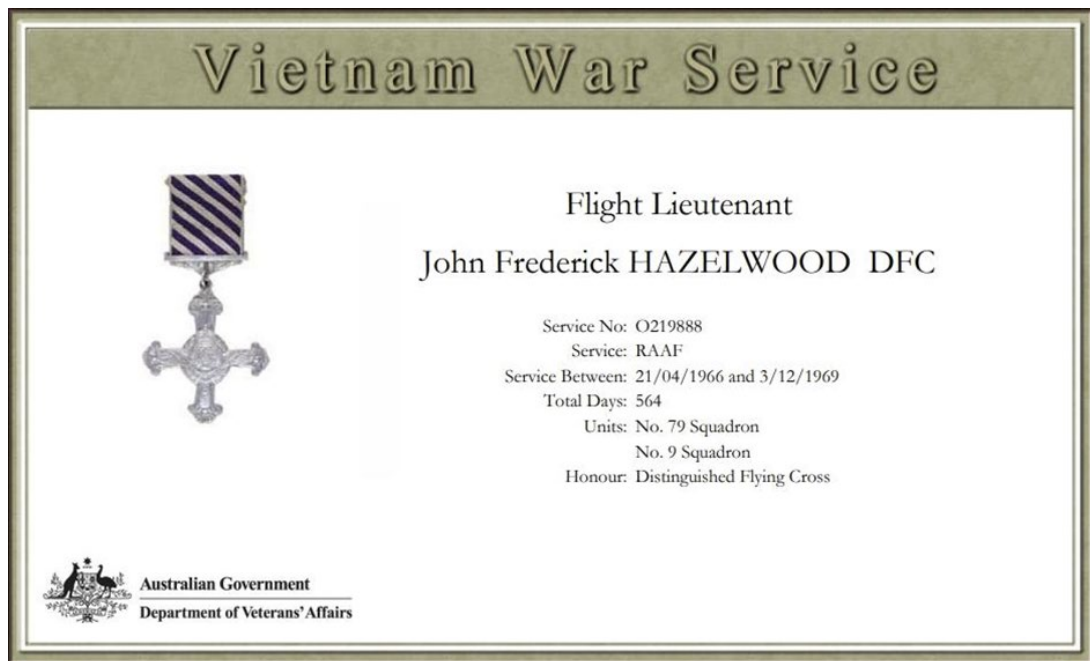
Flight Lieutenant John Hazelwood, DFC
No. 9 Squadron Gunship Flight Commander June 1969 to November 1969

John Hazelwood started life on a farm near Urana NSW in August 1941. Having lost his father to cancer, he was schooled in Sydney and successfully applied for entry to RAAF College for the course commencing in January 1960. In September of that year he was discharged as being 'unlikely to reach the standard required of an air cadet'. A subsequent application for RAAF pilot training was unsuccessful but a second application for a later course succeeded and he started with No 42 Pilots Course in March 1961.



On graduation from AFTS in Pearce in June 1962, he was posted to School of Air Navigation, East Sale, Victoria. After flying Dakota aircraft for three years, his application for fighter pilot training was successful and he started at fighter OCU in July 1965. He commenced his posting to No 77 Squadron, Butterworth, Malaysia, in December 1965 and spent two years there, seven months of that time being on periodic attachments to No 79 Squadron in Ubon, Thailand.

Having successfully applied for helicopter training, his next posting was to No 5 Squadron, Fairbairn ACT and in December 1968 he was posted to No 9 Squadron, Vung Tau, South Vietnam. In June 1969, he was appointed as the flight commander of the gunship flight and continued in that post until the end of November of that year when he was posted back to No 5 Squadron.



Subsequent postings included No 9 Squadron when the squadron returned to Australia. In December 1976 he began a six months posting with the No 5 Squadron detachment, UNEF II, Ismalia, Egypt. On return to Australia he served as rotary wing flight commander No 35 Squadron, Townsville Qld, for two years and then had various appointments within the Department of Defence at Russell Offices, Canberra ACT.

He completed No 36 RAAF Staff Course in 1982 and was promoted to wing commander rank in January 1984. For the years 1987 and 1988 he was on loan to the PNG Defence Force as Director Air Operations stationed at Port Moresby, PNG. Further appointments within the Department of Defence at Russell Offices followed until he left the RAAF on reaching 55 years of age in 1996.



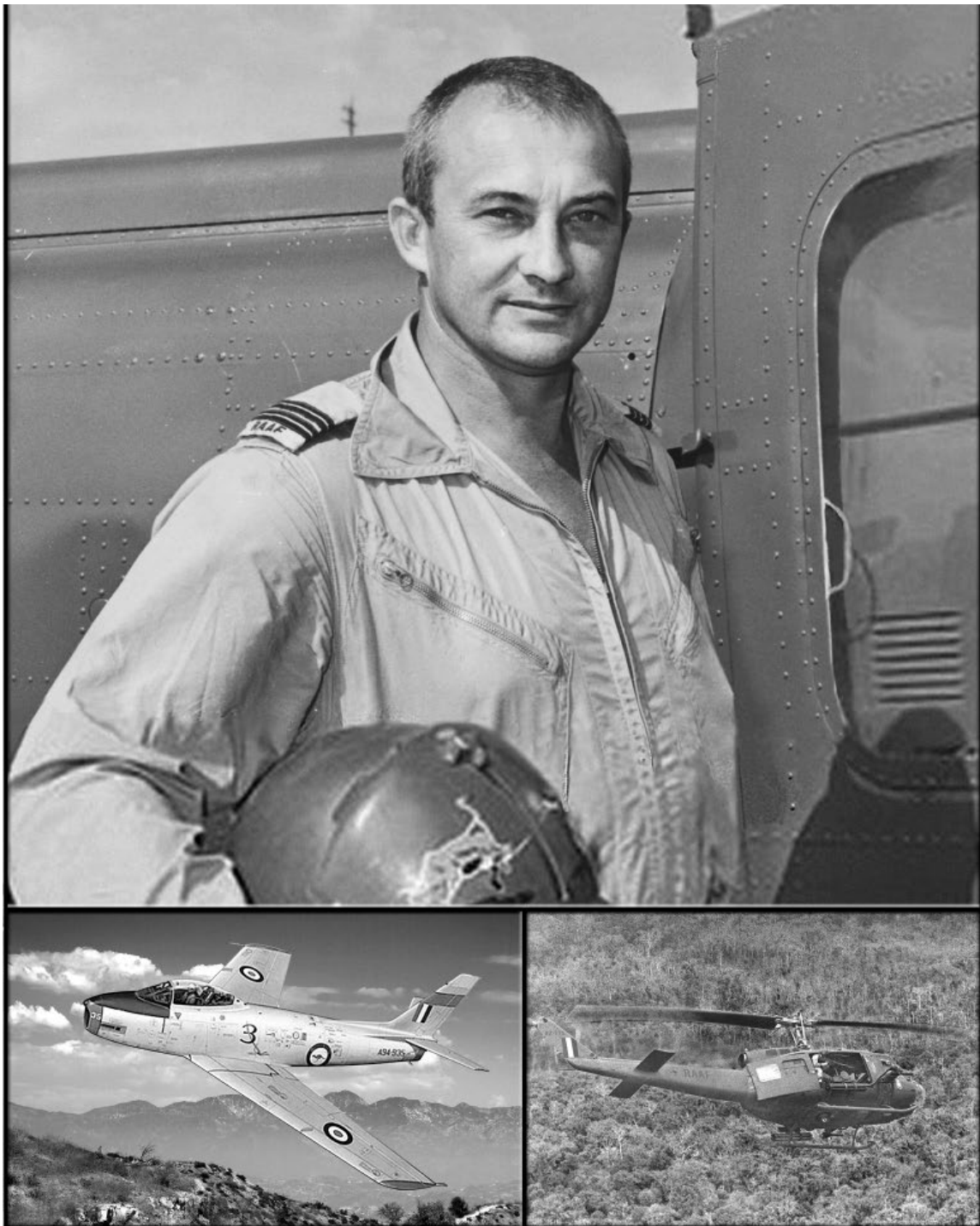
Flight Lieutenant Rex Budd, DFC
No. 9 Squadron Gunship Flight Commander – November 1969 to June 1970

Rex served with 2 Air Trials Unit (Meteor), 2 Fighter Operational Conversion Unit, 3, 76, 79 Fighter Squadrons (Vampire and Sabre), 5 and 9 Squadrons (Iroquois and 'Bushranger' gunships).

He had 2 operational tours of duty, 625 days overall, with 9 Squadron between 1968 and 1970 flying Iroquois helicopters during Vietnam War operations and was the first RAAF pilot to log 1,000 hours during that campaign.

Rex was the third of five Bushranger gunship flight commanders, all having previous service on fighter aircraft. He was awarded the Distinguished Flying Cross for his superior leadership, courage and devotion to duty.

The prototype Bushranger A2-773 shown in the following image was being flown by Rex on 15Mar69 preceding operational introduction of unique RAAF Hotel model Iroquois gunships.





Jet refresher at RAAF East Sale September 1960 - Rex second from left in front row



Sabre OCU at RAAF Williamtown October 1961 - Rex at left of group

'MY FRIEND REX'
A EULOGY AT THE FUNERAL SERVICE OF REX BUDD, DFC
(5 September 1935 to 4 November 2010)
By Wing Commander Brian Dirou, DFC (Retired)

The Chief of Air Force is honouring Rex's fine Air Force service through Squadron Leader Andrew Chadwick, Executive Officer of No. 38 Squadron at Townsville, representing Air Marshal Mark Binskin, AO here today.

Comradeship is an affinity between military colleagues working together toward common goals; but friendship goes deeper, embracing mutual understanding, compassion and honesty.

Camaraderie between Rex and myself originated through the Air Force around the mid-1960s and before then, our lives had some similarities. We both joined the RAAF in the late 1950s achieving similarly during pilot training and later flew Sabre fighters; Rex principally at Butterworth and Singapore in Malaysia and Ubon in Thailand, and me at Williamstown NSW and Darwin. We met at Williamstown, served in the same role in No. 81 Fighter Wing Headquarters and then both got posted to Iroquois helicopters when Australia increased involvement in the Vietnam War.

After helicopter conversion at No. 5 Squadron in Canberra, we often travelled by Iroquois up and down the east coast of Australia in for Army training requirements and sometimes dropped in to see Arthur and Gwen Budd at their grazing property in the Murwillumbah area of northern NSW. They were then also farming ducks and Rex would canvas people in the squadron for duck orders, so some of those helicopter trips northwards thus became known as 'duck runs'. Awareness of course soon spread around the Air Force, but a dressed duck or 2 in the right direction suitably compromised the hierarchy.

Visits to the Budd property generated enduring friendships with Rex's family including stopovers at the family residence in Murwillumbah. My wife Diane recalled last week that Pop Budd had the whitest bed sheets anywhere because they were washed in an old copper. Very memorable times were also had by us in later years, camping and fishing with the Budd family at Woody Head near Iluka NSW.

1968 saw both Rex and I head to No. 9 Squadron in Vietnam where I was appointed project officer for design and development of the RAAF Iroquois Bushranger gunship. The squadron was then doubling in strength and Rex did most of the acceptance flight testing on 16 new larger Iroquois acquired via the US Army.

The Australian Task Force got involved in several major engagements during that year and we were flat out coping with all of the operational tasks. The hangar hummed with activity and being part of an operational unit functioning at full capacity gave everybody in the Squadron a very special feeling. To give some idea of operational intensity; 9SQN evacuated **4,357** combat casualties and medical cases for Australian, New Zealand, American and Vietnamese personnel during 2,000 days of Vietnam War involvement.

The gunship development project took 14 months overall and we initially bartered equipment from the Americans for Australian beer and slouch hats to develop a prototype aircraft before modest funding was eventually allocated to officially acquire some weapons kits. As we were modifying aircraft for the gunship role, we also began some aircrew training with Rex assisting me as we had both had previous weapons delivery experience on fighters.

The Bushranger image that you see in the photographic tribute for Rex was our prototype aircraft being flown by him about 5 weeks before we introduced the gunships to operations. The mounted tribute, compiled by John Hazelwood, DFC and myself, was produced for the Budd family and we can provide copies.

1969 was another very busy year for us operationally, especially after we commissioned the gunships on 21 April, and Rex and I were both engaged in some very torrid action events - he was a very good man to be with in combat situations, being cool-headed and determined. THE BUSHRANGER STORY outlines some of the hairy stuff in which we participated - including mentions and images of Rex's involvement - but they are just snapshots of much broader military action. A special bond is created among people when they share danger and generally remains unspoken about, which is why families all around the world have little awareness of what their loved ones experienced during warfighting.

Rex left for home about end of May 1969 and I followed a week later after 15 months in country having logged 999 plus hours. John Hazelwood then took over the gunship flight and was replaced by Rex 5 months later when he returned to Vietnam for a second tour. Rex was the first RAAF pilot to record 1,000 hours of Vietnam operations and was awarded the Distinguished Flying Cross for his superior leadership, courage and devotion to duty, serving 625 days overall during his 2 tours. I was sent back to Vietnam again in 1971 for another shorter tour accruing 586 days overall.

Post-Vietnam, Rex and I both eventually left the RAAF but our friendship prevailed after my family had moved to the Queensland Central Highlands, with National Party politics often being discussed in phone chats. Rex and a friend visited us at Emerald at some stage, both riding very high-powered Italian motor cycles – he really liked to travel fast on roads.

In 1990, the Dirous relocated to Maroubra in Sydney for employment of myself with Qantas in airline flight training and over the next decade, we lived mainly offshore working for other airlines in 3 different countries. Contact with Rex was a bit more spasmodic during that period but he always called us around Christmas.

Somewhere around the late 1990s, our Vietnam experiences had begun to catch up with both of us and I had to prematurely terminate employment with Royal Brunei Airlines. We then retired to Port Douglas in Far North Queensland and renewed regular contact with Rex at nearby Mareeba.

Rex persuaded me to attend Vietnam Veterans' group counselling sessions with him down in Cairns. These were maybe fortnightly and we would then go to an Asian restaurant he had found for a fun lunch. Rex would take charge of the ordering and the Malay/Chinese lady owner enjoyed humouring him.

One day thereabouts, I got a pretty agitated phone call from him saying: *'BD, I need a rescue mission'. 'What have you done?' 'I put my car over the range (the Great Dividing Range escarpment) and am at our restaurant in Cairns.'* *'Okay; standby.'* So I drove down from Port Douglas and we headed toward Kuranda managing to park somewhere and looked down a very steep jungle-covered slope, seeing no car. *'Where is it?' 'In there'* he said, pointing to a gap about my size in the greenery. Amazingly, the Peugeot had left the road airborne, stayed upright and missed trees down the steep slope then pancaked into the vegetation which swallowed him arresting the vehicle. He was unhurt.

'What happened Rex?' and he said: *'These 2 young sheilas would not let me pass and I ran out of road before I could get around them'*. Maybe they had given him a rude sign because he was a bit aggro at that stage which was a symptom of the problems we had both been encountering.

Sometime later, after I had done some Department of Veterans' Affairs training, I processed disability claims for Rex and became privy to more things that had been happening in his life resulting from a combination of Post-Traumatic Stress Disorder and business pressures. A veteran disability pension and free medical benefits were gained for Rex which enabled better quality of life for him over the past 10 years.

Although I had special rapport with Rex over 45 years, he never really opened up about relationships with women. He seemed on very good terms with a nice Air Force lady at one stage and also a RAAF nursing sister, although some of us felt they were probably platonic associations. My wife Diane had a jovial way of handling him and he would often chat with her when we communicated; but overall, his demeanour toward women was a puzzling variable.

On the lighter side; he was quite a practical joker, and an instance when he was flying Sabres at Ubon in Thailand in the early 1960s brought him fame. He quickly turned nutmeg brown in the sun, was a bit tubby at that time and had a very short haircut, looking much like a Buddhist monk if dressed in a saffron robe. He did that one day and began wandering around the US Air Force base with very few twigging it was Rex. There was a fancy-dress party in the Officer's Mess that evening and he fronted up in Buddhist monk rig; but the difference was he was towing a baby elephant on a leash and he of course stole the show.

Our association over 45 years grew from military camaraderie to firm friendship with mutual understanding, compassion and honesty, as you have heard and; we also drank an awful lot of beer!

There will be a void for all of us now; but lots of special memories of Rex to cherish. I will always feel privileged that he considered me a friend. Rest in peace Mate.

Helicopter pioneer touched many lives



It was somewhere entrenched in the South East Asian rainforest where Rex Budd rescued six SAS troops who had been sprung on ground by the enemy in 1969. With the help of the famous Huey (Iroquois helicopter), Rex managed to lift the patrol attached to 45m ropes out of the jungle while dodging bullets being fired at, through and around the helicopter.

As Australia stopped last week to remember those who sacrificed their lives on the battlefield, somewhere up in the top end of Queensland a group of helicopter pilots, engineers, comrades and family members gathered to celebrate the life of a bloke who has left a long legacy – Rex Budd.

Rex grew up in Murwillumbah and attended high school at the well known TAS (The Armidale School). After graduation, he spent time at Narrigundah station outside Quilpie, roo shooting and filling in time until he was old enough to join the Air Force. Arthur Budd, Rex's brother, told of how as kids they used to love making model aeroplanes and dreamt about being pilots.

It wasn't until Rex joined the Queensland University Squadron at Archerfield many years later to undergo National Service that he was accepted into Air Force pilot training.

After graduating as dux of his pilot course, he served in flying roles with two Air Trials Units (Meteor); two Fighter Operational Conversion Units; 3, 76, 79 Fighter Squadrons (Vampire and Sabre); 5 and 9 Squadrons (Iroquois and Bushranger gunships) and in administrative



Rex Budd was a pioneer of the helicopter mustering game in Queensland and has left his legacy with a lot of pilots throughout Australia. Here Rex is pictured in Vietnam in front of an Iroquois (Huey) helicopter.

appointments with other units. Rex served two operational tours of duty with 9 Squadron between 1968 and 1970 flying Iroquois helicopters during the Vietnam War. He was the first RAAF pilot to log 1000 hours during that campaign and was the third of five Bushranger gunship flight commanders, all having previously flown fighter aircraft. He was awarded the Distinguished Flying Cross for his superior leadership, courage and devotion to duty during 625 days service overall in Vietnam. Legend has it that Rex, along with No. 9 Squadron, had bartered Australian beer and slouch hats with the Americans for weaponry and components until funding was eventually allocated to officially acquire kits for the gunships.

Rex was never more at home than

when he was chasing bullocks back on Australian soil. After returning from Vietnam, he started his own helicopter mustering business based in Mareeba and became a pioneer of the game. He recognised the skills needed from people who understood stock and had worked in the bush. His philosophy was that it was much easier to teach a ringer how to be a helicopter pilot than it was to teach a helicopter pilot how to be a ringer.

Through his experience working on properties, Rex identified certain people who were particularly good stockmen and showed interest in becoming pilots.

"He felt a great sense of responsibility and ensured they got the training," friend and business co-owner Gerry Collins said.

In 1972, before chopper mustering was common in Queensland, Rex was sent to Highbury station where Kerry Slingsby was head stockman at the time. Highbury station had invested in their own helicopter and pilot, a pilot with little livestock experience. Rex learnt about this and over a bottle of rum suggested to Kerry that he go and learn to fly a chopper himself. "He wrote me out a cheque for \$1000 and we went to bed full of rum," Kerry said. About a week later Rex returned and said "What are you

doing – I'm fair dinkum."

And so Kerry sold all his personal belongings and Rex sent him to Long Beach in the US, where he obtained his Hughes 300 licence.

While Kerry was in America he received a telegram from Rex which read: "By now you will think a helicopter is totally impossible to fly but stick at it and it will come to you."

Kerry reminisced: "Those words put that much encouragement into me. His faith in me was what changed me. He convinced me I could do it. That's the sort of person he was." When Kerry returned to Australia Rex gave him a mustering endorsement. The first time Kerry sat in a helicopter with Rex marked the beginning of a long friendship.

Eventually Kerry ended up in Kununurra in the Kimberley, where he started his own business. Slingsby helicopters, originally a mustering organisation, began in 1984 and later branched into charter and tourism. By the time Kerry sold the business two years ago, he owned 25 helicopters and 25 planes.

Kerry was just the first pilot lucky enough to be taken under Rex's wing. Others included Eric Webb of Emerald, Mike Tully and Gerry Weedon of Cloncurry and Don Blanch, all of whom have owned their own successful helicopter mustering businesses.

On a more personal note, Rex had a great sense of humour – from a lark dressed as a Buddhist monk in Asia complete with elephant, to later in life when he enjoyed his motorbikes and then cars. At one stage he had a yellow Nissan sports car which became his version of the "chick magnet" ... that being "the granny puller" as it affectionately became known.

His love of the land extended to a love and talent for gardening. Throughout his life, no matter where he was stationed, given an opportunity he would try to make some plant grow in whatever soil he could find. His garden at the Mareeba Airport hangar was admired by all and demonstrated a profusion of rainforest trees, roses and vegies.

Most people who knew him would tell you Rex would be embarrassed to see his name in print.

"He never made an issue about broadcasting the great things he was doing," Arthur Budd said.

"It wasn't until his funeral I realised just how many people he touched in his life and gave opportunities to, who would never have been given a go."

"Once you're a friend of Rex's, you're a friend for life."



The Sabre jet fighter and the Iroquois Bushranger gunship (pictured) were the two aircraft most flown by Rex during his RAAF service.



Rex visiting Disneyland USA

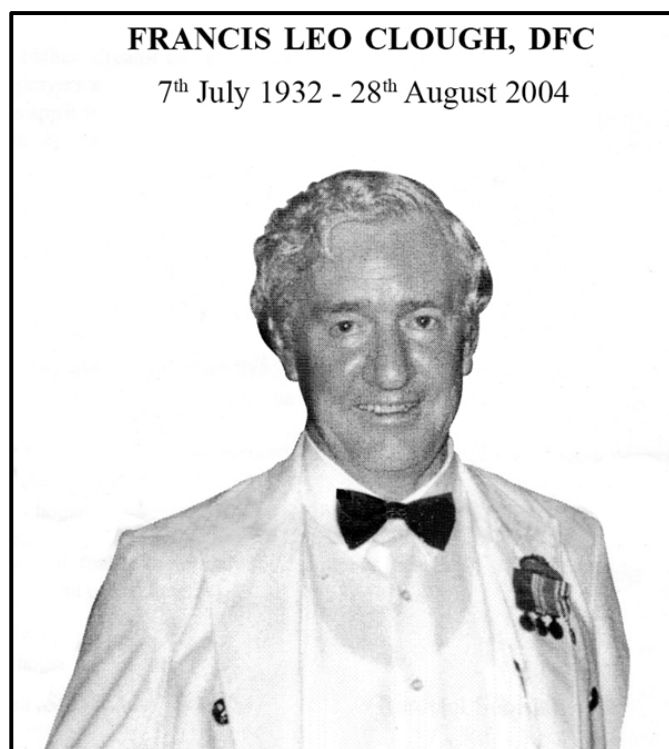


Rex Budd Memorial Park official opening ↑↓





FLIGHT LIEUTENANT FRANK CLOUGH, DFC
NO. 9 SQUADRON GUNSHIP FLIGHT COMMANDER - MAY 1970 TO FEBRUARY 1971



Frank Clough had a quite diversified Air Force flying career over 21 years.

Frank was born 7 July 1932 at Warialda, NSW which is about 200 kilometres north of Tamworth. He was reared in a family of 10 children.

He began 28 Pilot Course January 1957 on Winjeel and Wirraway, graduated as Sergeant Pilot November 1957 and then joined No. 23 City of Brisbane Squadron based at Amberley flying Vampire and Meteor aircraft.



January 1959 - 20CU Williamtown. Underwent No.1 Sabre operational conversion then joined 75SQN at Williamtown.

Promoted Flight Sergeant May 1959 and commissioned as Pilot Officer in July same year.

March 1962 - 2 Control and Reporting Unit Darwin for non-flying duties as a Fighter Controller. Awarded a Permanent Commission in November.

May 1963 - Fighter Combat Instructor course after about 14 months non-flying.

September 1963 - 78 Wing at Butterworth Malaysia for Sabre flying duties. Served with 3 and 77 Squadrons with 3 detachments to 79 Squadron at Ubon Thailand.

April 1966 - Amberley for Canberra conversion.

November 1966 - 5 Squadron Canberra for Iroquois helicopter conversion training.

May 1967 - 9 Squadron Vietnam for Iroquois flying duties.

June 1968 - Flying Instructor training at Central Flying School East Sale.

December 1968 - 5 Squadron Canberra for instructional duties.

May 1970 - 9 Squadron Vietnam for Gunship Flight Commander duties, volunteered for second tour.

ROYAL AUSTRALIAN AIR FORCE

RECOMMENDATIONS FOR HONOURS AND AWARDS

<u>Christian Names:</u>	Francis Leo	<u>Surname:</u>	CLOUGH
<u>Rank:</u>	Flight Lieutenant	<u>Official No:</u>	0218083
<u>Branch:</u>	General Duties	<u>Unit:</u>	No 36 Squadron

Flight Lieutenant Francis Leo Clough has completed a second tour of operational duty with No 9 Squadron in the Republic of Vietnam. During this tour he flew over 520 hours in operations, most of which were in command of helicopter gunships.

As Flight Commander of the Gunship Flight, Flight Lieutenant Clough introduced a wide variety of effective armed helicopter tactics, and trained his pilots and crews to a high level of operational readiness. In the air he was always calm and proficient, and thereby set an excellent example to his subordinates. In addition, through his personal efforts he was instrumental in achieving a high degree of understanding and co-operation between his Flight and the Army units for which it provided air support.

On the 20th June 1970, Flight Lieutenant Clough was leader of a gunship element supporting the helicopter extraction of Vietnamese troops who had sustained heavy combat casualties in the Long Mai hills. The position of the Allied troops was tactically inferior to that of the enemy who were deeply entrenched in caves overlooking the Allied force. Early in the extraction the second gunship of the flight sustained hits from enemy fire and was forced to land. After quick consultation with the extraction Flight Leader, and without thought for his own personal safety, Flight Lieutenant Clough, whose aircraft was now vulnerable to enemy fire without the cover provided by a second gunship, attacked the enemy position and silenced it. He then provided air cover for the crippled aircraft and its crew until it could be secured by ground forces, and also arranged for a replacement gunship to be flown to the area. When the replacement gunship arrived, Flight Lieutenant Clough again led further attacks on the nearby enemy positions. It was mainly due to the courage displayed by Flight Lieutenant Clough, in hazardous conditions, that the extraction of the beleaguered troops was completed without further casualties being sustained.

Throughout his tour of duty, Flight Lieutenant Clough displayed outstanding leadership and devotion to duty. His efforts to promote a better understanding of gunship helicopter tactics and their application, increased the effectiveness of the Gunship Flight, and thereby made a significant contribution to the Royal Australian Air Force effort in the Republic of Vietnam.

<u>Date of Unit Commanders Recommendation:</u>	13th May 1971
<u>Date of Birth:</u>	7th July 1932
<u>Date of Enlistment:</u>	14th September 1956
<u>Decorations and Honours Already Held:</u>	Nil
<u>Award Recommended:</u>	Distinguished Flying Cross
<u>Private Address:</u>	C/- Officers' Mess RAAF Base RICHMOND NSW 2755

Vietnam War Service



Flight Lieutenant
Francis Leo CLOUGH DFC

Service No: 0218083
Service: RAAF
Service Between: 12/05/1967 and 11/02/1971
Total Days: 666
Units: No. 9 Squadron
Honour: Distinguished Flying Cross



Australian Government
Department of Veterans' Affairs

Parliament House,
Canberra, A.C.T. 2600

6 DEC 1971

Dear Flight Lieutenant Clough,

May I offer my sincere congratulations on the award to you by Her Majesty of the Distinguished Flying Cross.

The leadership and professionalism you displayed as Gunship Flight Commander with No 9 Squadron in the Republic of Vietnam, and in particular the courage and devotion to duty you displayed on 20th June 1970, whilst flying in support of Allied forces in the Long Hai hills, have made this a very well deserved award.

My very best wishes to you.

Yours sincerely,

Tom Drake-Brockman
(TOM DRAKE-BROCKMAN)

Flight Lieutenant F.L. Clough, D.F.C.,
C/- Officers' Mess,
R.A.A.F. Base,
RICHMOND, N.S.W. 2755

February 1971 – 36 Squadron Richmond for C-130A conversion as he preferred no further posting to helicopters having served **666** days in Vietnam.

Frank successfully completed Hercules training but found the role change operating large transport aircraft uncustomary after 1,620 hours on fighters and 1,958 hours on Iroquois helicopters.

December 1972 – 1 Control and Reporting Unit Brookvale (Sydney area) for Fighter Controller duties.

December 1973 - NSW Air Training Corps as Aero Club Liaison Officer. Posting requested on compassionate grounds due imminent disbandment of 1CARU and ailing family in Sydney locality.

July 1977 – Discharged from Permanent Air Force on age retirement for rank.

From: Air Vice Marshal I.S. Parker, DFC, AFC


18 July 1977

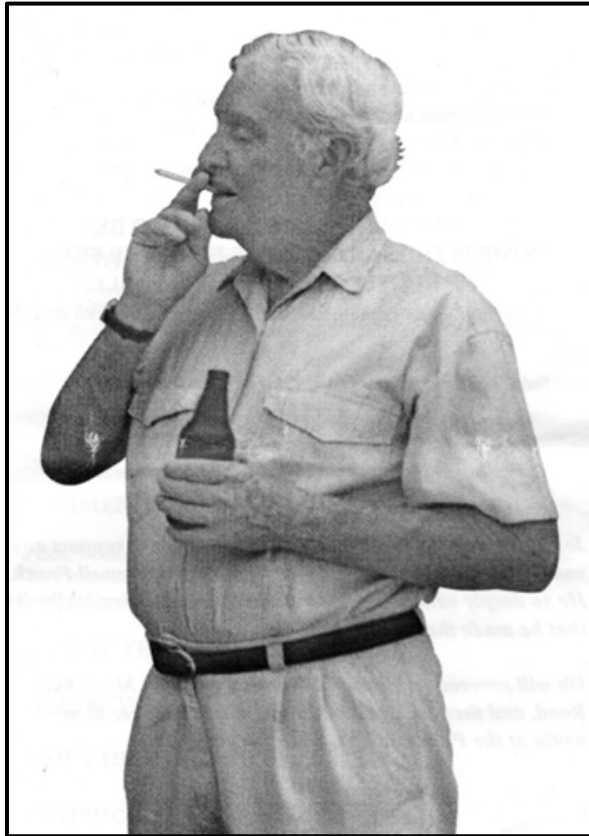
Flight Lieutenant F.L. Clough, DFC (Retired)
31 St Andrews Gate
LONORA HEIGHTS NSW 2101

On the occasion of your retirement I should like to express, on behalf of the Chief of the Air Staff and the Heads of Divisions, appreciation of your loyal service in the Royal Australian Air Force.

As you enter retirement you should reflect with satisfaction on the contribution you made to the Service throughout your career of twenty-one years as an airman and as an officer of the General Duties Branch. Your sound professional ability as a pilot was highlighted by your fine efforts in Vietnam where your outstanding leadership, devotion to duty and courage, whilst under fire from the enemy, were deservedly recognized by the award to you, in 1971, of the Distinguished Flying Cross.

I wish you every success for the future and a long and happy retirement.





Frank in preferred social mode



Frank speaking at an Avior Club gathering in Sydney July 2003

September 1977 – Transferred from Retired List to the Active Reserve with 22SQN for 10 years until July 1987.

Frank was an amiable personality with a broad spectrum of friends. He was often enjoyable company in social situations.

His lengthy Vietnam War service of 666 days probably exceeded that of any other RAAF pilot in that conflict.



Flight Lieutenant Norm Goodall, DFC
No. 9 Squadron Gunship Flight Commander – February 1971 to November 1971



Norm Goodall joined the RAAF in June 1962 and underwent pilot training on number 47 Pilot Course. On graduation he was posted to No2 OCU to undergo Sabre conversion. On completing the course, he was posted to No 75 Sqn on his twentieth birthday.

In 1965 he was posted to No 2 OCU to undergo No 4 Mirage conversion, again he was posted back to No 75 Sqn at Williamtown before the Squadron deployed to Butterworth in 1967.

In 1970 while flying Mirages with No 76 Sqn at Williamtown he was offered the position of Gunship Flight Commander with 9 Sqn which he readily accepted. He completed his helicopter training in Canberra and was posted to No 9 Sqn, Vung Tau, South Vietnam in November 1970.

Vietnam War Service



Flight Lieutenant

Norman Mellville GOODALL DFC

Service No: O43963

Service: RAAF

Service Between: 19/11/1970 and 18/11/1971

Total Days: 365

Units: No. 9 Squadron

Honour: Distinguished Flying Cross



Australian Government
Department of Veterans' Affairs

In November 1971 he was posted back to No 76 Sqn flying Mirages before he underwent the flying instructor's course in 1972

After two years instructing on the Macchi at RAAF Base Pearce he was promoted to Squadron Leader and posted to Thailand as the Assistant Defence Attache.

In 1977 he was posted to No 77 Sqn as Flight Commander, before 2 years as OPSO, before been posted to IADS (Integrated Air Defence System) RAAF Butterworth.

He returned to Australia as a Wing Commander at HQOPCOM, before his final posting to 1 RTU as Commanding Officer. He retired in July 1985.

