



SITREP

Air Force Association NSW News and Views

New Kirribilli Branch

Stewart McAlister, Kirribilli Branch

On the 24th of February, the Kirribilli Branch of RAAFA held its inaugural AGM at the Kirribilli Club in Lavender Bay, Sydney. Founding members of the new branch come predominately from retired military aviators trained initially by the Australian Army, Navy or Air Force, then employed by airlines and aviation regulators. Some members of the new branch are also members of the Kirribilli RSL and had already established a good working relationship with the Kirribilli Club; enabling the new branch to set up in an establishment with first class facilities for holding its formal and informal activities. On the day, President elect Stewart McAlister invited office bearer nominees to make a brief presentation. After you've read the following three bios by Stewart McAlister, Peter Gustafson and Ian Woods, perhaps you too will agree there is some vague truth to the belief that life includes a degree of synchronicity.

Stew McAlister was born in Cairns, grew up on the Atherton Tableland and completed year 12 in 1959. He joined the ANZ Bank and found himself working in Lae, PNG. With limited recreational activity available, he joined the South Pacific Aero Club and became interested in aviation. He applied to the RAAF for pilot training and graduated from 47 Pilots course. Following graduation, all his flying postings were within No. 86 Transport Wing where he flew: C47 B Dakota, Convair Metropolitan 440, Viscount 800, Caribou, and C130H aircraft. His significant flying appointments included: a tour with No. 35 Sqn in Vietnam, CO PNGDF Air Transport Squadron; CO 38 SQN and OC 86 WG (at RAAF Richmond), which at the time included all RAAF fixed wing transport assets (63 aircraft, crews and maintenance support). Stew completed the RAF Air Warfare Course in the UK and served as the RAAF representative

to the Australian High Commissioner, London. On return to Australia he was appointed as DAFIS and subsequently Project Manager to purchase the C 130J. After 33 years, he resigned from the RAAF in 1995 and joined the Civil Aviation Safety Authority, initially as a Flying Operations Inspector and then as Manager for General Aviation for NSW and subsequently for Victoria and Tasmania.

Peter Gustafson was born in Brisbane and completed Queensland Junior Certificate at Atherton High School in 1959. In 1960 Peter joined the RAAF as a radio apprentice and attended Royal Melbourne Institute of Technology. Graduating in September 1962 as a RADTECH Air, he was posted to 10 SQN Townsville to work on Neptune aircraft. Peter attended night School to obtain his Leaving Certificate. In late 1964 Peter was posted to 78 WG Butterworth (478 SQN, 79 SQN, 77 SQN, 3 SQN). While there he learnt to fly at the Penang Flying Club and still remembers doing low-level aerobatics in the Chipmunk over the water returning to Butterworth from Penang. In December 1966 Peter was posted to 34 SQN working on Viscount, Convair, Mystere 20, BAC111, HS748. In October 1967 he was posted to 1BFTS at Point Cook on No 68 Pilots Course, graduating in February 1969 and posted to 38 SQN Richmond on Caribous. In 1971 he was posted to 35 SQN Vietnam and then back to 38 SQN Richmond. In 1972 the Air Force realised that they had a surplus of pilots, so from 1973 - 1975 Peter attended Civil Schooling, completing a BAppSc in Canberra. DPO hadn't realised that Peter had been posted to Canberra for Civil Schooling and had also posted him to a Flying Instructor's Course. DPO then gave Peter the weekend to decide which posting he wanted. On completion of the degree in 1975 Peter was posted to SAN at East Sale on HS748, then 34 SQN flying Mystere 20 from 1978-1979. Peter was promoted to SQNLDR in 1980 and posted to Maintenance SQN East Sale as an



Engineering Officer. In late 1980 he resigned and joined Civil Aviation Safety Authority as an Airways Surveyor. In 1989 Peter joined QANTAS and retired in 2005 and has lived in Sydney for the last 26 years.

Ian Woods completed secondary education at Ipswich Grammar and Rockhampton High and matriculated in 1969, having obtained a private pilot licence at 17 years of age. In 1970 Ian withdrew from Dental Science at Queensland University to join No 78 Pilots Course and upon graduation, was posted to 38 SQN to fly Caribous. After nearly four years on Caribous, Ian was posted to AMTDU as the Caribou Project Officer. Upon completion of his return of service obligation in 1977, Ian joined TAA to fly F27s. He then joined the Air Force Reserve as an Operations Officer, however, for reasons unknown, Ian and a few others were gazetted as GD – not SD Reservists allowing Ian to continue flying Caribous part time, until 38 SQN relocated to Amberley in the early 1990s. In 1980 Ian decided to go international and joined Qantas to fly the B747. During his time with Qantas, Ian was seconded to Singapore Airlines as a B747 Captain and qualified as an economist. In 1995 Ian transferred to the Inactive Reserve and thereafter took an interest in what was happening commercially in Australian aviation. In 1999 Ian was elected to the Australian and International Pilots Association Committee of Management, serving as president from 2005 to 2008. In 2014, Ian retired from aviation with more than 21,500 flying hours. In retirement, Ian has maintained his interest in financial literacy and was instrumental in the RAAFA NSW decision to invest its charitable funds in listed managed investments rather than cash and term deposits. Ian is presently a member of the RAAFA NSW State Council.

Obviously the three office bearers for the Kirribilli branch have had distinctly different aviation careers. On the surface, it seems their reasons for seeking to establish RAAFA Kirribilli are because they, like many Air Force aircrew, consider themselves fortunate to have been well trained and thereafter able to make the most of what civil and military aviation offered. What is not so clear and would be thought of by some as synchronicity, is the apparent belief within the Kirribilli Branch that attitudes and

values engendered by a life as a military aviator can be used to help improve life for aviators currently in the ADF. The expectation is that the Kirribilli Branch, through its committee and membership can help to uphold the aims and objectives of RAAFA to:

- Make representations to government bodies on behalf of members,
- Promote commemorative events,
- Preserve military heritage, and
- Organise social and educational activities.

We trust that readers of SITREP will help the Kirribilli Branch provide the camaraderie and historical insight necessary for up and coming aviators to forge a successful aviation career and on occasions, come along to branch functions at the Kirribilli Club.

RADAR Branch at RAAF Birthday

Ray O'Donoghue, RADAR Branch

Several members of the Newcastle-based RADAR Branch travelled to Sydney to attend the RAAF Birthday commemoration at Sydney's Martin Place Cenotaph on 24th March. Of course the birthday is usually celebrated on the 31st March, but this year's event was brought forward a week due to a scheduling conflict for use of the cenotaph.



Mr John King with the RADAR Branch wreath



President's Briefing

Ron Glew

Your State Council continues to progress with in-depth reforms to ensure that we bring the Association into the 21st Century. We also continue to hold discussions with RSL NSW to initiate affiliation with that organisation as well as networking with ESOs and ex-service members and effecting change to improve RAAFA's relevance within the community. I am currently progressing a contemporary Advisory Group to State Council.

State Council Decisions and Other Doings

After many months of negotiations by Philip Speet and myself, I am pleased to report HARS is in the process of forming their own RAAFA Branch at Albion Park. Along with the coming Rotary Wing Branch formation, we are finally seeing an increase in membership as well as more involvement and support from serving, ex service and aviation enthusiasts. An extremely pleasing positive of the HARS negotiations is that HARS is prepared to set up a walk through controlled museum for memorabilia, photos etc. either bequeathed or loaned to them from branches for public display in the main hangar.

Financials

In accordance with the Investment and Finance Sub-Committee recommendations, which were adopted at the State Council Meeting on 27th October 2016, a considerable percentage of our prior investments have now been transitioned to the Investment Company. Quarterly statements will be provided to State Council and this information will be available to all members by logging in to the members section and viewing the State Council Minutes.

Website

Despite a recent provider problem, which has now been resolved, I again urge you to visit the site regularly where you will be able to access the SC and National Agenda and Minutes. Use your member login to peruse all the updated information. The website is raafansw.org.au and if you have any suggestions as to how the site may be made more relevant or you wish to make a contribution about local issues or functions, please send your thoughts to our VP Dick Wills.

Emails to State Council Members

Due to a significant failure of our service provider, emails from servers outside the raafansw.org.au group have not been received

and there are many undelivered emails that are in the process of being retrieved and all that can be replied to will be. Needless to say, we have changed the ISP. If you have emailed any member of the State Council or Admin recently and have not received a reply then please resend your enquiry for action.

Central Branch

Following a very large effort by VP Dave Leach it now seems that the Central Branch is about to become operational. It is envisioned that the branch will be controlled by an administrative sub-committee of State Council, and will incorporate all unattached members and historic non-operational branches. Further details will be forthcoming once the structure is finalised and the MMS system is adapted to this new entity.

Donations/Support

Support in the amount of: \$10,000.00 to HARS for Caribou parts was approved at the State Council's most recent meeting.

Anzac Day

That time of the year is nearly on us and the Sydney Order of March is posted on the website. I would request organisers from other areas to forward the details and the venues for reunions to our Webmaster, VP Dick Wills as a matter of priority please. For the first time, around 50 service members of HQAC (Glenbrook) will form up and march with the RAAF contingent giving us in excess of 1000 uniformed RAAF members on the day.

Annual General Meeting

The RAAFA NSW AGM will be held at the Kirribilli RSL. Should any member have an item that they wish to be discussed or they may wish to stand as a State Councillor, would you please refer to our website or make your submission through your branch. Details of the Agenda and venue and accommodation details will be on the website in the very near future.

National Council

The minutes of the National Council Meeting of 1st February 2017 have not yet been issued, but once received, will be posted on the website.

CLG

The latest information is that a working group is preparing the constitution and that this will be available in the near future for comment. SC will forward this to all branches of RAAFA NSW, inviting comments and suggestions as part of our response.

Capitation

National Council raised Member capitation to \$10.00 effective from 1st January this year. There has also been debate within SC as to whether Division capitation should also be raised and currently SC anticipates that total capitation will be subject to a Motion at the upcoming AGM to adopt a rate of \$13.00. I take this opportunity to extend my thanks to the current State Council members for their ongoing support and commitment to Division reforms and the Association's governance.

Commemorations

Gordon Johnstone

Over the past year, the Division has arranged or attended numerous commemorations and services. Amongst these were the Battle of Britain on 15th September 2016, and the Birthday of the RAAF and wreath laying on 24th March 2017. This latter is normally held on 31st March or a weekday closest to that date, but this year the Navy gazumped us for the cenotaph. The lesson learned from this was that we have now booked the cenotaph through to 2021, and the Police Band through to the end of 2019. Commander Air Lift Group arranged for a C-17 fly past over the service, and right on 1130 he came down low and slow and seemed to completely fill the area between buildings. A most dramatic display, and one which made AIRCDRE Lennon remark that he would have to get more C-17s into Sydney in future years. A number of mainly ex-AAFC personnel attended the AAFC Memorial Service at St John's Church at Ashfield, although many of those attending also represented the Division. Held on the first Sunday in August every year, this commemoration is for Air Training Corps members who joined the RAAF and who did not come home. The annual service at the Air Force Memorial Church at West Lindfield was held again in November 2016, but we need more Association members to attend. This service remembers those people who joined the RAAF and undertook initial training at Bradfield Park. The anniversary service at North Head to commemorate the attack on Sydney by midget submarines was again well attended however the usual southerly wind made it a bit cool. Members living around the area should make an

effort to attend this most important date in the annals of "Sydney at War". The functions attended but not arranged by the Division were too numerous to mention separately, but suffice to say that the Association was up front and flying the flag every month. Upcoming events are Australia Remembers on August 15th, remembering the end of the WWII, and the Battle of Britain commemoration in Martin Place at the cenotaph on September 15th.

WWII RAAF Veteran turns 98

World War II Veteran Jack Bice celebrated his 98th birthday on Thursday 9th March at an Air Force Association meeting in Ballina accompanied by his daughter Salli. A member of the association for 70 years, Jack was presented with large poster highlighting his service in the RAAF.



Flight Lieutenant Bice survived two tours of active service in Catalina flying boats and B-25 Mitchell bombers in 11 and 2 Squadrons, with some flights lasting up to 20 hours. Operations included strikes on various targets and retrieval of personnel from behind enemy lines. Jack subsequently became an RAAF instructor. For many years after the war, Jack was a dentist in Casino before retiring to Lennox Head. Jack celebrated his birthday with his RAAFA friends, a large birthday cake, a glass of red wine, a rousing rendition of Happy Birthday, and an off-the-cuff speech laced with humour. RAAFA President Dick Wills said tongue-in-cheek, that Jack was setting a precedent and providing an incentive for future 98th birthday celebrations for all members.



ANZAC Day in Afghanistan

Ian Gibson, RADAR Branch

In what is believed to be the first ANZAC Day commemoration held by a RAAF unit in Afghanistan, the personnel of Task Group 633.12 (Control and Reporting Centre) gathered before dawn (and again at 0800) on 25 Apr 2008 at Camp Palomino, Kandahar Air Base, Afghanistan. Although a task group of Joint Task Force 633, TG 633.12 was comprised of personnel largely drawn from 41WG units, and utilised the radar, cabins, communications infrastructure and power generation equipment from No 114 Mobile Control and Reporting Unit (114 MCRU), and also included an RAAF PTI, RAAF Chaplain and RAAF Ground Defence personnel.



Dawn breaks over TG633.12 Dawn Service

Two services were held in order to afford all TG personnel the opportunity to attend, as 24/7 operations continued. Like all good military operations, ANZAC Day at Camp Palomino was the culmination of much prior preparation and planning, during which it was discovered that acquisition of a bugle in a war zone doesn't come easily! Instead, a perfectly recorded rendition of the Last Post soared over our parade during the services. Our TG chippy built our cenotaph; a stand for an inverted Steyr rifle



TG633.12 Catafalque party

surmounted with a combat helmet, and four surrounding crosses. (*The word cenotaph from the Greek kenos taphos, means "empty tomb" and is a monument to a person or group of persons buried elsewhere*). A catafalque party was mounted, and several personnel gave addresses about what ANZAC day meant to them, linking their current service with that of our predecessors in other conflicts.



CTG633.12 WGCDR Ian Gibson lays a wreath

A stirring rendition of the New Zealand national anthem was sung by FLTLT Julia Lapworth and SGT Symon Yeats, followed by a recording of the Australian national anthem, to which most members of the unit lent their voices to magnificent effect. A gunfire breakfast, ANZAC biscuits and a game of two-up were arranged to maintain the traditions. Commander Joint Task Force 633 (MAJGEN Michael Hindmarsh) had even approved an allocation of rum and beer (modest but well-received in the 'dry' Area of Operations) for the various Australian elements under his command.

Beautiful English

Howie Campbell

I called an old school friend and asked what he was doing. He replied that he is working on "Aqua-thermal treatment of ceramics, aluminium and steel under a constrained environment". I was impressed! On further enquiring, I learnt that he was washing dishes with hot water - under his wife's supervision.



Grants Support Veterans and Communities

Veterans and their families in towns and cities around Australia will benefit from more than \$500,000 in grants to ex-service organisations for community projects. Minister for Veterans' Affairs, Dan Tehan, announced on 25 Jan 17 the latest round of 33 grants under the *Veteran and Community Grants* program. "This round of grants will fund a diverse range of projects and equipment, including the upgrade of facilities to improve accessibility, computer equipment and social outings" Mr Tehan said. Ex-service and community organisations, veteran representative groups, private organisations and projects that promote improved independence and quality of life for veterans are eligible for funding through the *Veteran and Community Grants* program. More information is available at: www.dva.gov.au/consultation-and-grants/grants.

Improved Self-Help Resource Available

7 March 2017

Minister for Veterans' Affairs Dan Tehan said improvements to an online resource for current and former members of the ADF would better help them manage stress. Mr Tehan said the *High Res* website had been updated following user feedback to make it easier to use. "The *High Res* website is a valuable tool that current and former ADF personnel can use to help them manage stress." Mr Tehan said. "Improvements to the website include a simple step-by-step guide to developing a personal action plan, tips for better sleep and self-help tools on controlled breathing, muscle relaxation, managing negative or distracting thoughts and emotions. Current and former ADF personnel are increasingly seeking digital support and the Department of Veterans' Affairs (DVA) is meeting this growing need through a range of mental health websites and apps." "I encourage serving and ex-serving members of the ADF and their families to visit the refreshed *High Res* website." The *High Res* resource can be accessed through DVA's *At Ease* portal at: (<https://at-ease.dva.gov.au/highres/>).

Non-liability Mental Health Care

The Government's 2016-17 Budget measure to extend eligibility for non-liability health care (NLHC) treatment for mental health conditions is now in effect. This means that those who have served in the permanent Australian Defence Force (ADF) are now eligible for health care for a range of mental health conditions without needing to prove that the condition has arisen from, or is linked to, their service. Reservists are eligible if they have any period of continuous full-time service. The conditions covered under this arrangement are:

- post-traumatic stress disorder;
- depressive disorder;
- anxiety disorder;
- alcohol use disorder; and
- substance use disorder.

Treatment is provided through a DVA Health Card - For Specific Conditions (White Card) and may include services from a GP, medical specialist, psychologist, social worker, occupational therapist or psychiatrist, hospital services, specialist PTSD programs, and pharmaceuticals. The White Card also enables access to counselling services through the Veterans and Veterans Families Counselling Service - VVCS. The new arrangements also make it easier to apply, with applications able to be made over the phone or by email. In addition, a diagnosis is no longer required **prior** to being approved for NLHC treatment; a diagnosis from a general practitioner, psychiatrist or clinical psychologist can be provided to DVA within six months of approval. Once a diagnosis is provided, treatment approval becomes permanent. See the DVA Factsheet at: <http://www.dva.gov.au/factsheet-hsv109-non-liability-health-care> or phone DVA on 133 254 (metropolitan callers), or 1800 555 254 (regional callers) or e-mail NLHC@dva.gov.au.

Honour, Award for 'Gentleman Jack'

Seventy-one years after the hostilities of WWII ended in Europe, former fighter pilot Flying Officer Jack Gleeson, along with many of his wartime colleagues, has been awarded the Bomber Command Clasp by the UK Government, to be mounted on the ribbon of the 1939 1945 Star, and also honoured by a grateful French nation with the Legion of Honour.



Gentleman Jack Gleeson with VP David Leach

Jack flew Mosquitos and he served first in the RAAF's No 464 Squadron (*The Gestapo Hunters*) then early in 1945 was posted to the RAF's No 239 Squadron, part of No 100 Bomber Support Group within RAF Bomber Command. It was for his service with both squadrons in 1944 and 1945, contributing to the liberation of France, that he has been recognised by the French Government with the Legion of Honour. The Bomber Command Clasp is in recognition of the 18 operational missions he flew with No 239 Squadron as an intruder escort flying cover for the Lancaster mass night raids on targets in Germany, Holland and Denmark. Jack is a modest 97 year old who at the age of 21 joined the RAAF as a storeman, but after a year, he and two of his mates wanted some more action, so they applied for aircrew. All three qualified as pilots in Australia and shipped out to England at the end of 1942. En-route, Jack, who had been delayed by a bout of tonsillitis, had his baptism of fire when a German U boat pack attacked the convoy two days out from Liverpool, sinking the ship beside his and the

one behind. In England, Jack graduated as a Mosquito pilot, one of the few to go straight onto Mosquitos, which he described as being "...like getting on a wild stallion after the docile Blenheims (on which he had trained), but they were a magnificent aircraft".

To a later generation fighter pilot, it seems that during Jack's war, aircrew were thrown in at the deep end. Once qualified and barely up to speed on an aircraft, it was full steam ahead. Jack recalls that his third operational mission was a night attack against the large Luftwaffe night fighter base in Belgium, then known as St Trond, about 60 kilometres east of Brussels. The Mosquito, loaded with bombs, was tasked for a single aircraft attack in the early hours of the morning. So Jack and his navigator planned an easterly route to Holland then south along the Meuse River to an initial point on a river bend just north of Maastricht, and finally a four minute run-in to the target just south of the historical town of Sint Truiden. Unfortunately, they missed the initial point and ended up over Maastricht which "lit up like a Christmas tree with searchlights and anti-aircraft fire". They got out of there lickety-split and backtracked, found the initial point and ran in for their intended attack. Jack said, "I had imagined we could sneak up, drop the bombs in their dispersal area, waggle the wings and speed home - mission accomplished". Although Jack had been varying his speed and altitude on the run-in they were tracked by the German radar. As they rolled in for a shallow dive attack on the airfield the sky lit up again with searchlights and artillery. "The lights were so bloody bright and the flak so fierce I could not see anything, so we dropped our bombs on the airfield, did a hard turn left and headed for home at full speed, weaving as we went. As I looked back I was surprised at the amount of flak we had flown through."





On a later night intruder mission with 239 SQN flying as escort to the Lancasters, one of the two engines failed. Jack admits, "I had been flogging it, chasing a target, but with the aid of his (*the German's*) ground controller I was never going to catch him". An attempt to feather the propeller was unsuccessful and at 8,000 feet over the North Sea it was obvious Jack and his navigator were in serious trouble. "The rotating propeller was shaking the aircraft and creating a lot of drag, and the aircraft was not maintaining altitude. The decision had to be made to get out then or stay and hope to make the English coast." Their survival time in the water would not be more than an hour. Jack admits that he was "in a bit of a flap" and put out a MAYDAY distress call. A heading to the nearest coast was given by an English ground radar controller and Jack and his navigator settled down to fly as close to it as they could. As they got lower into denser air, the range could be extended until, in the distance, "a canopy of searchlights that had been lit up over the emergency airfield" was visible. Jack's nineteen year old navigator, Peter Sillers, "gave out an involuntary, tension releasing, shout of relief as they skidded to a halt just off the end of the runway".

Jack has many stories from the war, but when you talk to him he is quite modest about his contribution. He states, "Many others did a lot more than me and many paid with their lives". But Jack and all the others who conducted very dangerous strategic bombing against the Nazi war capability made an often underestimated contribution to the free world. As he says, "The Germans had very good equipment and in some things were technologically ahead of the allies. Imagine if they had been able to fully develop the nuclear bomb which could have been used indiscriminately throughout the world to give the Axis powers complete dominance. We would live in a different world to the one we enjoy today". Now, some seven decades after hostilities ended, Jack and his colleagues are being honoured by the British Government in recognition for their selfless dedication as part of the major air offensive against the Nazis; and by a grateful French nation for the liberation of France. The congratulatory letter Jack received from the French Embassy read in part:

"France will never forget the thousands of soldiers who came to fight on French

battlefields and we still remain grateful today. It was in this regard that the President of the French Republic opened the Legion of Honour to World War Two veterans to pay tribute and to express France's gratitude towards soldiers who risked their lives for the liberation of France".

Flying Officer Jack Gleeson was one of those veterans. He is a member of both the Newcastle Branch and the Fighter Squadrons Branch.

Living History

(A former Mosquito pilot shares his story)

Annette Guterres Honorary Secretary,

Bomber Command Association in Australia Inc

Australian Co-ordinator International Bomber Command Centre, Lincoln U.K.

While still a schoolboy in the U.K, Frank Dell witnessed the Battle of Britain from the yard of his home. He saw the German fighters battle it out with the Spitfires of the RAF. He saw planes of both sides falling from the sky. At the age of eighteen he joined the RAF. In October 1944, whilst flying a Mosquito as part of Bomber Command, he was blown from the sky, having to parachute out of his crippled plane. He landed in Germany and made his way to Holland where he was sheltered by the Dutch Resistance.

Rory McCarthy as a young boy grew up with a fascination for aeroplanes and his favourite was the Mosquito. A model Mosquito hung from the ceiling of his bedroom. Annelies McCarthy's Dutch family lived through the horrors of the German occupation where food was scarce and they lived in constant fear of German retribution for assisting the Allied forces. Her own aunt worked for the Dutch resistance. And in a cruel irony, whilst her family supported the Allied forces, her grandmother was killed by Allied bombing.

After the war finished, her family migrated to South Africa where Annelies was born. Her older relatives shared little of the stories of the hard times in Holland. On the 1st September 2016, Rory and Annelies were able to meet Frank Dell. They had heard a little of his story through their connections with the Bomber Command Association in Australia and expressed a desire to meet him; Rory to discuss Mosquito planes and Annelies to find out more

about the work of the Dutch resistance and life in Holland during the War. As the conversation progressed Frank was indeed able to show his appreciation of the Dutch people, their bravery and their sense of humour despite living in constant fear with little food. After the war he maintained a very close connection with the families who sheltered him and other airmen. He related how the Dutch farmers, on seeing airman parachuting down after bailing out of their planes, would compete to find the airman first. This was despite notices to the effect they would be shot for helping airmen.

One of Frank's most precious possessions is the Resistance Memorial Cross awarded to him. He is one of only eighteen non-Dutch people to be given this award. The Resistance Memorial Cross comprises a silver cross hung from a striped ribbon. The obverse of the cross bears a vertical flaming sword, surmounted by the Dutch royal crown. Below the sword are the dates 1940 above 1945. The horizontal arms of the cross are inscribed with the words *DE TYRANNY VERDRYVEN* (Dutch: "to destroy tyranny"), a line in the Dutch national anthem.



Frank has written a book 'Mosquito Down' in which he tells of his early life in the UK, joining the RAF, training in the USA and his time in Bomber Command, and of course the difficult months spent hiding in barns and hen houses in Holland. On one occasion he and six other airmen were hiding in the loft of a barn with German soldiers sleeping below. Frank went on to have a long career as a commercial pilot. Rory and Annelies felt that their meeting with Frank was 'living history.'



Rory and Annelies with Frank Dell

Blind Luck

Henry Whittaker

While posted to Defence Force Recruiting in Parramatta, I was called out to the public waiting area to field a question by an applicant. I will say this was a very brave young lady who wouldn't take no for an answer. She really wanted to be an Air Traffic Controller, an admirable goal if ever there was one, but there was one problem - she was blind! Sensing this was a set-up, I wondered how was I going to avoid letting this courageous young woman down without ending up in front of a court and embarrassing the Air Force on some trumped up charge of discrimination? Fortunately she had her guide dog with her. So I said in my gentlest voice, I'm sorry miss, but the Air Force doesn't take labradors.

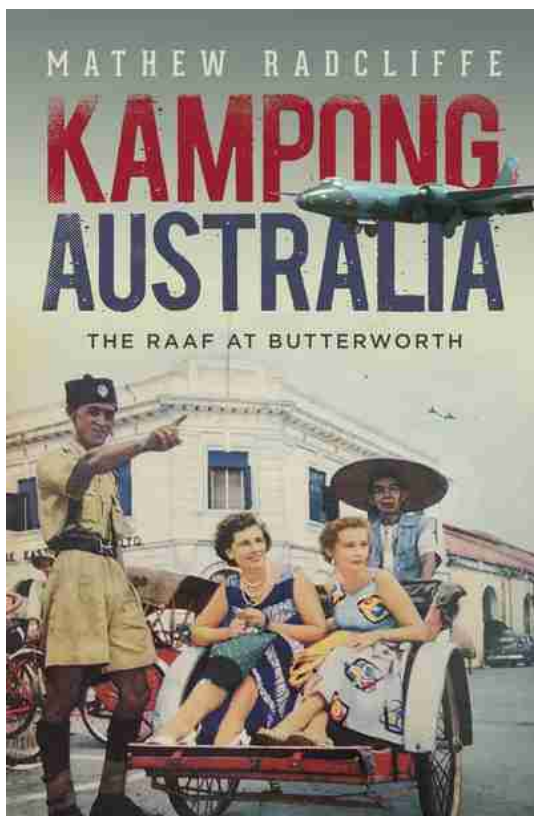
The RAAF in Butterworth

Matt Radcliffe is an engineer and author who has written a book about the RAAF in Butterworth.

The RAAF base at Butterworth was Australia's largest and most enduring overseas military garrison in post-war Southeast Asia. Home to the majority of Australian airpower for over three decades, Butterworth was also home to a vibrant Australian community. From 1955 until 1988, spanning the end of the British Empire and the start of the Cold War through to real engagement with Asia, more than 50,000 Australian servicemen and their families rotated through the Penang region of Malaysia for two-year tours of duty. These men, women and children lived full lives during their deployment, making a bastion of



'Australianness' in the midst of Malays, Chinese and Indians. *Kampong Australia* explores the complex political genesis of the RAAF presence at Butterworth and shows what everyday life on and around the base was like. It charts the official policies and practices that framed the Australian encounter with the people and places of Penang, drawing on the recollections of those who were there.



More information at:

<https://www.newsouthbooks.com.au/books/kampong-australia/>

Wing Commander Athol Galway Hope Wearne, DSO, DFC (Australia's Douglas Bader)

The exploits of Douglas Bader, DSO, DFC of the Royal Air Force are well known throughout the world, having lost both legs in an air crash in 1931 and by sheer persistence he fought his way back to flying and rejoined the Royal Air Force. His exploits are well known, being documented in books and film. What is less well known is a parallel story in which a RAAF officer lost portion of his leg to a shark attack, remained in the Air Force flying during WWII. Athol Galway Hope Wearne was born in Midland Junction, WA on 28 October 1916 and

enlisted in the Royal Australia Air Force at Point Cook on 16 January 1939. As a 26 year old flying officer, he was swimming at Trinity Beach, north of Cairns on 12 September 1942 when he was attacked by a shark. Although Athol eventually recovered, his right leg was surgically amputated below the knee. Athol Wearne commanded both Nos 11 and 20 Squadrons of the RAAF. No 20 SQN was formed at Port Moresby in New Guinea on 1 August 1941 equipped with Catalina aircraft and Empire flying boats. The squadron conducted extensive seaward patrols clearing Japanese vessels from Australian waters and resisting Japanese landing forces at Kavieng and Rabaul, maintaining night bombing operations against these two targets throughout the year. Surprise Japanese aircraft attacks on Port Moresby in March 1942 resulted in the loss of several Catalinas and the squadron was forced to relocate to Bowen in Queensland in May 42. The squadron carried out operations over Bangka Strait, the Celebes and Java, and towards the end of the war flew mercy missions throughout the Southwest Pacific. In November 1945 the squadron was based at Rathmines in New South Wales, being disbanded on 27 March 1946. Athol Wearne commanded 20 SQN from 30 May 1944 to 18 March 1945. No 11 SQN was formed as a general reconnaissance unit at RAAF Base Richmond on 29 September 1939. Three days after the outbreak of World War II, the squadron was moved to Port Moresby where reconnaissance patrols were commenced. Following Japanese naval and air attacks on the Port Moresby area, the squadron relocated to Bowen, Queensland on 7 May 1942. After the cessation of hostilities on 14 August 1945, the squadron conducted mercy flights until it was disbanded on 15 February 1946. 11 SQN was reformed at Rathmines on 1 July 1946 from the Search and Rescue Wing and continued flying Catalinas. Athol Wearne was the Commanding Officer of 11 SQN from 1 July 1948 to 4 November 1948. He later commanded the RAAF School of ground training at Rathmines. Discharged on 28 October 1968 at Williamstown having been awarded the Distinguished Service Order and Distinguished Flying Cross, Athol Wearne retired to Toronto until his death in 2005.

Drug runner intercepted over NT



On 19 Jan 1978, a light aircraft appeared on radar entering the Northern Territory west of Darwin. Coincidentally, a 37 SQN C-130 Hercules (A97-168) was about to arrive in Darwin after a trip to Butterworth. Without fighters to scramble, the Herc was asked to follow the mystery aircraft as it tracked inland. The C-130 eventually caught up with a twin-engine Piper Aero Commander 680E. The pilot of the Piper made a crash landing in a muddy paddock 14 kms north-west of Katherine, then set the aircraft on fire in an attempt to conceal that on board were 270,000 Thai 'buddha sticks' (high-grade cannabis) worth nearly \$4 million. After hiding in the bush for 40 hours, the pilot, later identified as drug runner Donald Tait, was arrested by police and subsequently jailed for seven years.

Aircrew Behaving Badly

(An Occasional Series)
Kev O'Brien, 454SQN

One day while I was sitting in the turret happily shooting down ME 109s, FW 190s, JU 88s (in my imagination), Harold 'Blue' Munce was watching bombs dropping on target through the bottom hatch when something flew past his head and disappeared below. He called me on the intercom -- "Hey Kev your parachute has just fallen out!" "No Blue, that was your chute". "No Kev, I've still got mine." And so the conversation continued till, "You be nice to me Kev, you know you need me to jerk the quick release catch for you to get out of the turret!" "OK Blue, it was my chute!" From up the front: "You two shut-up back there, we're here on serious business!". Of course I knew that if the

worst happened Blue would hand me the chute "Here Kev, you take it, I'll stay with the aircraft". "No Blue, I can't let you sacrifice your life for me!" "Yes Kev, you're a better bloke than I am - the world can ill afford to lose you!" He was right of course. "OK Blue, I'll see you get a posthumous VC for this!". From up the front again: "Will you two shut-up!! If you're going to go on like this whenever we go out, I'll leave you at home next trip!". In response to that terrible threat, all we could do was make rude signs with our fingers towards the front; who wanted to miss a chance to get shot down? As it was, of course, nothing bad happened till we got home when the parachute section refused to believe that we could let a chute fall out. "You buggers have pinched the thing and are going to flog it to the tailor in the village!" Sometimes the truth just can't be believable!

Supporting Female Veterans and Families

Minister for Veterans' Affairs Dan Tehan praised the contribution of our female Australian Defence Force (ADF) personnel and veterans and called on all Australians to recognise their service and sacrifice. Mr Tehan attended the first-ever Female Veterans and Families Forum in Canberra on 6 Dec 16 where female veterans and representatives from veterans and family groups discussed ways to improve services. "This forum delivers another Turnbull Government election commitment by providing a platform for our female veterans to raise issues directly to the Government and Department of Veterans' Affairs (DVA)," Mr Tehan said. "One striking message was that our female veterans do not feel they receive the recognition they deserve for their service and sacrifice. For example, many of our female veterans observed that when they wore their medals in public many people assumed they were wearing the medals of their father or grandfather. The reality is there are almost 9000 women currently serving in the ADF, which is about 15 per cent of the total permanent force. There is not a single job in the ADF that is not open to women and women are making important and valuable contributions to our national defence. As a society, we need to



acknowledge the service and sacrifice of everyone who serves in defence of our country." Mr Tehan said the forum raised other issues about communication and transition that the Government would seek to address. "The female veterans and families gave feedback about areas of improvement that are specific to families and the important role they play in supporting the veteran community," Mr Tehan said. "The Government is improving the transition process by ensuring all personnel will have appropriate documentation, including health records, superannuation and training records, and participate in the formal transition process before separating from the ADF. All separating ADF personnel will also have access to coaching services to help them seek and obtain employment. Since the start of this year the ADF and DVA computer systems are also sharing some information which will allow DVA to communicate with ADF personnel at appropriate stages of their careers and post-service life."

Engage

Air Commodore Steve Martin

I am writing to provide an update on Defence's Common Access Portal Project which is being developed as an initiative of the Defence/Veterans Affairs Support for Wounded, Injured and Ill (SWIIP) Program. The Common Access Portal, now called "Engage", is a website aimed at providing current and former ADF members and their families, and anyone else involved in support of that group of people, with a single access point from which to find the information or support needed. The intent is to provide a 'service directory' that allows users to quickly and intuitively find the information or support they need. We also hope the portal will assist organisations to better coordinate the delivery of support with other like organisations. Engage will:

- provide a single place that users can go to search for services based on need, service required, location and/or situation.
- be accessible outside of Defence Networks on multiple platforms including mobiles and tablets.
- be a 'directory' service which points to an agency's existing website – no duplication of

content.

- allow benevolent and charitable support providers to register and list their services.
- present services in a standardised format to enable easy search and comparison.
- allow users to click-through to the support agency's website.

I am pleased to say that the build of the Engage website is underway and we are planning on the website going live in the first half of 2017.

The Point Cook Grand Prix

On 26 Jan 1948, 40,000 people headed to RAAF Station Point Cook to watch the only Australian Grand Prix ever conducted at an Air Force base. The race was the 13th held since 1928, only the second since the end of World War II, and was the first not conducted on public roads. 26 cars were entered to race 42 laps over a 3.85 km circuit consisting of the airfield runways, taxiways and service roads, to complete a total distance of 100 miles (161 kms).



Winning car from 1948 Grand Prix

Only 10 cars completed the race in very hot conditions. Prominent motorcycle racer Frank Pratt from Geelong won the race in 1 hour, 30.5 minutes, driving his BMW 328 sports car powered by a 6 cylinder, 2.0 litre BMW engine. The 60th anniversary of the event was commemorated at the February 2008 Air Pageant at Point Cook with a display of vintage racing cars.

Advantages of the 24hr clock

Peter Stevens

A crusty old flight sergeant found himself at a gala event hosted by a local liberal arts college. There was no shortage of extremely young idealistic ladies in attendance, one of

whom approached the flight sergeant. "Excuse me flight sergeant, but you seem to be a very serious man; is something bothering you?" "Negative, ma'am, just serious by nature." The young lady looked at his awards and decorations and said, "It looks like you've seen a lot of action."

"Yes, ma'am, a lot of action." The young lady, tiring of trying to start up a conversation, said, "You know, you should lighten up, relax and enjoy yourself." The flight sergeant just stared at her in his serious manner. Finally the young lady said, "You know, I hope you don't take this the wrong way, but when was the last time you had sex?"

"1955, ma'am." "Well, there you are! No wonder you're so serious; you really need to chill out! She took his hand and led him to a private room where she proceeded to "relax" him. Afterwards, panting for breath, she leaned against his bare chest and said, "Wow, you sure didn't forget much since 1955." The flight sergeant, after glancing at his watch, said "I hope not, it's only 2130 now."

Aircrew Behaving Badly

(An Occasional Series)

Leon Murtagh

During the Korean War, 6 Dec 1950 saw No 36 Squadron's first and only loss of an operational aircraft at Suwon (K13). We had landed our C-47 Dakota on the rather short strip, turned to taxi back to the dispersal bay but were told to hold our position as some fighters were about to depart. And there they were - a section of USAAF P-51 Mustangs starting to roll at the other end of the runway, the lead aircraft directly in line with our aircraft. On recollection and observation of other similarly loaded aircraft departing later, we felt the pilot thought he might give us a scare by holding his aircraft down to pass closely over us. Believe me, the sight of a fully armed P-51, two drop tanks of napalm, eight rockets and fully loaded machine guns a few feet in front of you, with the undercarriage still retracting, was a most awesome sight. He succeeded in his attempt to frighten us, but did the same to himself, as in his eagerness he cut it too fine, missed us with his prop, but collected the Dakota at windscreen level with his air-scoop!



A65-74 post accident

Fortunately he bounced off, dropped the napalm and rockets safely in a nearby paddy field and was able to land and roll past us with a seized engine (all coolant lost). The US colonel in charge of the base came and saw us, bringing with him two bottles of American whiskey. By way of consoling us he said "In a way I was pleased to see the wrecked C-47", as on the way down, he passed his hospital tent, where he saw two of the scruffiest, dirtiest Aussies, with dandruff out of this world. The navigator and myself had been taken there to strip off and shake the powdered glass from our dark blue uniforms, as there was six to eight inches of snow on the ground, and to attend to a small cut in Frank Barkla's head, where he had been hit by the aircraft compass. The next day, the aircraft, A65-74, was stripped of all movable parts including engines, radios, etc and then blown up, as the Chinese were on their way south in a hurry and only approximately 15 miles to the north. The two bottles of whiskey were drunk in approximately 5 minutes by the four of us, followed by a two gallon can of water from the aircraft; not having any effect other than calming our nerves. We were picked up a couple of hours later and returned to Iwakuni.

Leon Murtagh joined the RAAF aged 18 years. He served from May 44 to Oct 45 discharging as a Flight Sergeant Air Gunner. He rejoined the RAAF in 1948, completed pilots course and was posted to Japan/Korea in September 1950. Following one tour with the Transport Unit in July 1951, he returned in 1952 as Captain and completed nearly three tours before returning to Richmond in May 1953 with a total of 338 trips to Korea. He left the RAAF in December 1953, flying as a civilian pilot until retiring in 1986 with a total of 21,500 flying hours.



22SQN Branch Coming Events

- 25 Apr 17: ANZAC Day, 10.00am, details TBA from RAAFA
May 2017: Squadron BBQ, details TBA
June 2017: Association lunch, details TBA
July 2017: Reserve Forces Day, details on RFD website
20 Oct 17: Newton Dinner, 1800 for 1830, Officers Mess Richmond
19 Nov 17: AGM, 1400 Rockdale RSL ("Club Rockies"), 45 Bay St Rockdale, (about 300 metres from Rockdale Station)
December: Squadron BBQ, details TBA.

Contact details:

Alan Lyons
President, No 22 (City of Sydney) Squadron Association
56 Caravan Head Rd
OYSTER BAY NSW 2225
Tel: 02 95892537; Mob: 0414591072

Aircrew Behaving Badly

(An Occasional Series)

Allan Nesbitt

The MHDOIF (Most Highly Derogatory Order of the Irremovable Finger) and two knuckles, was awarded to the off-duty gunner on the RAF's No 201 Coastal Squadron Liberator for 'obeying his skipper's command instantly, without thinking'.

The aircraft, out of Lough Erne, Northern Ireland, had just sighted a U-Boat so the skipper sounded the klaxon, everyone sprang to action stations, the bomb bay doors came thudding down and out went the depth charges under the wings. The off-duty gunner, having been making a 'cuppa', was then in the process of opening the galley hatch to install his VGO (machine gun), when the skipper's strident command came over the intercom: 'Galley, put out that stove'. Taking the order literally, the gunner immediately picked up the double Primus stove and hurled it out of the galley hatch. Unfortunately the bomb aimer did not record any hits on the sub which had dived, either by depth charges or the gas stove, and for the rest of the crew's 15 hour patrol they were without tea or hot food. The gunner was never allowed to forget the episode!

Family Service History

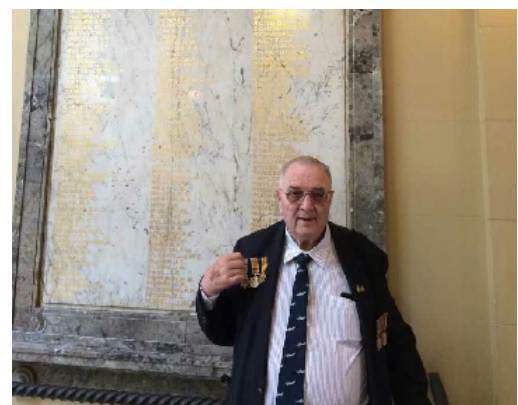
Ian Poyitt RFD

I joined the Air Training Corps as a cadet in 1953 and joined the RAAF Active Reserve in 1957. I was commissioned on 7 March 1960 and joined the RAAF Association in August 1963, continuing as an active member since then.



Peter Ring and Ian Poyitt, ANZAC Day Bungendore NSW

At that stage, I was employed by the Bank of NSW, before being transferred by the bank to Canberra in 1975. My reserve service continued as a foundation member of No 28 Squadron, Canberra. Three members of my family served in WWI, two in the AIF, the other in the RFC. While attending the Anzac Day service at Sydney Martin Place Cenotaph, I discovered that one of the above uncles (Leslie Poyitt) had served as a postal worker and was recorded on the marble Roll of Honour at the GPO. His name was also on the memorial wall at the AWM in Canberra. Pte Poyitt enlisted in January 1916 and after basic training was sent to France. He was about to join the front line on 20/21 July 1916, when a shell burst over his trench and he subsequently died as a result.



Ian at GPO Honour Roll holding Pte Leslie Poyitt medals



Book Offer

Bryn Evans

Would you be able please to include this special offer to RAAFA members of my latest book *Air Battle for Burma*, in your newsletter and/or circulate to members? My previous book in 2014, *The Decisive Campaigns of the Desert Air Force 1942-1945*, received many favourable reviews from *Wings*, RAAFA and other aviation readers. In *Air Battle for Burma* I again use veterans' first-hand accounts to illustrate the torrid battles by Allied air forces, including a surprising number of Australians in RAF squadrons, to overcome the Japanese air force in India and Burma. The most prominent story in the book is that of Australian Spitfire fighter pilot, Wing Commander Noel Constantine.

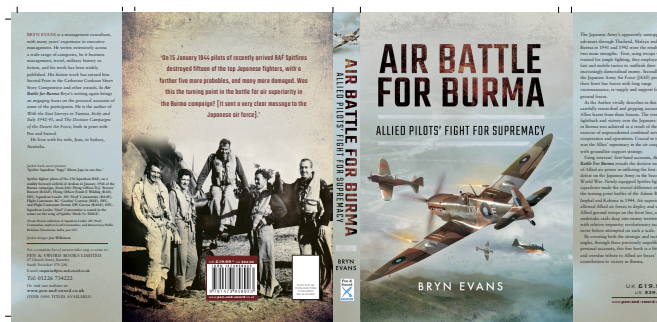
This is a special offer to RAAFA members: *Air Battle for Burma*. First editions in hardback, signed by myself, are being offered at \$34.95 (plus postage). Those interested, contact:

Bryn Evans, Author

8 Nicholson Street, Wollstonecraft, Sydney, NSW 2065, Australia

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Email: bryn.evans@ozemail.com.au



35 Years Of Mental Health Support For Veterans

On 29 Jan 2017, Minister for Veterans' Affairs Dan Tehan paid tribute to everyone who had contributed to the Veterans and Veterans Families Counselling Service (VVCS), which celebrates its 35th birthday today. The VVCS, known originally as the Vietnam Veterans' Counselling Service, provides free mental health counselling and support to those who have served our nation. It has provided more than 1.6 million counselling sessions to more than 300,000 veterans and family

members since the first office opened in Adelaide on 29 Jan 1982.

"VVCS is the legacy of our Vietnam veterans, who recognised a need for mental health services specifically for those who had served in the military," Mr Tehan said. "VVCS clinicians offer specialised face-to-face and telephone counselling, as well as group programs, to individuals and families who have been directly and indirectly exposed to conflict. "It now provides services to more than 27,000 clients a year, with centres throughout Australia and a strong network of outreach counsellors in regional and rural areas."

Mr Tehan said VVCS support had evolved over the years, and eligibility had expanded to include the families of veterans, as well as those involved in more recent conflicts and various peacetime operations. "The Government has committed to providing \$3.1 million to further extend access to VVCS services to include family members of current and former Australian Defence Force (ADF) members who die by suicide or reported suicide; siblings of ADF members killed in Service-related incidents; Defence Force Abuse Taskforce (DART) complainants; families of DART complainants; and adult sons and daughters who are over the age of 26 years of post-Vietnam War veterans," he said.

VVCS offers support for Service-related issues, such as anger, anxiety, depression, post-traumatic stress disorder (PTSD) and sleep disturbance. Clinicians also work with couples and families on relationship issues that arise from the unique demands of military life, and run a range of group programs including free suicide prevention workshops for members of the veteran community. "We have a duty of care to the men and women who have served our nation, which is why the Government made mental health treatment for PTSD, depression, anxiety, alcohol and substance abuse free to anyone who has served one day in the full-time ADF," Mr Tehan said.

For further information on Advocacy, Entitlement and Support:

<http://www.raafansw.org.au/services.php>



The AOC and the Oil Cooler

Ken Marsh

Within the air force command structure the Air Officer Commanding (AOC) is a very important position. At this point memory may fail, but I think in the 1970s we had an AOC Support Command and an AOC Operational Command. The latter, as the title suggests, was interested in the operations of the flying units, and the Officers Commanding (OC) of each flying base reported to the AOC. For some reason my memories of the AOC's visits are related to my time with 38 SQN. Perhaps, because of the distance involved, he did not inflict himself on Butterworth as much as he did Richmond, which was just down the road from Springwood in the Blue Mountains where I recall Headquarters Operational Command being located. Or perhaps the culture at Richmond played a part in helping reinforce the memory. I did three years and four months in 38 SQN and we must have had annual visits. The weeks leading up to the visit were hectic as we prepared for the great day. Each year the distance between the hangar floor and the ceiling got a little shorter with the application of another coat of paint, whether it was needed or not. Everything was meticulously cleaned and the rocks lining the gardens outside the Squadron Headquarters were given a fresh coat of white paint. Not a thing could be out of place on the day.

One of the worst jobs I recall as a sumpy working on the Caribou, was that of changing the oil cooler. This was located above the wheel well. The procedure involved standing on a work stand placed in the wheel well and working with both arms stretched above our heads. As we disconnected the oil lines gravity did its stuff and the oil would run down our arms on its way to the large drip tray that we had placed the work stand in for the purpose of retaining the oil. On the day of the AOC's visit 'Darky' was given the job of changing the oil cooler. The aircraft was rolled into the hangar and parked right outside the office of the Warrant Officer Engineer (WOE). Darky went about his task with diligence and it was not long before a pool of black oil began to accumulate in the drip tray. This was, after all, quite normal and unavoidable. But, with the AOC due at any time, obviously unacceptable. Upon seeing this

unsightly mess the WOE ordered Darky to clean it up immediately. Always a man keen to obey orders, Darky obliged, taking a handful of rags from the rags bin, cleaning up the spill, and disposing of the rags in an appropriate bin. But now Darky had a problem. He had a job to finish, and the oil was still leaking. There appeared to be an obvious solution. Darky placed a pile of rags in the drip tray to catch the oil and proceeded with the task. That is, until the WOE noticed all those unsightly rags in the drip tray. What would the AOC think? And so the order was given: get rid of the rags. 'Yes, sir'. After all, an LAC (Leading Aircraftman) was in no position to argue with a WOE. Now Darky had a dilemma. Oil in the drip tray was unacceptable, despite the fact that the drip tray was designed to catch it. And nothing could be placed in the drip tray to arrest the leak. While I can't be certain how Darky resolved this I seem to recall a drum suspended in the wheel well. And if this memory is correct, I can't remember what it was suspended from. But I clearly remember the day that oil in the drip tray was unacceptable. Obviously there was a solution because the great man paid his visit. All in the hangar was obviously to his satisfaction and he saw what after all what was an amazing sight; Caribou engine maintenance carried out without an oil spill anywhere.

Barracks Pets

Henry Whittaker

It was around week 6 on the weekly inspection morning so everyone had been up til ridiculous hours the night before spit polishing everything that didn't move - including the urinal (it was a rule that NOBODY was to use the urinal - bowls only). Individual living spaces were right dressed to within an inch of their lives and rather than having to remake ones bed with precision every morning, most slept on the floor. We had to line the drawers with fresh newspaper each week (each Saturdays Herald Sun for uniformity) with the date displayed in the front left corner. The fact I remember this guff in detail shows the impact it made on a poor 19 year old!

The FSGT and CPL were doing the stand-by-bed inspections when they came to my mate who was billeted opposite me and the FSGT

found something unusual in my mates Dunlop Volleys... The FSGT points at the offending shoe whilst beckoning his CPL and says, "Are we keeping pets Thompson?" When this was met with stunned silence, the FSGT repeated his question with more force. Thompson responds, "No FSGT". "Then why do you have a cockroach in your shoe?" Thompson, "I don't know FSGT". Meanwhile the rest of us are straining not to laugh. The FSGT then says, "WELL GET RID OF IT!". Thompson then picks up the roach and looks at me questioning with his eyes what to do with it, and I shrug my shoulders with no idea. Thompson puts the roach in his pocket for 'safe keeping' until the coast was clear. The NCO's move on the next room and all of us are having a good murmur until Thompson pulls out the roach and hurls it on the ground causing legs, wings and antenna to spread out like road kill! That was it - everyone lost it, rolling with (silent) uncontrollable laughing.

Australia in the Great War



'Australia in the Great War' is the Australian War Memorial's (AWM) new permanent exhibition on display in the First World War Galleries. The exhibition presents the story of Australia in the First World War, covering all major theatres of operations: Gallipoli, the Western Front, Sinai and Palestine, and the war at sea. The events taking place on the home front and the immediate and enduring legacy of the war are also included. The AWM holds one of the world's great collections of material related to the First World War. The First World War Galleries incorporate a wide variety of items from this collection, including: dioramas and other works of art, uniforms, medals, technology such as artillery and firearms, photographs, film, and personal items such as letters and diaries. Since the opening of the AWM in 1941, the First World War Galleries have undergone several major alterations and

many smaller updates. The new galleries now occupy the entire west wing of the Memorial's ground level. To find out more about what's happening at the AWM, visit www.awm.gov.au.

Regulations for Operation of Aircraft

(Commencing January 1920)

Howie Campbell

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone turn the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilot's should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on take off, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back of tail slides will be indulged in as they unnecessarily strain the machine.
18. If flying against the wind and you wish to fly with the wind don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result will be bouncing and ricocheting.



21. Pilots will not wear spurs while flying.
 22. Do not use aeronautical gasoline in cars or motorcycles.
 23. You must not take off or land closer than 50 feet to the hanger
 24. Never take a machine into the air until you are familiar with its controls and instruments
 25. If an emergency occurs while flying, land as soon as possible.
-

Accent Productions Presents
Clarence Valley's ANZAC Centenary Commemoration Concert 2017

 **Forces of War**

Clarence Valley Orchestra & Chorus

Conductor - Greg Butcher
Compere - Desan Padayachee



\$35.00 - Concession/Student
\$40.00 - Adults
\$30.00- Concession Groups of 20+
\$20.00 - Children (12 yo & under)

Sunday 23 April 2017
2:00pm

Saraton Theatre Grafton
Bookings: 6642 1633
or www.saraton.com

 CLARENCE VALLEY Orchestra

Proceeds to Clarence Valley RSL Sub-Branches & Legacy

[ANZAC Day 2017 Order of March: Sydney](#)**POST WW2 ORDER OF MARCH**

FORM UP FACING NORTH IN CASTLEREAGH, CORNER OF HUNTER STREETS NO LATER THAN 1000 HOURS	
UNIT	CARD No.
BAND	1
RAAF CONTINGENT COMMANDER	2
1 SECURITY FORCE SERVING MEMBERS	3
RAAF ESCORT 22SQN SERVING MEMBERS	4
WW1 AFC BANNER	5
RAAFA BANNER, RAAF ENSIGN & NATIONAL FLAG	6
NSW STATE PRESIDENT RAAFA	7
RAAFA STATE EXECUTIVE	8
RAAFA SERVICE WOMEN BANNER	
WRAAF. RAAF NURSING SERVICES CURRENT SERVICE WOMEN	9
RAAFA BOMBER SQUADRONS BANNER	
BOMBER SQUADRONS ASSOCIATION	10
22 SQUADRON ASSOCIATION	11
RAAFA TRANSPORT SQUADRONS BANNER	
RAAF VIETNAM	12
36 SQN ASSOCIATION	13
37 SQN ASSOCIATION	14



35 SQN SERVING MEMBERS	15
37 SQN SERVING MEMBERS	16
AMTDU SERVING MEMBERS	17
285 SQUADRON SERVING MEMBERS	18
RAAFA FIGHTER SQUADRONS BANNER	
3 SQN	19
75 SQN	20
76 SQN	21
77 SQN	22
78 SQN	23
79 SQN & RAAF UBON	24
81 WING	25
RAAFA MARITIME SQUADRONS BANNER	
10 & 461 SQNS	26
11 SQN	27
RAAFA SUPPORT UNITS BANNER	
AIRFIELD CONSTRUCTION SQNS	28
RAAF NATIONAL SERVICE	29
CONTROL & REPORTING UNITS	30
RAF ASSOCIATION (SYDNEY) 1144	31
RAAF RADAR AND AIR DEFENCE UNITS SERVING MEMBERS	32
NO.3 EXPEDITIONARY HEALTH SQN	33

SQUADRONS HIGHLIGHTED IN BOLD WILL BE, OR INCLUDE SERVING MEMBERS MARCHING BEHIND VETERANS

THERE MAY BE SOME MINOR CHANGES TO THE ORDER OF MARCH.
KEEP UP TO DATE BY VISITING THE RAAFA NSW WEBSITE.