

Mari-times

Official Magazine of RAAF Edinburgh

AUTUMN ISSUE 1980



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An Edinburgh Orion, ready for an early morning launch.

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EDITORIAL COMMENT

"MARI-TIMES" is christened, launched and hopefully will have a fair voyage. Its future course though will depend very much on its contributors. This magazine comes to you free because of the faith of our advertisers. They hope (as I do) that the content will be of sufficient interest to make you read every page.

This first issue was compiled at short notice and in a period of extreme activity. Despite these problems the number of articles received exceeded our "guesstimate". Consequently, some contributions may have had to have been held back, for publication in later issues.

The tentative nature of that last statement highlights a problem: that the publishers need 6-8 weeks between final receipt of copy and publication. This editorial, for instance, was written in March but will be read in May. The copy deadline for the Spring issue (due out in August) is 16 Jun 80. Bear in mind then that what you write for "MARI-TIMES" may not be read for several weeks and should not too readily date.

SQNLDR John Cole
Editor

MESSAGE FROM THE OFFICER COMMANDING

It is with a great deal of pride and pleasure that we launch the first edition of the MARI-TIMES. We plan to have four editions a year, to be issued around the middle of each season. Thus our first edition is the Autumn Issue 1980.

The success or not of the magazine will of course rely mainly on your individual and collective efforts, interest and support. It is your magazine, and I urge you to support the editorial staff with articles of interest, sporting notes, squadron and unit chatter and letters to the editor.



RAAF Base Edinburgh and our activities here and abroad are under continuous and increasing scrutiny by Defence and civilian agencies alike, and we can be justly proud of our achievements. The MARI-TIMES will have a wide circulation and carry news of our successes and achievements, both nationally and internationally and therefore we must always aim to produce a first class magazine.

Once again, I urge you to support your magazine, and I wish it every success in future years.

LAC Tony Richardson, electrical fitter from 492 SQN, receives a Kodak Colourburst 50 instant camera from the OC Edinburgh, Air Cdre L.R. Klaffer for his winning entry in our cover design contest. Several entrants suggested the name "MARI-TIMES", but the painstaking effort in LAC Richardson's entry deserved special merit. Our grateful thanks to all those who contributed designs and to Kodak (Australasia) Pty. Ltd. for donating the prize.

LAC Richardson, incidentally, was also responsible for most of our cartoons.

NEW BASE FACILITIES OFFICIALLY OPENED

The Chief of the Air Staff, Air Marshal N.P. McNamara, AO, CBE, AFC, visited RAAF Edinburgh on 1 February 1980 to officially open the new main entrance to the Base. He was accompanied by Mrs. McNamara. On the same day, Air Marshal Sir James Rowland, KBE, DFC, AFC, RAAF (Retd) and Lady Rowland, visited the base to officially open the new gymnasium and Lady Rowland Crescent respectively.

Also present at the ceremonies were the Air Officer Commanding Operational Command, Air Vice-Marshal M.J. Ridgway, AFC, and Mrs. Ridgway, and Mr. Les Boord, Regional Director (SA), Department of Housing and Construction.



Air Marshal McNamara unveils the commemorative plaque. With him is Air Commodore Klaffer.

Time Cap

At the official opening of the new main entrance to the base, Air Marshal McNamara sealed a time capsule containing historical documents, photographs of senior base personnel, samples of all items of current uniform and insignia, and other items including a works plan of the base. A plaque, commemorating the opening of the main entrance, marks the site of the time capsule, which is to be re-opened on 1 February 2030.

Million Dollar Complex

From the main entrance, the party moved on to the official opening, by Sir James Rowland, of the new million-dollar gymnasium complex. The complex contains three squash courts and a basketball court, a general athletics area, remedial therapy room, an above-ground plaza overlooking the squash courts, Welfare Store, shower/change rooms etc., and is the most modern in the RAAF. It is part of a twenty million

dollar works programme which is currently underway at Edinburgh.

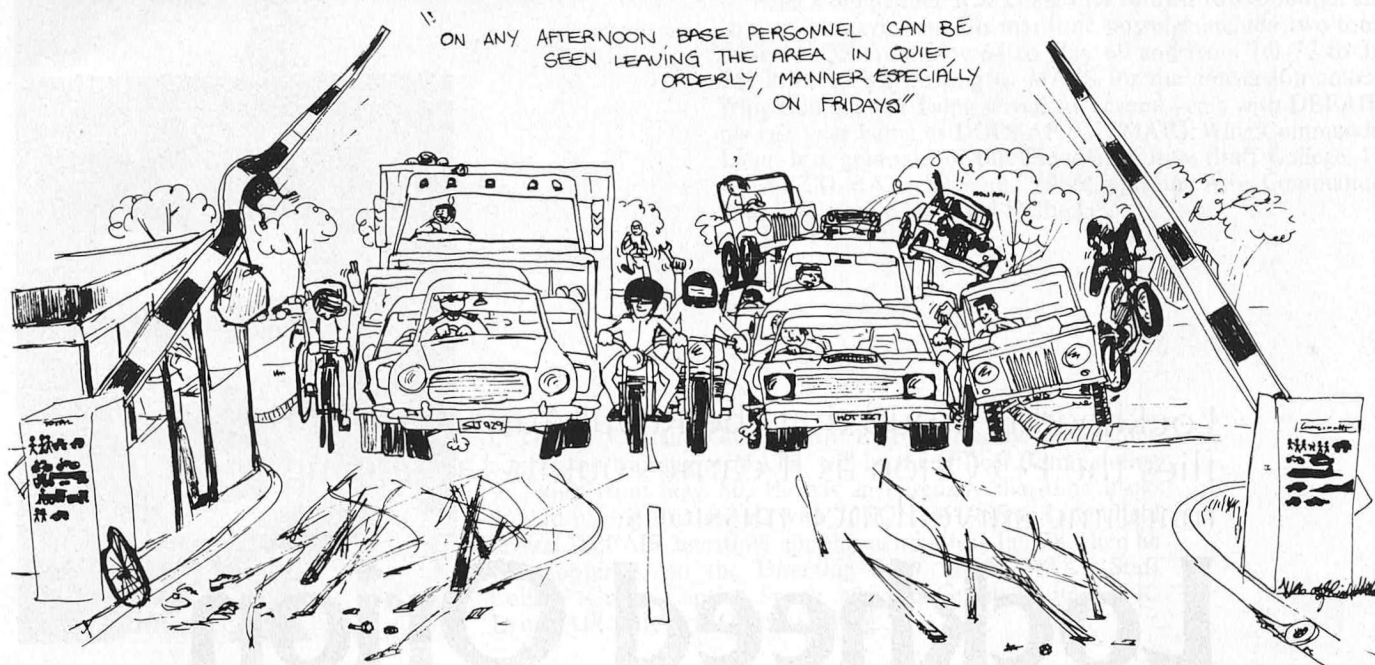
Their official duties over, the visitors split up for visits to Sergeants' Mess (Sir James Rowland and Air Marshal McNamara) and OC's residence (Lady Rowland and Mrs. McNamara). Later in the evening, all were guests of the Officers' Mess at the Summer Ball.

Official visitors were greeted on arrival by the Officer Commanding RAAF Edinburgh, Air Commodore L.R. Klaffer, AFC, and proceeded to Lady Rowland Crescent for the

opening ceremony. This was one of the rare occasions that a road of a RAAF base has been declared open by the person for whom it was named.



Lady Rowland declares open the Crescent named in her honour. With Lady Rowland is CO Base Squadron, GP CAPT John Trinder.



GPCAPT R.G. Green AFC took over command of Aircraft Research and Development Unit on 4 Dec 79 from GPCAPT D.G. Cameron AFC.

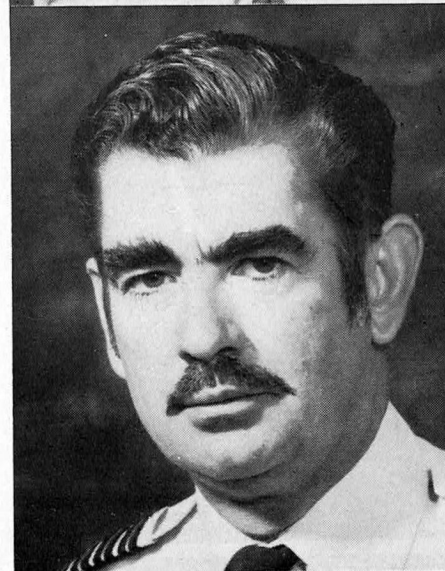
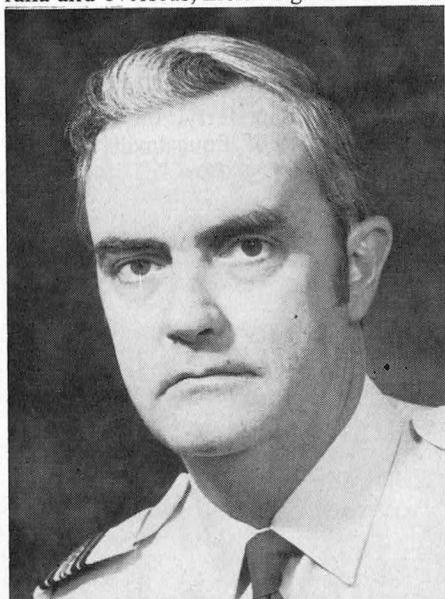
GPCAPT Green, a qualified test pilot, has held a variety of flying and ground appointments during his 30 years with the RAAF. He was awarded the Air Force Cross in 1966 following the first successful flame-out landing of a Mirage III in Australia. The aircraft concerned, A3-2, is still flying with ARDU today.

GPCAPT Green is fully conversant with all facets of ARDU's operations, having served with the Unit as a test pilot in 1961 and from 18 Jul 63 to 28 Sep 66; as OIC Flight Test Squad. from 6 Jul 70 to 1 Mar 71; as T/CO from 1 Mar 71 to 20 Sep 71; and as OIC Flight Test Squadron from 20 Sep 71 to 17 Sep 74.

Squadron Leader Brian Lawler assumed command of No.1 Recruit Training Unit on 11 Jan 80. Enlisted in the PAF as a trainee Armament Mechanic in Jul 54, SQNLDR Lawler was appointed to a commission in the Ground Defence category in Dec 56. He has since served at many bases throughout Australia and overseas, including Butterworth and Vietnam.



NEW COS



Wing Commander R.J. Laing PLT returns to Edinburgh and to maritime aviation. His maritime postings include two tours with 11SQN from Nov 64 to May 69 and from Jul 72 to Jul 75. Prior to his posting to MATS for the conversion course, Wing Commander Laing served for several years with DEFAIR, his last year being as DOPS-AF (OPSMAR). Wing Commander Laing is a graduate of the Canadian Forces Staff College. He will be CO MATS from mid 1980, replacing Wing Commander R.R. Tayles who is posted to the US.

Group Captain G.C. Smith PLT, currently undergoing conversion training at MATS, will be the Officer Commanding 92 Wing from May 80. He has an extensive maritime background having first served with 11SQN in 1958 and then held several DEFAIR maritime appointments until Jan 78 when he was appointed to the Directing Staff of the RAAF Staff College. Group Captain Smith succeeds Group Captain M.K. Lyons AFC, the first OC of 92 Wing.

NATIONAL TASKS

SEARCH AND RESCUE

by SQNLDR Doug Hurst

One of the most interesting national tasks we do is Search and Rescue — called SAR. Most SAR flights are conducted to search for vessels at sea that are thought to be lost or have notified that they are in distress. Less common are overland searches for lost aircraft or people.

To ensure a quick response to an SAR task, No 92 Wing maintains an aircraft and crew on one hour standby during work hours and three hours standby during stand down. Although ships sink and get lost in a completely random manner, most SAR call-outs seem to be initiated with timing that ensures maximum inconvenience and minimum sleep for all concerned. Additionally, a ship or yacht must often be lost for some days before anyone becomes alarmed, and many SARs are flown for targets last seen many days ago. This time lag increases greatly the size of the probability area, and so naturally decreases our chances of finding anything. Four or five days in a large ship that has engine problems may be uncomfortable but is seldom dangerous. This is not true of your modern adventurer who is attempting the world's first trans-Pacific crossing single handed on a surf ski or whose only survival aids are a keen wit and some zinc cream, or, as has actually been the case, a Torres Strait Islander in a three metre wooden canoe with only a fishing line and a water bottle for company.

Some searches last for days and involve the simultaneous use of several aircraft. Occasionally a prolonged search can use as many as 300 Orion flying hours which, at \$3,000 an hour or more (plus extra rations for the co-pilots), can run the petty cash down fairly quickly. Fuel usage during such a search is at the rate of about 4,000 lb (that's two tonnes) per hour: a figure that the tanker drivers and fuel farm people can no doubt attest to.

Many people who get lost or find themselves in a distress situation in a yacht or boat seem determined to make life hard for us. If, as a boat owner, you want to make your boat as hard to see from the air as you can, then avoid colours such as yellow, orange and "day glow" for your decks, and use a nice white to go with your blue hull. Flares and sheets of coloured plastic are also a no-no, as these can greatly assist aircrew doing a visual search, and almost guarantee you will be seen if they are used correctly in good visual conditions. Of course radio beacons such as those carried by aircrew are a total waste of money which you could use for filling the esky, as these silly little things only have a range of 50 or 60 miles, are compatible with aircraft radio equipment, are all weather and enhance your prospects of rescue more than any other device.

Much of the SAR flying is fruitless as many hours are flown each year and some targets never sighted. However, the thrill

of finding a vessel in distress or of helping with the rescue of survivors more than compensates for the lost ship and hours of staring at an empty ocean that are part and parcel of SAR flying. A single life saved makes it all worth-while.

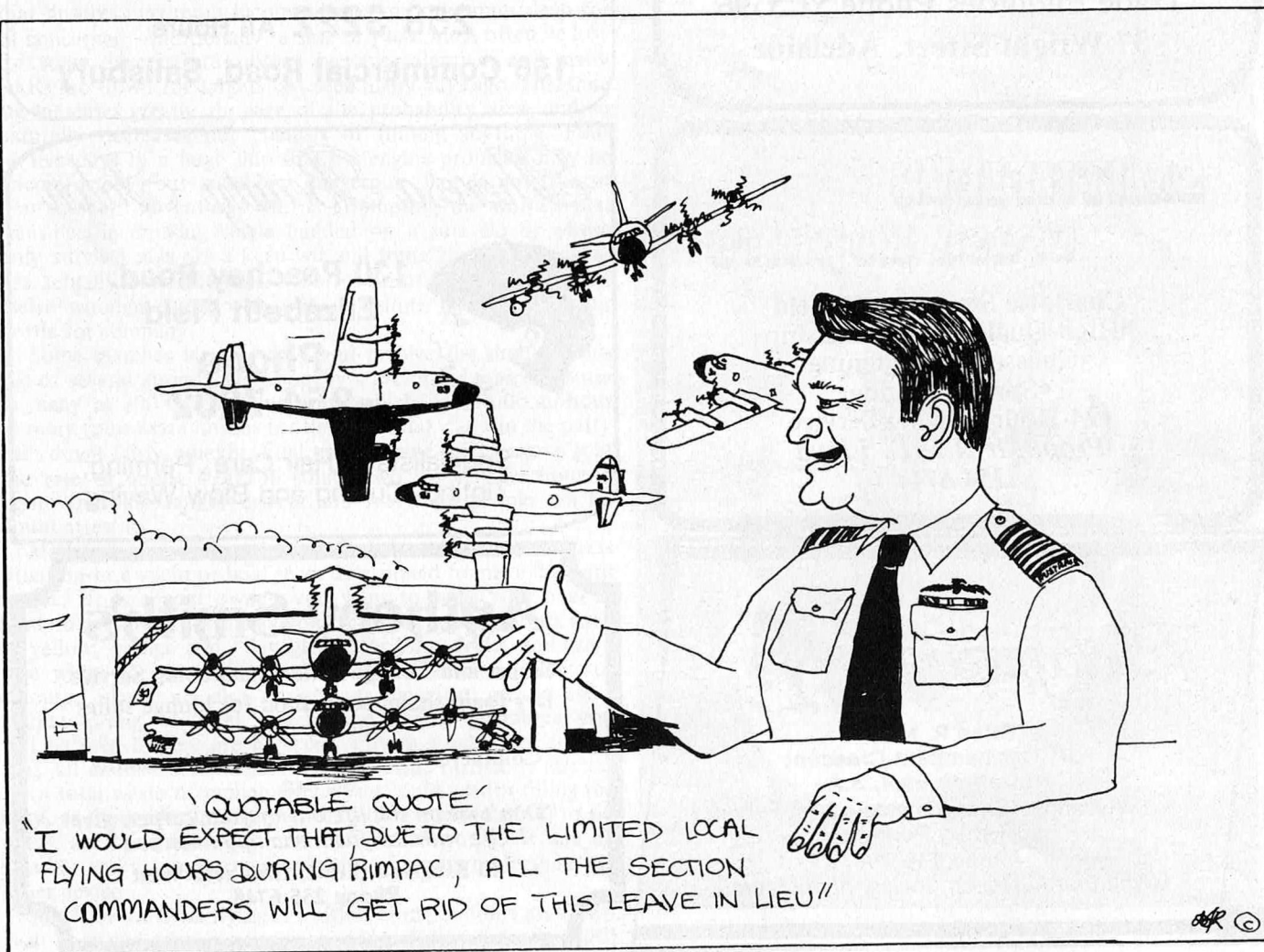
What follows is an example of SAR work: FLTLT Steve White, TACCO "A" Crew, takes up the story:

On 10 Feb 80, a P3B Orion from 11 SQN captained by FLTLT Rod Cooke located a missing ferry, the Varivato, about 130 nautical miles north-east of Bougainville Island.



The ferry was carrying a load of roofing iron as well as a choir to a mission station on an island north of Bougainville, but the cargo of iron affected its compass, and after failing to find its destination, its engine broke down and it sent a distress call. The vessel ran into trouble on Wednesday 6 Feb 80 and after a fruitless search by PNG aircraft, 11 SQN A crew, the standby crew for Saturday 9 Feb, was alerted at about 1500 hours to fly to Port Moresby that evening. The crew arrived in Port Moresby at 2300 hours, and after briefing and a short rest, made ready for a first light departure. The crew was given an

area of 270 x 200 nautical miles to search, and after investigating the area west of Bougainville which was considered the high probability part, located the vessel on radar north east of Bougainville. The aircraft dropped supplies of water to the distressed vessel and alerted the PNG patrol boat Airtape to the whereabouts of the Varivato. The aircraft then circled the ferry as the patrol boat approached, but left just before they joined, in order to return to Port Moresby with sufficient fuel reserves. The aircraft returned to Edinburgh the following morning.



Southern Cross to Fly Again

by FLTLT Bruce Doughton



Smithy's Southern Cross

Australian Aviation history will be re-created when construction begins on a replica of the Southern Cross, the famous Fokker Trimotor aeroplane flown by Sir Charles Kingsford Smith. John Pope, Adelaide commercial pilot and flying instructor conceived the project in January, 1977. Partly inspired by the Spirit of St. Louis replica, he sought sponsorship to design a modern version of the original Southern Cross, capable of retracing some of the major international "firsts" established in the aircraft by "Smithy" between 1927 - 1935.

The Australian Government has provided a \$150,000 grant to initiate the project in recognition of Australia's early contribution to civil aviation.

The replica of the original Southern Cross, a 1952 Fokker trimotor FV11B/3M reg VH-ASV, built of tubular steel, will be built with modern high alloy steel. Avionics will be incorporated to allow full IFR flights in meeting with today's civil standards.

The project is expected to cost \$300,000, and with a team of top Australian aviation engineers and pioneer aviators for the task, the replica will be, hopefully, flying before the end of 1980.

In 1981-82 it is planned to commemorate the golden anniversary of Kingsford Smith's "Christman Mail" flight to England and return. A similar return flight to New Zealand is planned for 1984.

It is expected that the aircraft will attend major world

aviation events and become a feature at air shows within Australia.

In this role, its size and great historic appeal should prove an excellent reminder of the part this aircraft played in opening up national and international routes.

It is envisaged that further interest will lead to similar projects in the future and encourage the eventual establishment of an Australian Flying Museum similar to the Shuttleworth Collection (U.K.). The RAAF, having been closely associated with Australia's early pioneer aviators including Kingsford Smith, has expressed its interest in developing our Aviation Heritage.

The replica Southern Cross will be built in a DOT Hangar at Parafield, S.A. Mr. John Pope and the aircraft builders have indicated that they would welcome any assistance RAAF Edinburgh could offer. Any aircraft tradesman wishing to volunteer his services and spare time to this worthwhile project will no doubt be happily received by John Pope and his team. John Pope can be contacted on 250 4322 or (A/H) 339 1555. The RAAF Aircraft Research and Development Unit will provide some technical performance analysis as the project gets underway.

Current interest in the Southern Cross project is expected to lead to a series of articles appearing in this magazine and RAAF News, reporting on the progress of the aircraft.

Edinburgh Base Development Plan

by Group Captain J.P.H. Trinder

Stage 2 of the Edinburgh re-development works is nearing completion. By the time this article is in print, most of the new buildings will be occupied and the settling-in period will be underway. This article will not dwell on the buildings and facilities which are complete but look forward to what still has to be done. When determining priorities for the limited amount of money available, it must be borne in mind that Edinburgh became a RAAF Base in 1968 and this means that there is much peripheral work to be done to bring us up to the standard of the older bases. Of course, with the benefit of these examples, we should be able to avoid the mistakes made in some of the other base development plans.

Work on the 492 Squadron Avionics building will start in May 1980, with completion towards the end of 1981. When this building is finished, many of the demountable buildings will be shipped out and finally the technical area can be cleared of some of its clutter. It is hoped that the present canteen can then be demolished and moved into one corner of the present Avionics building.

An Air Force Requirement (AFWR) has been raised to build the new ARDU Headquarters and laboratories on Smithfield Road, adjacent to the Emergency Power House. No definite starting date exists for this project.

It is hoped that work will start this year on a new Barracks Administration block to be sited inside the new Barracks Workshop compound. The old Barracks store/Admin block will become the home of an Aviation Medical Section which will include a decompression chamber.

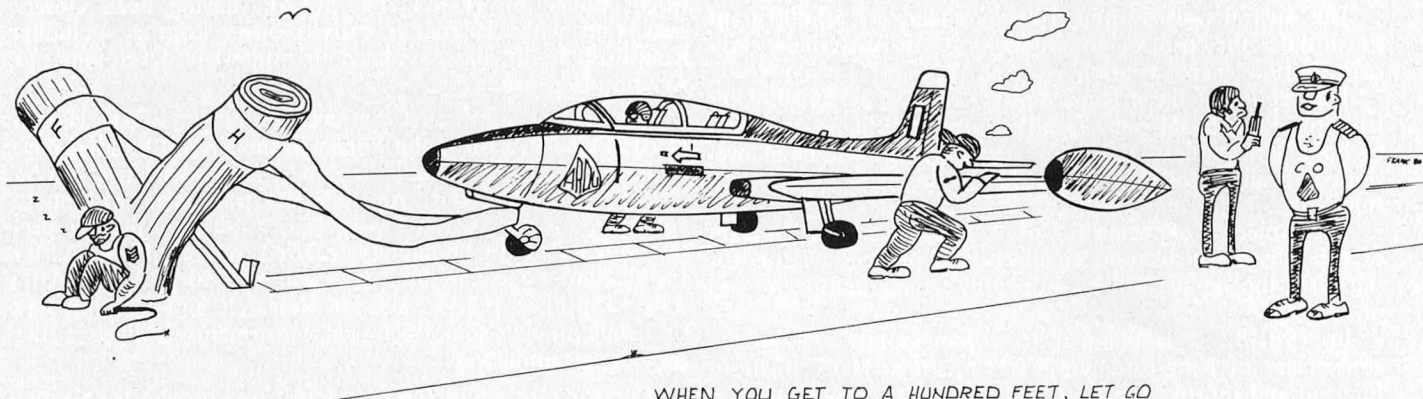
The main parade ground is to be enlarged to compensate for the loss of space with the extension of Research Street. Ultimately, it is intended to build a second parade ground for 1RTU on the vacant land opposite RTU Headquarters.

An AFWR has been raised for a new central store to be situated between the fuel farm and the Base Transport Section. The urgency of this task has been stressed, and we have great hopes that building will commence next year. The present stores will be retained as bulk warehouses, but "L" Group will move up to the present central warehouse (building 301).

A Base Security Control Centre is to be built inside the new main gate on the old WRAAF parade ground. This building will contain the permanent offices of the RAAF Police, a guardroom, a communications centre as well as change rooms and cells. No start date on this building is available.

In general, up-grading of all existing older type buildings is planned. Such refurbishment will bring them into line with the standards set in most of our new buildings. The problem of wide separation will continue to exist, but habitability will be improved. As long as funds are made available, all of the above work should be completed within the next five years. The net effect of this work will be to shift the focus of base activity from the present Headquarters area down to the airfield/technical area. This, in turn, will add to the need for a more comprehensive Base bus and taxi service. A trial commenced running in February of this year and the taxi service will be inaugurated as soon as the radio station is completed.

ARDU'S ANSWER TO STOL AIRCRAFT



The Air Training Corps in South Australia

by SQNLDR Viv Veal

The Air Training Corps was originally formed on 11 Jun 41 with an overall establishment of 12,000 personnel. Its aim was to provide pre-entry training for youths 16-18 years of age who wished to serve in the RAAF as aircrew.

Over the years the aims have changed. In recent times they were directed at boys 14-18 years of age to give them training that would promote an interest in aviation and perhaps service in the RAAF, as well as developing their physical and mental attributes. With the advent of new regulations in Oct 77, the Corps was opened up to youths aged from 13 to 20 years. The emphasis has shifted slightly towards community involvement, but it is apparent that many youths still join the Air Training Corps with the aim of eventually joining the PAF.

Annual camps allow the cadets to learn about Service life first hand, as they see the PAF at work. Whether they plan

to join the RAAF or not, the stress on physical fitness, leadership, healthy rivalry and community service all help to mould these young people into better citizens of tomorrow.

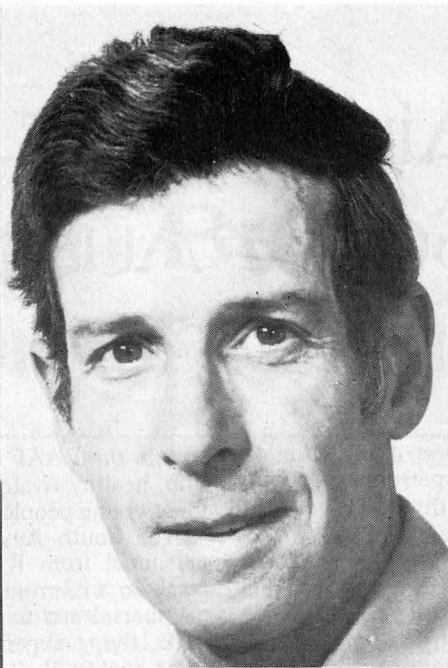
The South Australian Air Training Corps is indebted to personnel from RAAF Base Edinburgh for the assistance it receives in promoting its aims. At camps, the Corps members learn to "live in". This factor, coupled with unit visits, flying experience and the discipline of the Base enable some to test their chosen vocation; for all, the camps create a lasting appreciation of RAAF life.

With the new decade upon us, it is hoped that the AIRTC will continue to be nurtured and encouraged by the RAAF, so that we can go on serving the young men of Australia.

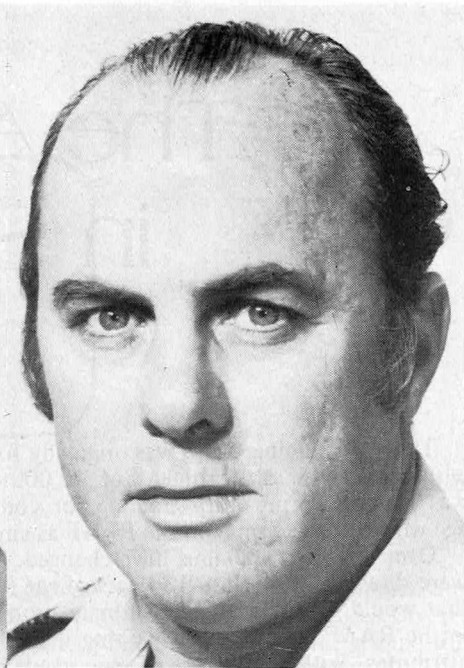
On behalf of the SA Air Training Corps we wish this publication every success.



Chaplain George Townend



Chaplain David Muirhead



Chaplain Bernie Callachor

TOP-SACRED

CELESTIAL MOVEMENTS SECTION

With the first edition of the Base Newspaper, the Chaplains wish to extend a welcome to Chaplain David Muirhead who has arrived on posting from Butterworth. Chaplain Muirhead is the new full-time U.C.A Chaplain to the base, and brings the strength to three full time and two part time chaplains.

Let us introduce ourselves. We are Chaplain George Townend, CE (Ext. 2404), Chaplain Bernie Callachor, RC, (Ext. 2392), Chaplain David Muirhead, UCA, (Ext. 2199), Chaplain Neil Michael, part time UCA, and Chaplain Michael Rodger, part time RC. The two part time chaplains attend the Base each Monday.

SOMETHING TO THINK ABOUT

There are two basic ways according to which we can go about the performance of work and duty. One way focuses attention inward on self; the other directs attention outward towards the service of others.

A person who assumes the first attitude is being driven by a basic selfishness. During the years of formal education, such a person studies to acquire knowledge primarily so that this intellectual acquisition will later make possible various kinds of personal benefits. Such a person works primarily to make

money, or for the personal satisfaction involved. Such a person seeks out positions of authority, power, and status, primarily to be looked up to and to be ministered unto.

A person who performs according to the other attitude projects a different image. If he pursues knowledge, it is not only for his own personal benefit; it is that he might also be capable of greater service to his fellow men. When he works it is not only for the money and personal satisfaction involved; it is that he might also be of service to his brethren. If he attains positions of authority and influence, he is motivated not by illusions of grandeur, but rather by the desire to labour for others, to be for others, to service others.

The attitude the true Christian should assume is obvious. The true Christian may sometimes find it difficult and wearisome to live by such an attitude. But he has no doubt that it is the correct attitude. He has no doubt that this is the attitude of Christ whom he tries to follow and imitate. He did not think it below his dignity to gird himself with a towel and wash and dry the feet of his followers.

A simple old clergyman was preaching to a congregation of young people. His theme was the parable of the wise and foolish virgins. Leaning over the pulpit he said earnestly, "Ah, my dear young friends, I wonder what you would have done - watched with the wise, or slept with the foolish".

Swimming Pool Improvements Should Boost Patronage

by FLGOFF Wayne Johnston

With the Inter-Service Swimming Carnival behind us, and another winter closing rapidly, it is expected pool attendance will drop markedly. This, of course, means another eight months without water in the pool. However, this year, it is hoped, will bring a long awaited change to the pool appearance.

For all those who in the past have worried about the poor control of water chlorination and the red-back spiders lurking under the woodwork, your problems are over. \$40,000 will be spend on improvements in these areas, which will hopefully include:—

- filling in and tiling of the now wooded area,
- removal of the centre pipe and associated plumbing,
- installation of a new filtration plant designed to include a fully improved water flow system,

- repainting of all the main pool, and
- possible complete refurbishing of the toddlers pool.

In addition, it is proposed to update all the pool furniture, make necessary improvements to the pool fencing and smarten up the overall appearance including the not-so-well-known barbecue area.

Hopefully, all these improvements will lead to a noted increase in patronage next summer, and for our regular visitors, longer hours of sunfilled enjoyment by the pool-side.

Editors Note: Constructive criticism of areas greatly in need of attention, other than those mentioned, would be appreciated by the formation Swimming Officer, FLGOFF Wayne Johnston C/- 92 WG HQ.

An Introduction to ARDU

ARDU — Aircraft Research and Development Unit as the title implies, is primarily concerned with progressive development and evaluation of Defence Force aircraft. ARDU's forerunner was the Aircraft Experimental Unit that was established at Randwick NSW in 1924 and subsequently disbanded in 1931. During this period Warbler, Widgeon and Warrigal aircraft were developed.

The Unit however, really began in March 1941 as "The Special Experimental Flight" attached to No.1 Aircraft Depot Laverton. Its early trials work included performance tests on Kittyhawk, Beaufort and Hudson aircraft. This is a far cry from today where typical trials might involve Orion, Mirage or F111s. In the next four years the Unit changed its name several times until 1947 when the Unit assumed the title ARDU. Prior to its move to Edinburgh in 1976 the Unit had been located at Laverton Victoria, apart from a short period at Point Cook in 1946.

The Unit is commanded by Group Captain R.G. Green, AFC, who recently took over from Group Captain D.G. Cameron (now posted to DEFAIR). This is not GPCAPT Green's first posting here. He was at ARDU as a Flight Lieutenant, Squadron Leader and later as a Wing Commander. Functionally ARDU is divided into three squadrons, Research and Development, Flight Test and Maintenance. Research and Development personnel comprise the project officers and technical staff, while the Flight Test Squadron is made up of the ARDU aircrew members.

The ARDU Maintenance Squadron is unique amongst RAAF maintenance squadrons. Unlike most, with responsibility for only one aircraft type, ARDU maintains small numbers of many different types of aircraft. A walk along the ARDU flight line would reveal Mirages, CT4 Airtrainers, Macchis, Dakotas, Canberras, a Nomad, a Kiowa Helicopter and finally, incomplete, a Spitfire. No, ARDU is not still doing trials on the Spitfire, it's privately owned and being stored there while undergoing restoration.

The test pilots of Flight Test Squadron are all highly experienced having each had at least one tour on an operational squadron prior to specialist Test Pilot or Flight Test Engineer courses in England or America. Due to the small number of test pilots within the RAAF long postings for pilots at ARDU are common, and like GPCAPT Green a return posting to ARDU often eventuates.

ARDU employs a wide variety of categories and musters. These include radio, aeronautical and armament engineers, equipment and admin staff, draughtsmen, photographers, fitters, radio and instrument technicians, safety equipment workers and so on. In addition to the more than 200 airforce personnel, ARDU also employs a number of civilian engineers and scientists, making up the Scientific Flight. And when more specialized advice is required, or where the Unit does not have the facilities, ARDU calls upon the expertise of such organizations as Aeronautical Research Laboratories and the Defence Research Centre Salisbury.



ARDU Aircraft on display.

At present ARDU is engaged in some 60 different tasks. These include tests and evaluation of aircraft and equipment, evaluation of modifications and assessment of aircraft handling performance. A recent ARDU trial that attracted considerable publicity was the clearance for dropping laser guided bombs from Mirage aircraft.

Over the past forty years ARDU has operated many different and at times strange aircraft. These have included Hurricanes, Spitfires, Ansons, Sabres and Vampires. During the war the Unit was involved in evaluation of captured enemy aircraft. In 1947 it operated the Airforce's first helicopter, the Sikorsky. During the 1950's and 60's a large number of new aircraft were introduced to the service entailing considerable work for ARDU. In 1972 ARDU was involved in perhaps its most unusual task — that of transporting a gaggle of Cape Barren Geese from Flinders Island to King Island.

As the RAAF moves into the 1980s the increasing sophistication of modern aircraft is demanding more and more of the Research and Development Unit. To meet this challenge ARDU continues to grow in expertise, facilities and personnel, in particular, in the field of computing and flight data recording.

by FLGOFF Warren Fletcher ARDU

RAAFWA Welcomes New Wives

Is your wife lonely or perhaps bored? Then why not encourage her to join the Edinburgh branch of the Royal Australian Air Force Women's Association (RAAFWA). Members meet on the first Wednesday of every month in the Airmen's Club, gathering at 9.30am (time for a "cuppa") for the meeting at 10. There are no worries with the little ones — a baby sitter is available.

RAAFWA Edinburgh advertises its functions through monthly newsletters. These should be available from your section or from Education Flight, by the fifteenth day of every month. RAAFWA also runs a thrift shop (located opposite the kindergarten) every Thursday from 11am to 2.30pm.

If you have any queries about RAAFWA activities at Edinburgh, please ring the President, Cathy Bristow-Smith, on 258 0976.

In passing, you may be interested to learn that since its inception in 1946, RAAFWA had, up to 1979, raised more than \$550,000 to assist in the education of children of deceased or incapacitated RAAF personnel.

All women related to a member of the RAAF or the RAAF Women's Services are eligible for membership.



Seen pictured (l to r): Erica Kakoschke, Margaret Gray, Joan Squires and Sharon Payne, taken at the RAAFWA annual general meeting in March.

HONOURS & AWARDS

Two of Edinburgh's Warrant Officers have had years of diligent service duly recognised. Both received awards announced in the 1980 Australia Day List.



WOFF Neville Gannaway of Base Squadron has been awarded the Medal of the Order of Australia for service as a Clerk Financial Accounts.



WOFF Mervyn Pinder of 24 (A) Squadron has been awarded the Medal of the Order of Australia for his contribution to the Citizens' Air Force.

CONGRATULATIONS NEV AND MERV!

Other members at Edinburgh who have received awards this year are:—

Clasp to National Medal:

Squadron Leader B.J. Lawler 1RTU
Flight Lieutenant R.D. Bauer BSEDN

National Medal:

Squadron Leader J.M. Foran MATS
Squadron Leader W.R. Munt ARDU
Flight Lieutenant D.A. Maxwell MATS
Flight Lieutenant W.J. Sigston MATS
Flight Lieutenant W.J. Spence 492SQN
Warrant Officer G.K. Fardon 11SQN
Flight Sergeant A.J. Bevan 492SQN

Flight Sergeant D.G. Barber 10SQN
Flight Sergeant I.K. Starr ARDU
Sergeant K.C. Jones 10SQN
Sergeant W.B. Duffy ARDU
Sergeant G.J. Clark 492SQN
Sergeant R.J. Saunders ARDU
Corporal P.F. Kidcaff ARDU
Corporal R.L. Chugg ARDU
Corporal G.T. Fraser BSEDN

Certificate of Outstanding Service:

Sergeant H.M. Franks 492SQN
Sergeant P.A. Jasper-Batson BSEDN
Sergeant M.J. Cox ARDU
Corporal G.J. Kerley ARDU

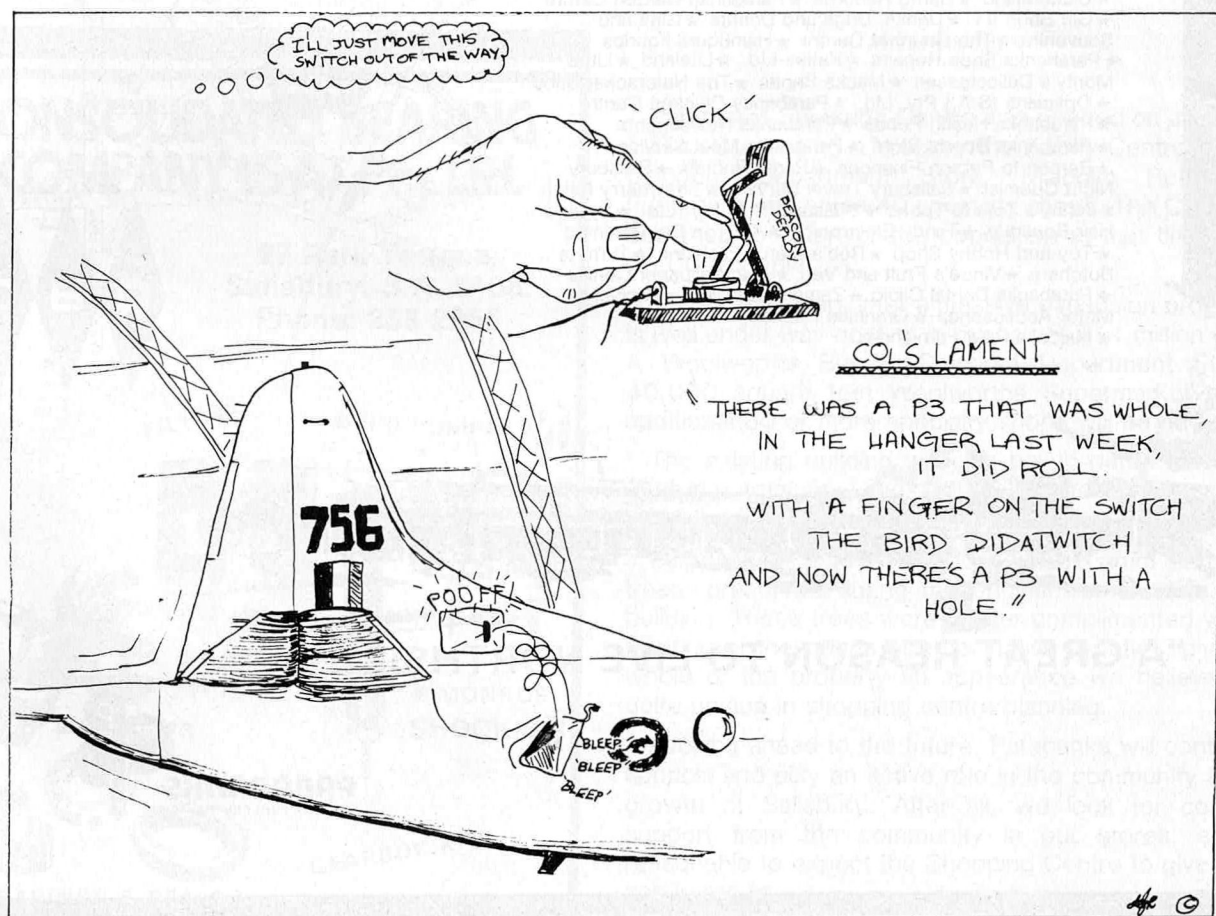
No 492 Squadron

No 492 Squadron came into being on 1 July 1977 with the formation of No 92 Wing. The Squadron provides maintenance of No 92 Wing Orion aircraft and limited maintenance support to RAAF Edinburgh units. Since 1977 No 492 Squadron has grown considerably and now has an establishment of 513. Apart from expansion in the personnel area, the Squadron has seen an increase in new facilities. These include additional tarmac area, avionics workshops, squadron headquarters, flight line buildings, safety equipment and modifications to some existing facilities.

The current Commanding Officer is Wing Commander J.C. Foster, who took command from Wing Commander C.J. Wetherall on 20 December 1979. Wing Commander Foster joined the RAAF in January 1959 as an apprentice. From Wagga he went to DCS and was commissioned in May 1964. Since that time he has served at various units including 34SQN, HQSC, RAAFLON, RAAF Paris, RAAF Washington (stationed in Utah) and, prior to his arrival at No 492 Squadron at RAAFSC.



WGCDR Foster (left) and WGCDR Wetherall pictured during the hand-over of command.



Edinburgh Airmen Help Combat Bushfires in Adelaide Hills on Ash Wednesday

At about 3pm on Wednesday 20th February, 1980, two RAAF Ground Defence Officers and about 150 airmen from the RAAF No.1 Recruit Training Unit, assisted by members of Base Squadron, moved from RAAF Base Edinburgh to help control the large bushfire burning in the Adelaide Hills near Stirling.

On arrival at Stirling, the team was directed to move towards Mylor because of the rapid progress the fire was making. The group was unable to comply with the direction as the leading vehicle was almost engulfed by flames jumping the road. An hasty withdrawal was decided to be the best approach. This decision proved a Toyota Land Cruiser, as used by the RAAF, can travel almost as fast backwards as it can forwards.

The team then moved to the outskirts of Aldgate where it was instrumental in saving 10 houses, one of which belonged to retired RAAF Wing Commander "Kev" Rodd, who was Commanding Officer of Base Squadron Edinburgh as recently as 1974. The tactic employed to protect these dwellings was based on the military idea of "fire and movement" which the CFS representative had never seen used before. Possibly it will be included in the CFS manual when rewriting is due.

Most of the RAAF effort was directed toward the control of spot fires which could develop into larger, more dangerous ones, thus relieving the CFS members to continue the main task for which they are trained. The new entrants to the RAAF as well as their supervisors, will not forget "Ash Wednesday" too quickly.

Support Unit Has Its Own Dungeons

by FLTLT Bruce Newell

The city based elements of the RAAF in South Australia are part of RAAF Support Unit Adelaide, and perform tasks in the areas of recruiting, movements, RAAF Police, supervision of undergraduates and liaison with Air Training Corps. The majority of these functions are carried out from the premises situated at 155 Barton Terrace, North Adelaide.

The main building at Barton Terrace is of particular interest to those who appreciate old style architecture and buildings of historical value. It is a two storied brick building complete with cellars and "dungeons" below ground level, and gracious fittings reminiscent of a bygone age. Polished staircases give access to the second storey and to the cellars, whilst a pleasantly shaded balcony adorns the front, and part of one side.

The original structure was built and used as a school, known as the "Queens College". Included in the school complex was the stone residence situated on the far side of the tennis court and now used as a private dwelling. Investigations have shown that the Air Force building provided dormitory facilities for the pupils, as well as living quarters for the headmaster. The now private residence was the original school house. According to "traditional" stories, the two buildings were connected by a tunnel commencing from one of the cellars and running beneath the tennis court. If it does exist, however, it was long ago closed in as no trace of it remains. Nevertheless, its rumoured existence certainly adds to the historic atmosphere that prevails.

The building's interior is as gracious as its exterior. Polished wood was a prominent feature of the original decoration, and much of it has survived to the present day despite the passage of time and alterations made in the name of progress. Arches are spaced along the corridors, and the original room layout has been generally preserved. High ceilings are the norm, and help give a feeling of spaciousness that is missing in modern architecture.

Many pupils of Queens College passed on to achieve fame in diverse areas. Two of the better known of these school-boys were the brothers Ross and Keith Smith. These brothers, educated at Barton Terrace, made aviation history in 1919 when they successfully completed the first aircraft flight from Britain to Australia over a period of twenty-seven days. Their crew consisted of Sergeants Bennett and Shier. The latter was originally a resident in the immediate area of North Adelaide surrounding Barton Terrace, thus adding further local interest to the flight.

Relics and momentos of the Smith brothers are held in Barton Terrace. The Officers Mess has a signed portrait of them both, taken soon after their epic journey. Contemporary newspaper clippings are pasted to the back of it, and give an idea of the reaction at the time. Other momentos, such as parts from a Vickers Vimy similar to the one that made the flight are located in the Headquarters building of the Air Training Corps.

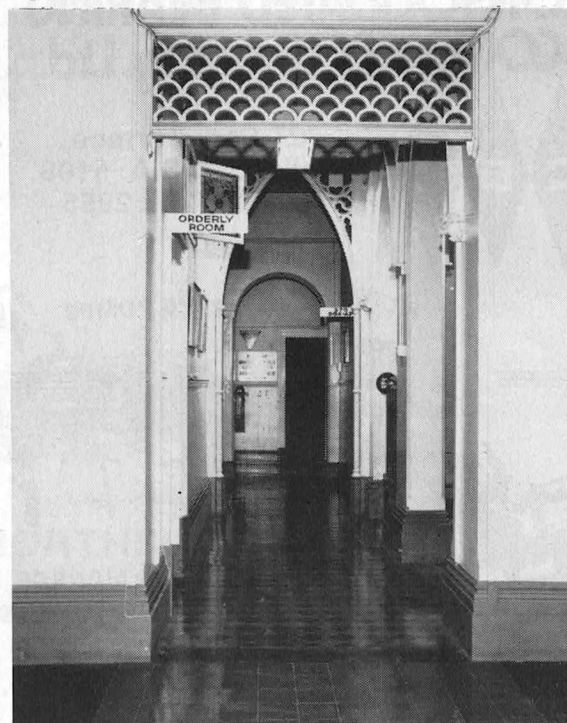
Air Force involvement in the inner Adelaide area began in September 1941, when No 4 Wing Air Training Corps was formed under the command of WG CDR Arthur Barrett, with the original headquarters being located on the second floor of the AMP building in King William Street. The remainder of 1941 saw the formation of four squadrons, whilst a further two were formed in early 1942. WG CDR Barrett had been knighted in January of that year and continued to command the unit until 1946. Air Training Corps paraded for the dura-

tion of the war, and provided a valuable source of recruits for the adult service. In the period from the Corps inception in 1941 until the end of the war, 449 aircrew and 571 ground crew joined the RAAF through the Corps' activities. This was no small achievement.

Parades continued past the end of the war, though in a revised oranzizational format. In 1948, the Squadron was relocated at Keswick Barracks where it remained until 1951. In that year it moved to its present location in Barton Terrace. This had been first occupied by the RAAF in the precious year when the Adelaide University Squadron was formed there, under the command of FLTLT A.B. Cock. This began the RAAF association with Barton Terrace that has carried through to the present day.

Today a classification of "Valuable Historic Asset" has been placed on the building which should prevent any alterations that will change its character. Unfortunately, recognition of this historical value was delayed for far too long and many interesting features have been destroyed or concealed through work undertaken to "improve" the structure. Part of the original balcony extended to the rear of the building, but this has been closed in with material that is neither aesthetic nor in harmony with other materials, and parts of the interior have been spoilt by the over enthusiastic use of saws and paint-brushes.

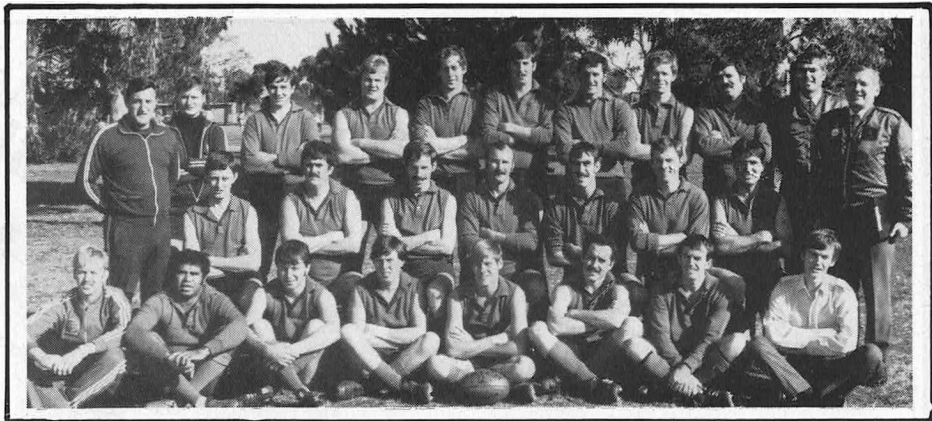
Hopefully, these alterations are now a thing of the past, and the real essence of Barton Terrace has been recognised. Preservation of the building will not reverse the harm that has already been done, but will allow it to remain intact for the future so that both occupants and visitors have an opportunity to experience the atmosphere of times long gone.



This hallway in the old building occupied by RAAF Support Unit Adelaide is reminiscent of the inside of a church, with its terracotta tiled floor, pointed arches and coloured glass window.

Great Year for Aussie Rule Club

by AC John Polmear



The successful RAAF Edinburgh F.C. side of the 1979 season. This picture was taken just after the club defeated the Army for the Interservice Trophy

The RAAF Edinburgh Football Club held its A.G.M. in March. As is always expected in a Service side, many familiar faces were missing; luckily we have been fortunate in gaining many new players in the summer months. The club extends its welcome to all the new players and supporters we hope to have gained due to favourable postings.

Last year was a most successful year for the RAAF. We started off by winning the interservice trophy back from the Army. The team was coached by Squadron Leader G. Hombsch, and captained by Corporal D. Gilles. Squadron Leader Hombsch, has since left us for greener pastures over at RAAF Staff College and Corporal Gilles is now a fully fledged "civvie". After some well earned celebrations, we then set our sights on the Combined Services side. We did well in having about half of the side made up of RAAF personnel. The first test for the S.A. Combined Services side was the Legacy Cup Match. This game is played every year and all money raised is for Legacy. Up until 1979 the Police side had won every Legacy match since its inception. We had to earn our right to play the Police by defeating the Fire Brigade by 17 goals. The following week we defeated the Police and won the Legacy Cup for the first time. Lance Bombadier "Shorty" Anderson won the best and fairest Combined Service Trophy, Sergeant G.R. Slade

won the goal kicking trophy and Corporal B. "Saturday" Rogers won the best team-man award for the Combined Services.

In fine spirits, we journeyed over to Victoria for the Australian Combined Services Football carnival. The carnival was held at the Watsonia Army Barracks. Our first match was against N.S.W. which we lost. It was a very hard game, (just ask Corporal Rogers) with N.S.W. being the best side on the day. The second match though was a different ball game. The big "V" just did not have the talent to overcome a tenacious and brilliant S.A. side. Actually, the big "V" lost all their games. By beating Victoria we came second overall in the Carnival. This was a tremendous effort by the players who put everything into it for the guernsey. Also the players thank the organisers for making the carnival the success it was. The carnival culminated a very successful season, it also enabled a few reputations to blossom.

The club this year is looking for an even more successful season (we are after the Mid Week Competition premiership, the interservice match and then as the S.A. Combined Services, the Legacy Cup followed by the Australian Championship).

To the player, come out, we need you. To the spectator, come out and support us, as we play the greatest game in the world.

RAAF Entry in Adelaide Birdman Rally

by FLTLT Bob Bauer

While watching TV publicity for the Channel 10 1980 Birdman Rally, Fireman LAC Phil Blakeman decided it was time that RAAF Edinburgh took part in the festivities. The rally centres on attempts by "intrepid aviators" to win a \$10,000 prize by gliding 50 metres after being launched from the 30 feet high tower at Glenelg Beach.

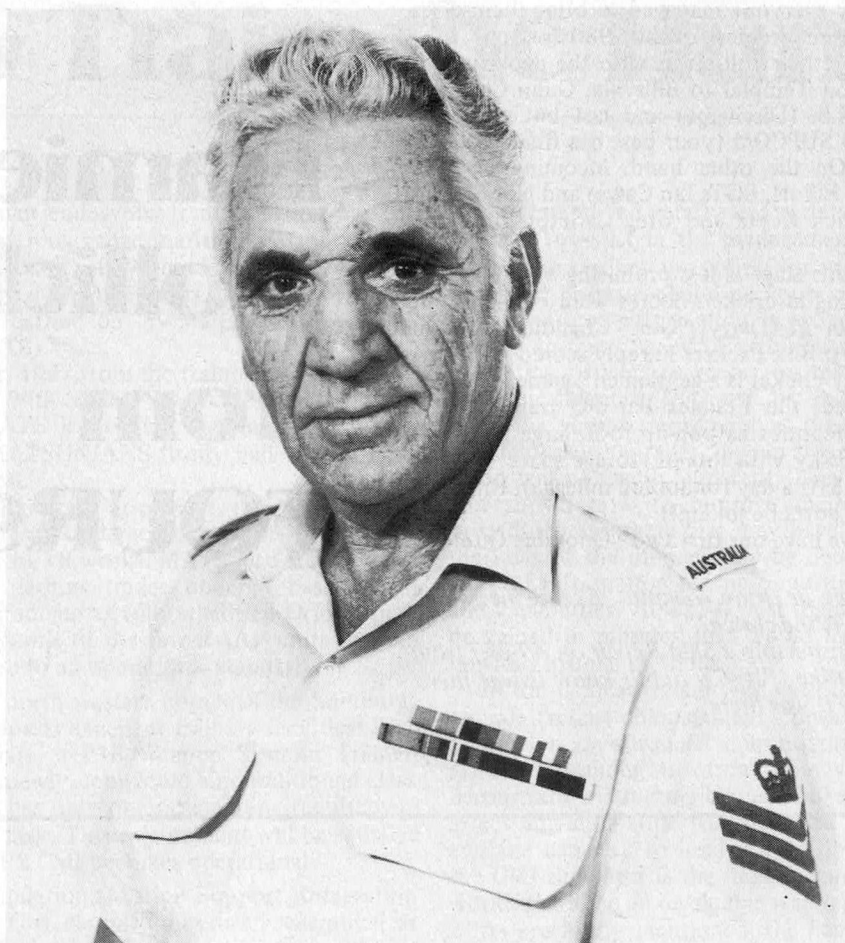
Aided by CPL Col Lehmann and LAC Peter Smith, construction commenced on a lifelike model of a Mirage in RAAF colours. With the glide characteristics of the Mirage in mind, it was decided to enter in the novelty section of the rally rather than the distance event.

With the spare time assistance of the Fire Section staff, the craft was completed and pilot Phil was duly launched by ground crew Col and Peter midst the whirr of cameras and the roar of the crowd. In flamed-out configuration, the Mirage made a predictable glide distance of 7 metres to win the \$300 novelty event prize. Pilot Phil elected not to eject and went down with his ship.



"Pilot" LAC Phil Blakeman, "crewmen" CPL Col Lehmann and LAC Peter Smith prepare for a ground run.

Personality Profile



**FLIGHT SERGEANT
F.R. WILLSON, BEM-IRTU**

The twenty-sixth of March saw the retirement from the RAAF of Flight Sergeant Frank (Tug) Willson, BEM. Although total service in the RAAF was only 11 years, Tug served some 39 years in Her Majesty's Forces. Tug first enlisted in 1942 in the Royal Hampshire Regiment. In November 1943 he transferred to the Essex Regiment as a CPL Regimental Signaller and saw active service in North Africa, Italy and Egypt. In 1949 he enlisted in the Royal Air Force Regiment as a Gunner. Before his posting to Germany in 1954 FSQT Willson underwent courses in Nuclear Biological Chemical Warfare, Junior Gunner Instructor Course, 40/60 Bofor LAA Gunnery Course. A three year posting to 104 (LAA) SQN 38 Wing RAF Regiment 2nd Tactical Air Force, Germany, followed until 1957. On return from Germany, Tug was posted to the RAF Central Flying School as a ground defence instructor for two years. 1959 saw another overseas tour, this time to Malta for a three year stint in the ground defence training role. On completion of his tour in Malta he was posted back to England to 16 (Field Squadron) RAF Regiment. But the England tour remained short as Tug and family

took off for Butterworth as a member of No.1 (LAA) SQN until it returned to England in 1966. His home tour was another short posting as he again saw overseas service, this time to Aden until 1968 when Tug took his discharge from the Royal Air Force. The urge to move saw Tug and his family off to settle here in Australia. But, with Service life in his blood, Tug was soon to sign the attestation paper and become a member of the Royal Australian Air Force. On completion of recruit training Tug was posted to 1RTU as a CPL ADG instructor. He was promoted to sergeant on 1 December 1971 and promoted to Flight Sergeant on 1 June 1976. Unfortunately for Tug the RAAF stabilized his wandering habits and confined his postings to Wagga and Adelaide Units.

Flight Sergeant Willson's long and faithful service in the military forces and his more recent service with the RAAF was recognized by the award of the BEM.

Tug has found himself an excellent position with the SA Education Department, but he expressed his parting from the RAAF with the rueful comment that he has now "been posted to the land of the long hairs and trade unions".

The birth of 1980 was somewhat of a blur to a large majority of the Section, so no responsibility is accepted for any blunders during the period 24 December 1979 – 14 January 1980 inclusive. Finally everyone managed to bring themselves up to speed for the commencement of the 1980 “season”.

Early postings took their toll on us with the departure of Greg Upton and Simon Templar to Billsville, Gunn Chandler to the Bjekle John S.S. (Discharge) and last but not least WOFF Don Jensen to SUPCOM (your past has finally caught up with you Don!) On the other hand, incoming we have FSGT “Barnicle” Bill Elliott, SGTs Ian Cawse and Nev Sinkinson, and “diggers” Rick Keyte and Greg Carleton from the College of Knowledge.

Sporting scene at this stage is less promising after the Box Packers gave us a hiding at cricket. Scores were US – all out for 90 after being 8 for 27 (Darryl “Gun” Chandler 34, Errol “Slogger” Johnson 19); Box Packers in reply scored 4 for 194 declared. Well, they say cricket is a gentlemen’s game!

For those interested, the Framies Bar-B-Q trailer is still for hire. It has such features as pop-up roof, large gas Bar-B plate and *extra* large Esky with lots of storage space. All this can be yours for just \$10 a day (unlimited mileage). Ring ext. 2168 after hours (you gotta be joking!)

Finally, to finish, we have our first two “Quotable Quotes”. Cop this! –

1. *New Engo to Framie in Orion cockpit. “Excuse me, which one of these pedals is the clutch?”*
2. *Tom Riley, while inspecting a Skin Repair on A9-297 from a recent Gunnie Strike. “If you didn’t know it was there, you wouldn’t know it was there”.*

Chow
Love Pitz!

Framie Frollicks from FOUR92

To Train the Hunter

by FLTLT Max Coles

In any field of human endeavour training is the basis of success. In the field of long range maritime patrol aviation training is the key to aircraft safety, mission effectiveness and the best use of our limited defence assets. In No.92 Wing the aircrew training role is carried out by Maritime Analysis and Training Squadron (MATS).

MATS was formed in 1977 from the training flights of Nos. 10 and 11 Squadrons. With a staff of 20 aircrew and a two man orderly room MATS is possibly the smallest unit on Edinburgh, but, (the MATSONIANS firmly believe) per head is often one of the busiest.

Training is MATS' main task at present. Pilots, Navigators and Air Electronics Officers undergo conversions to P3B and P3C aircraft lasting up to 18 weeks. MATS also trains Flight Engineers. Airmen of various trades undergo basic Flight Engineer training and graduate as fully qualified Orion Flight Engineers making MATS one of the few RAAF units to train aircrew from basic course to an operational standard.

Hidden away in the north western corner of the Edinburgh domestic area, MATS boasts excellent training facilities. With access to 92 WG aircraft, a P3B Weapon Systems Trainer/Flight Simulator and a newly completed air conditioned classroom complex, MATS has only one outstanding requirement to effectively fulfill its task. This requirement will be satisfied in 1981 when the RAAF's CMI becomes operational.

CMI stands for Compilation, Mission Support, Integration and Training Facility. This complex has been assembled at AWA in North Ryde, Sydney, and at the time of writing is being dismantled for shipment to Edinburgh. Arriving here in April, it will be reassembled and tested prior to handover in 1981.

What will the CMI do for us? It has three roles:

Firstly, it will be a P3C tactical simulator without equal in the world. Secondly, it will provide computer software engineers with a venue for testing new additions to the computer programs used in the RAAF's P3Cs. Thirdly, it will provide a superb briefing and debriefing facility for 92 Wing aircrew and greatly enhance MATS other role — analysis of ASW (Anti Submarine Warfare) sortie records.

Modern ASW aircraft use a variety of sensors to locate their quarry. To assist in the management of these sensors and to record the vast amounts of information obtained, the P3C uses a general purpose digital computer. To further interpret the mass of stored information, a ground based computer is the logical answer. The CMI's computers will enable crews and debriefing officers to replay on television type displays, the complete mission. They will be able to watch in accelerated time, the aircraft movement as it carries out its search, lays sonobuoys, using radar, etc. In this way, errors that the crew made will be readily apparent. They can be debriefed on this and shown how to improve their tactics and operational procedures. Contacts that may have been missed or ignored in the heat of the moment can be detected, thus increasing our store of information on the opposition, his equipment, tactics and capabilities. At a CMI post flight debrief, information will be gained in minutes that would have taken hours using the previous manual methods.

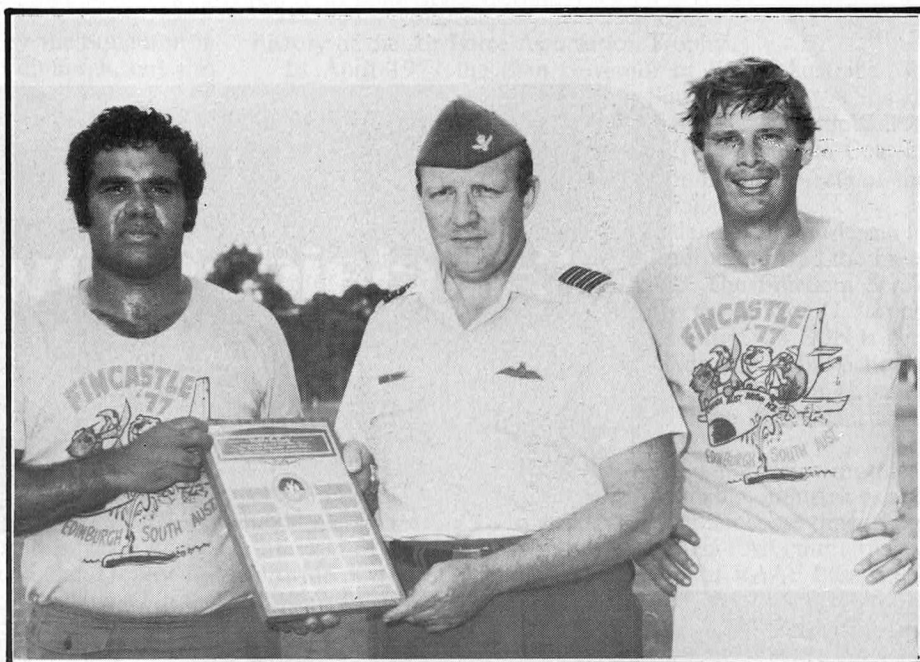
In the tactical trainer section of the CMI, in a replica of the aircraft tactical compartment, crews can undergo basic aircraft conversion or advanced continuation training. This form of synthetic training is often more value than the real thing because the instructors can control all the many factors which affect anti-submarine warfare. With very advanced simulation and the capacity to hold a large library of tactical scenarios, the CMI simulator is the most advanced one of its type in the world. It will be an invaluable training aid.

As previously mentioned, the heart of the P3C aircraft is a digital computer. This computer uses several "software programs". To provide flexibility, the RAAF has assumed responsibility for maintaining and altering this software to best suit our needs. The CMI in this role provides us with a facility for constructing programs and proving them prior to operational use. As well as providing flexibility, this makes us independent of outside requirements in the software field.

The CMI will provide three facilities in one. It will enable us to most effectively use our two squadrons of Orion Aircraft. The CMI cost the Australian taxpayer \$30 million, but in helping us to maximise the use of our limited defence resources it is money well spent.

RAAF Edinburgh Cricket Club

by FLTLT Graham McCloy



Group Captain Trinder presents 492 Squadron's Fred Graham (left) and Tony Neave (right) with the Cobb & Co. Trophy for the 79/80 season.

One of the more successful sporting clubs on the base over the last few years has been the RAAF Edinburgh Cricket Club. The 1979/80 season continued the club's success from the last two premiership seasons. During the minor round, the club lost only two games and led the Adelaide Mid-Week Cricket Association Competition by a wide margin from the Police Academy and Fire Brigade sides. Both losses suffered could be attributed to lack of support for those rounds, and some rather generous captaincy by the RAAF captain (quote – "we need something to chase" – unquote).

The minor round produced many highlights including the forceful batting of Roger Vergelius and the steady bowling of Graham D'arcy and Phil Winsor. Our most memorable victory was at Largs Bay against the police. Sent in to bat, the RAAF were quickly dismissed to a mere 45 runs much to

the enjoyment of the assembled multitude; but the tables were soon turned as the Police were bundled out for the amazing score of 27 (the silence was deafening).

Season 1980/81 promises to be another successful one for the club, and all budding cricketers are urged to "have a go" when they see the pre-season correspondence in orders warning of practice/playing arrangements etc.

A new innovation last season was the Inter-Unit, Double Wicket Competition for the Cobb & Co. Trophy held in early December. 492 Squadron, represented by Tony Neave and Fred Graham, proved victorious with the Base Squadron's Roger Vergetius and Jerry Dowling running second. The club hopes to continue this competition in future, and if this season's support continues then another successful day should eventuate.

RAAF Edinburgh Tennis Club News

by SGT Terry Kemp

The 1979/80 season saw the re-kindling of the RAAF Edinburgh Tennis Club. The committee comprises FLTLT Tony Jones (OIC/Chairman), CPL Bob Jeffrey (Secretary), CPL Marianne Romeyko (Treasurer), SQNLDR Gary Keleher and SGT Terry Kemp.

A Challenge Ladder has been established to assist the committee in the grading of players. Presently the Club has about 30 members and any other player, male or female, is welcome to join.

The Club entered two teams in the Army Lawn Tennis Association Summer Competition and despite a large turn-

over of players, both teams reached the finals. Thanks must go to the staff at Barton Terrace for allowing the club to use their grass court for competition home matches. Our teams also travelled to Woodside Army Camp, Keswick Barracks and Fort Largs Police Academy for away matches.

Wednesday afternoons are our official match and practice sessions, so anyone bored with the likes of Borg, Connors or McEnroe on television, may come and view a different brand of tennis. Anyone interested in playing during the 1980/81 season should contact one of the listed committee members for further information.

"Adelaide's Own"

by FLT LT Dave Robson



AVM W.E. Townsend, CB, CBE, RAAF (Ret) and the Commanding Officer of No.24(A) Squadron, SQNLDR K.D. Feeney, holding the Air Force Association Trophy which the squadron won for the third consecutive year. The presentation parade was held at RAAF Base Edinburgh on Sun 16 Mar 80.

INTRODUCTION

For those of you new to Edinburgh, there is a unit located in the nether regions of the Formation whose reputation and achievements are second to none. Small in numbers, by comparison with other units, this squadron manages to provide Herculean support for 492 SQN and Base Squadron.

Your appetites are whetted by now, your lust for knowledge must be satiated, you sit and ponder who or what is this "mighty midget"? The answer, — Adelaide's own Squadron, No 24 (City of Adelaide) (Auxiliary) Squadron, the premier Citizen Air Force Unit.

Seriously though, this unit, which comprises both CAF and PAF elements, performs a vital role in the affairs of RAAF Edinburgh. Hopefully, this article will give you an appreciation of that role.

HISTORY

No 24 Squadron was first formed at Amberley near Ipswich, Queensland, on 14 June, 1940.

The squadron, which was equipped with Wirraway and Hudson aircraft, moved to Townsville from where it carried out maritime reconnaissance duties. In December, 1941, the Squadron was moved to Rabaul, where, in January, 1942, it achieved fame in attempting to resist overwhelming numbers of Japanese aircraft in the first heavy raid on Rabaul.

The battered squadron was eventually evacuated to the mainland to re-equip and re-organise. Subsequently, it operated from Northern Australia, New Guinea, the Halmaheras and bases further afield, supporting Allied ground forces in the south-west Pacific area, particularly in the battles for Shaggy Ridge, Nadzab, Labuan, Tarakan and Balikpapan.

With the return of peace, the squadron was disbanded at Tocumwal in 1946. It was reformed as No 24 Squadron Citizen Air Force at Mallala in April 1951, and was equipped with Mustang aircraft. On 7 May, 1951, the squadron received a charter from the Adelaide City Council granting the designation of No 24 (City of Adelaide) Squadron. Re-organisation of the Citizen Air Force in 1960 changed the role from that of flying training to ground training, and the squadron moved to Edinburgh.

ROLE

The squadron presently provides technical support for No 492 Squadron and domestic support for Base Squadron.

The Squadron "Working Weekends" are held approximately every third weekend. During these weekends, technical members assisted by 492 Squadron personnel, service and maintain P3 aircraft. At the other end of the Base, medical personnel, drivers, cooks, stewards, carpenters, clerks, and general hands play their part in maintaining the effectiveness of the Base. To support the 92WG aircrews in maritime exercises and operations there is an operations flight manned by CAF operations Officers.

And these "Weekend Warriors" (a term not really appreciated) do work! They pride themselves on their work and their ability to achieve seemingly impossible objectives. Proof

of their ability is the accolades received by the Squadron in response to tasks performed not only at Edinburgh, but also during exercises and deployments.

ACHIEVEMENTS

As a unit, 24 SQN has achieved much in the 29 years since reformation. Each year, since 1961, CAF Squadrons compete for the Air Force Association Trophy. The Trophy is awarded to the most proficient Squadron after having been assessed in the following areas:

- Technical efficiency and knowledge,
- Attendance,
- Discipline,
- Administration, and
- Morale.

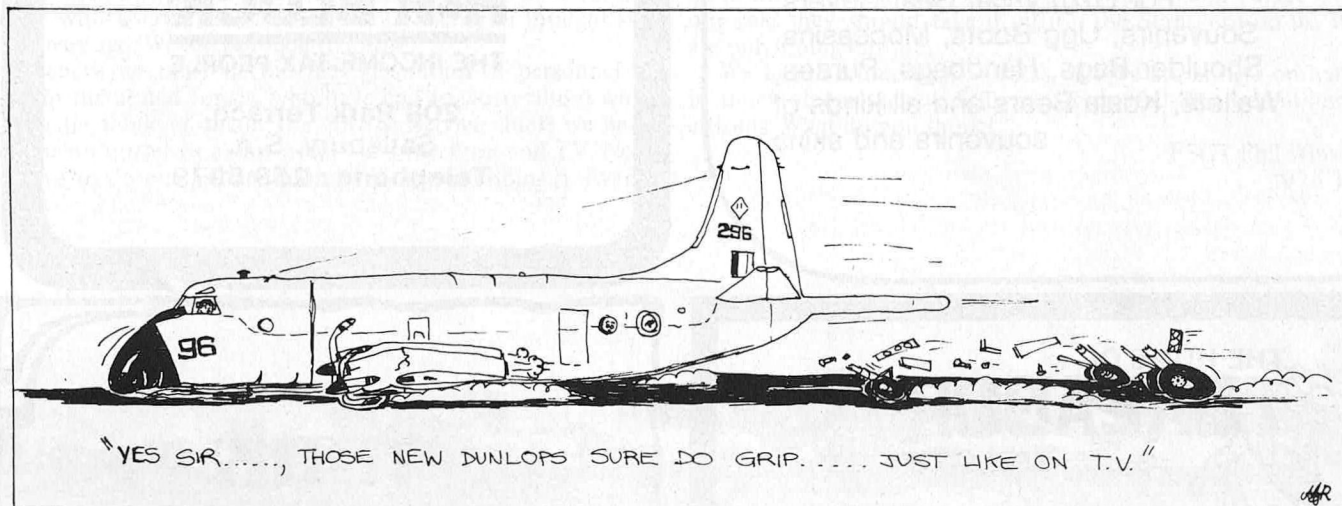
The record of Adelaide's "own" in competing for the trophy is unsurpassed. The Squadron has been the Premier Unit on no less than three occasions, having been awarded the trophy in 1968, 1977 and 1978. In January of this year, it was announced that 24 SQN had been awarded the Trophy for 1979, a record three years in succession and unmatched in the

history of the Air Force Association Trophy.

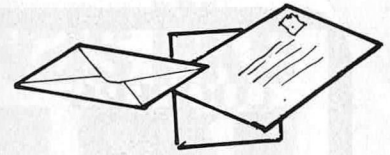
In April 1972 the then Governor of South Australia, Sir Mark Oliphant, KBE, presented the Squadron with the Squadron standard. In the centre of the standard is the Squadron Badge, portraying the crest of the City of Adelaide Coat of Arms, a miner's pick representing the mining interests of the first years of the Colony of South Australia.

This association with the City of Adelaide, which began in 1951 was finally sealed when the Squadron received the Freedom of Entry to the City of Adelaide. The Freedom Scroll was presented by the then Lord Mayor, the Rt Hon G. Joseph Esq. Having received the Freedom of Entry, 24 SQN is permitted to march through the City of Adelaide in full panoply with swords drawn, bayonets fixed, drums beating, bands playing and colours flying — the only South Australian based RAAF unit to be so honoured.

24 SQN is a proud, highly motivated unit. Not mythical Weekend Warriors, but a band of dependable, industrious and loyal civilians who are prepared to give their spare time in the interests of their country; who, with their PAF counterparts, provide a vital link in the effectiveness of RAAF Base Edinburgh.



Letter to the Editor



Are we second class citizens?

Are the Armed Forces today completely out of fashion? At one time we in the services were looked up to. Now we are taboo. It is more than a television or press reporter's job these days to put in a good word for the serviceman. The civilian population today feels as guilty as purgatory about having a body of men trained to kill. "Surely", they say, "we have gone past those barbaric days when we had to kill each other for what we believed in? This is a compassionate society now". This attitude is akin to discovering you have an old auntie with a rather unpleasant smell, when you thought she died years ago. We are not nice to know.

I believe we must be the first generation of personnel to serve in the armed forces, who have had to worry about what the media think of them. It's not the Service chiefs we have to concern ourselves about now — it's the Press and TV. Now we have to do our job and pretend we are not doing it. Every-

one in the Armed Forces is on the defensive. We cannot afford to make our viewpoint because no-one really wants us to. Ten years ago civilians respected us, but now they are all self conscious and guilty about our role. If you are a serviceman these days, you are virtually a non-citizen.

When did you last read a press article that praised a serviceman?

We are servants of the State and do what the State wants us to do, as best we can. If fellow Australians don't agree with our role they should take it out on the State, not on us. We are only doing our job.

We have no unions, no strikes, but we are always on hand in times of emergency. Still we are treated like second hand citizens. What do you think?

FSGT Phil Winsor
492 FTS



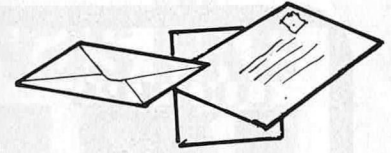
RAAF's New Passenger Fleet?

The casual observer driving past the tarmac at the RAAF Edinburgh on the morning of Saturday 2nd February may have been excused for thinking that he was mistakenly at some civil airport or that the RAAF had, overnight, acquired a fleet of medium range passenger jet aircraft. The picture above shows why:

The reason for the unusual gathering of passenger jets on Edinburgh's tarmac was an emergency at nearby Adelaide

Airport (West Beach). A Piper Commanche landed wheels-up coming to rest at the intersection of Adelaide Airport's two main runways thereby closing it. Apart from the four inbound Boeing 727s, one DC9 and one Fokker Friendship diverted to Edinburgh, four light aircraft were diverted to Parafield. Not all 800 of the passengers aboard the aircraft disembarked at Edinburgh, but those who did sorely tested the facilities at Air Movements Section.

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Are we second class citizens?

Are the Armed Forces today completely out of fashion? At one time we in the services were looked up to. Now we are taboo. It is more than a television or press reporter's job these days to put in a good word for the serviceman. The civilian population today feels as guilty as purgatory about having a body of men trained to kill. "Surely", they say, "we have gone past those barbaric days when we had to kill each other for what we believed in? This is a compassionate society now". This attitude is akin to discovering you have an old auntie with a rather unpleasant smell, when you thought she died years ago. We are not nice to know.

I believe we must be the first generation of personnel to serve in the armed forces, who have had to worry about what the media think of them. It's not the Service chiefs we have to concern ourselves about now — it's the Press and TV. Now we have to do our job and pretend we are not doing it. Every-

one in the Armed Forces is on the defensive. We cannot afford to make our viewpoint because no-one really wants us to. Ten years ago civilians respected us, but now they are all self conscious and guilty about our role. If you are a serviceman these days, you are virtually a non-citizen.

When did you last read a press article that praised a serviceman?

We are servants of the State and do what the State wants us to do, as best we can. If fellow Australians don't agree with our role they should take it out on the State, not on us. We are only doing our job.

We have no unions, no strikes, but we are always on hand in times of emergency. Still we are treated like second hand citizens. What do you think?

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RAAF's New Passenger Fleet?

The casual observer driving past the tarmac at the RAAF Edinburgh on the morning of Saturday 2nd February may have been excused for thinking that he was mistakenly at some civil airport or that the RAAF had, overnight, acquired a fleet of medium range passenger jet aircraft. The picture above shows why:

The reason for the unusual gathering of passenger jets on Edinburgh's tarmac was an emergency at nearby Adelaide

Airport (West Beach). A Piper Commanche landed wheels-up coming to rest at the intersection of Adelaide Airport's two main runways thereby closing it. Apart from the four inbound Boeing 727s, one DC9 and one Fokker Friendship diverted to Edinburgh, four light aircraft were diverted to Parafield. Not all 800 of the passengers aboard the aircraft disembarked at Edinburgh, but those who did sorely tested the facilities at Air Movements Section.