

**RETURNING AFTER THE CHRISTMAS BREAK**

**A DIPLOMAT VIS-A-VIS AN EQUIPO**  
by Sqn. Ldr. REX TRENCHER

When a diplomat says "Yes" he means "May be."  
When he says "Maybe" he means "No."  
When he says: "No," he's no diplomat.

When an Equipo says "No," he means "No."  
When he says: "Maybe" he means "No."  
When he says "Yes," he means "No"

— He is an Equipo.

# Mari-times

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## EDITORIAL

With the Christmas break and summer holidays having just past, I am sure everyone has come back to work rejuvenated and looking forward to what promises to be an eventful and, I hope, a fulfilling year. The break, along with the large turnover of Base personnel due to postings, made it difficult to obtain articles for this edition.

However, I did eventually receive enough copy, and I would like to thank all who contributed and especially acknowledge the effort of FLTLT Ian Pearson Nav 10SQN and Cpl. Ned Hobby Photo 492SQN in making this edition possible. This issue again covers a diverse range of topics and should provide interesting reading for everybody.

Please keep alert for events which you consider suitable for inclusion in 'Mari-times', and if you have any ideas, contact your unit representative. Remember, copy for the June edition is required by April 30.

**FLTLT Peter Pearce**  
Editor

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*FRONT COVER: A painting by Don Stephens of Sydney shows a Number 10 Squadron crew leaving their P3C Orion aircraft.*

# Edinburgh gets new OC

At a handover-takeover parade held on Friday, November 20, 1981, Air Commodore J. A. Paule, DSO, AFC, assumed command of RAAF Edinburgh.

The outgoing Officer Commanding, Air Commodore R. N. Law, has been promoted to the rank of Air Vice-Marshal and posted to be the Air Officer Commanding Operational Command. Command of the Base changed hands at the conclusion of a formal parade when Air Commodore Law departed the parade ground to the tune of "Auld Lang Syne" played by the SA Police Band.

Our new Base Commander joined the RAAF in 1951 as a cadet of the RAAF College, Point Cook, earning his wings in 1954. His early postings saw him flying fighters at Williamtown, and he was later employed as a flying instructor at Uranquinty NSW.

In the early 60s he took time off from flying to complete a Bachelor of Science degree at Melbourne University, following which he was posted to No. 9 Squadron to fly helicopters. More flying — this time with No. 16 Army Light Aircraft Squadron, Amberley, as CFI — followed by a staff tour as OR (Helicopters) at the Department of Air.

For his achievements as a flying instructor he was awarded the Air Force Cross. In 1968-69, as a Wing Commander, he was appointed as the Commanding Officer of No. 9 Squadron in Vietnam and during this tour of active duty he was awarded the Distinguished Service Order.

Air Commodore Paule's most recent posting was as the Director of Joint Operations and Plans, in the Department of Defence.

Air Commodore Paule is married and is accompanied by his wife, Valda, on this posting. His three sons — two grown-up and one teenager — have remained in Canberra. His eldest son is following father's footsteps — he is a helicopter pilot serving at No. 5 Squadron.



## Why is it so?

By SQN LDR Alex Bracey

Many of us have watched Prof. Julius Sumner Miller on television, both in advertisements for a popular brand of milk chocolate and in his own programmes where he normally ends up by saying, "Why is it so?"

Perhaps most of us have a sufficiently enquiring mind to ask ourselves the same question. "If I push this, that happens, why is it so?" "When I mix this with that, this is what occurs, why is it so?" My own enquiring mind is possibly working in a slightly different way, and I have to put the question to myself each Wednesday at about 1400 hrs.

Usually, at about that time, I can be found on the edge of the main Edinburgh parade ground watching the product of 10 weeks of recruit training. I see mums and dads, sisters and brothers, wives and girl/boy friends all obviously proud of whichever graduating recruit they have come to see. Perhaps I have become a little blasé about the whole thing, but when I see how proud of their achievement these graduating recruits are, I share in it; I feel a degree of pride, because I have helped in that achievement. It takes 10 weeks of hard work, physical and mental to reach the stage of appearance, performance and ability these 24-people have attained. It takes about one week to undo all that effort, why is it so?

I have observed the product of 1 RTU arrive at the next unit along the road, most of the pride is still there, hat square on head, uniforms clean and pressed, shoes polished so that you can see your face in the toe caps. It is only a short time thereafter that not only has the gloss disappeared but it seems the PRIDE, the INTEREST, the ESPRIT de CORPS has gone with it. Slinking around corners to avoid saluting — a mark of pride — becomes the habit, or not saluting at all. Dirty shoes, no hat, long hair — 10 weeks of hard work wasted, why is it so?

MARI TIMES, AUTUMN, 1982

### ACR ROOK - at Inspection Time....





# 40th Anniversary Air Training Corps

By SQNLDR (AIRTG) K. E. Lewis

LAST year, marked not only the 60th Anniversary of the RAAF, but also the 40th Anniversary of the Air Training Corps (AIRTG). The AIRTG was formed in early days of WWII in order to give intending RAAF recruits a basic knowledge of drill and service custom, thereby shortening their period of training after enlistment. In addition to these subjects, maths, physics and aircraft recognition were given a high priority.

The first parade of the South Australian Wing, as it was then known, took place on November 10, 1941 on the Jubilee Oval which has since been incorporated into the Adelaide University complex. The Commanding Officer was Wing Commander Barrett who had just completed four years as Lord Mayor of Adelaide and who was to receive a knighthood in the 1942 Honours List.

At this time there were in excess of 500 cadets enrolled in the Wing, and within a year this number had grown to 1000, a level which was maintained throughout the War. The present establishment is 580, and Flights are based in Whyalla, Renmark and Mount Gambier as well as in several locations throughout the Metropolitan area from Gawler to Morphett Vale.

Several events were staged during 1981 to celebrate the 40th Anniversary, notably on June 7, the unveiling of a bronze plaque in memory of those ex-members of the AIRTG who have given their lives in defence of our freedom. The ceremony took place at the RAAF Memorial at Adelaide Airport and was performed by Sir Arthur Barrett, the original Commanding Officer. The address was given by Group Captain J. H. Cox DFC representing the Officer Commanding, RAAF Base Edinburgh, and appropriately, there was a fly-past by one of the Macchi jet trainers from RAAF Edinburgh's Aircraft Research and Development Unit. On the previous day the Squadron was honoured by being permitted to march through the City of Adelaide escorted by the S.A. Police Mounted Unit and accompanied by the Police Band. The salute on this occasion was taken by the Rt Hon. the Lord Mayor, Mr. J. V. S. Bowen, himself a wartime bomber pilot who flew with the famous Pathfinder Squadrons.

During the latter part of the year, Australia Post produced a special Postmark to commemorate the 40th Anniversary, and November 10 was selected as the most appropriate date. S.A. Sqn. AIRTG in turn produced a magnificently illustrated envelope depicting a Cadet and an adult Instructor surmounted by a Tiger Moth. The 22c "Wackett" stamp from the Australian



Aircraft series was then cancelled with our special Postmark, and the entire issue of commemorative covers was flown from RAAF Edinburgh in both the latest aircraft type to enter service, the Lockheed P3C Orion, and also the oldest still in use — the Douglas DC3 Dakota. The philatelic project has been well received by both Cadets and civilian collectors from as far afield as Europe and the USA. There are still some specimens available, and these may be obtained at a cost of \$2.25 each (including return postage in a separate envelope) from:

*The Regional Commandant, SAAIRTG, P.O. Box 8, North Adelaide, S.A. 5006.*

Our social highlight was a reception held at Squadron Headquarters, Barton Terrace on November 21, and attended by His Excellency the Governor Sir Keith Seaman K.C.V.O., O.B.E., K.St.J. and Lady Seaman C.St.J., the Hon. W. A. Rodda, M.P. representing the Premier, the Hon. Senator A. J. Messner, the Rt. Hon. the Lord Mayor and the Lady Mayoress Dr. and Mrs. J. Watson, Air Commodore J. Paul and many other distinguished guests.

So much for the 40th Anniversary. We can now look forward to 1991 and our half century as the RAAF's 'little brother'.

Enquiries regarding enrolment may be made by telephoning HQ SAAIRTG on 267 2284 after 1900 hr. on any Friday excluding school holidays. Membership is open to boys between the ages of 13 and 20, and it is expected that in the near future, girls of similar age will also be eligible.

**BELOW: Marching past the Lord Mayor in King William Street.**





# INSOFLT

INSOFLT is one of 292 SQNs five flights, and one of the newest established at RAAF Edinburgh. INSOFLT was formed on March 6, 1980 during the introduction of the Compilation, Mission Support and Integration Training Facility (CMI) to 92 Wing. Whilst the flight is only new, it never-the-less performs a major part in the effective functioning of 292 SQN, and hence 92 Wing.

INSOFLT (sometimes affectionately called RINSO FLT by fellow workers) stands for Integration and Software Flight, and most aptly describes the roles implemented by the flight. Primarily these are to:

1. provide configuration control of all operationally related software used by 92 Wing, and
2. manage all changes, additions, deletions, testing and documentation associated with each software package.

Software, by definition, is a set of computer programmes, procedures and associated documentation concerned with the operation of a data processing system. Software is the heart of any computer system and is extremely flexible and versatile in that it can be readily rewritten or reprogrammed to reflect changing needs of system users. The only bounds are the limitations of speed and memory capacity of the computer hardware components which house the software.

The suite of software supported by INSOFLIGHT include large real-time computer programmes such as the P-3C aircraft programme which is said to be the largest in the Australian Defense Department today. The other major P-3C aircraft programme is the AQS-901 (Acoustic) programme and major programmes within the CMI are the Mission Support Facility (MSF), Radar and Acoustic Simulation, and a vast number of Test and Utility programmes. All of these programmes are controlled through separate sections within INSOFLT consisting of a Program Manager and Programme Engineer who are

responsible to INSOFLTCDR and CO 292 SQN.

Each member of INSOFLT was originally chosen with regard to their previous operational and engineering experience to ensure the best interests of the operational users are maintained. Additionally, each section undertook special courses in Basic Computers, Software Support, CMI Operation and individual programme training prior to commencement of the management task.

The full complement of 9 INSOFLT personnel exist in a honeycomb partitioned section in the southern end of 492 SQN Field Training building adjacent to 292 SQN Headquarters. A building to house the new flight is expected to be constructed adjacent to the CMI during 1982/83.

As part of day to day functioning INSOFLT members continually liaise with 10 SQN personnel, Operational Support Flight (OPSUPFLT), CMI users and maintenance personnel, Maritime Aircraft Project Office (MAPO) and Computer Sciences Australia (CSA) representatives. CSA are the civilian software specialists contracted by the RAAF to support and maintain 92 Wing software.

The introduction of this form of software management and control to an operational unit is a new concept. However, INSOFLT, through its individual specialist programme sections and continuing liaison, is able to ensure strict control and management is maintained for all 92 Wing software on behalf of the operational users.



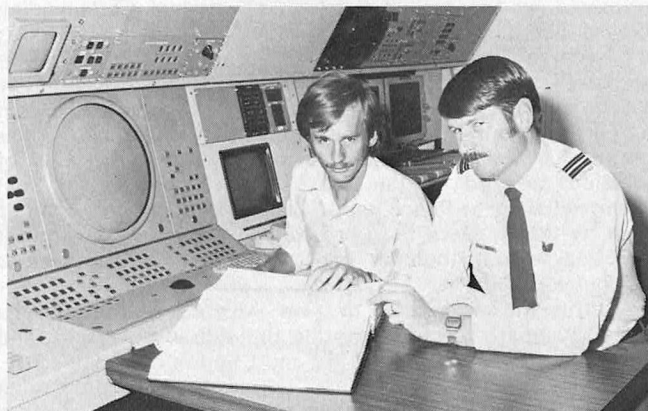
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• Ray Hentzschel, from CSA, and FLT LT Noel Shelton (SIMP GMMNGR) from INSOFLT, attempt to locate a fault in the simulation programme at the instructors simulation control console in the CMI.



• Founding members of INSOFLT — Back (left to right): FLT LT N. A. Shelton (SIMP GMMNGR), FLT LT M. J. Sykes (MSFPGMENG), SONLDR C. M. Stunden (INSOFLTCDR), FLT LT R. M. Halley (P-3C PGMNGR), FLT LT C. R. Law (CMIT & 4PGMENG), FLT LT P. W. Arthur (ACS-901 PGMENG). Front: FLT LT W. J. Fletcher (SIMP GMMENG), FLGOFF G. N. Brearley (P-3C PGMENG), FLT LT C. B. Grant (MSFPGMMNGR).

MARI TIMES, AUTUMN, 1982

# Introducing CSA

Computer Sciences of Australia Pty. Ltd. has now had personnel at RAAF Edinburgh since April 1980, so an introduction is long overdue!

CSA was the software contractor for the P-3C/LRMPA project whereby we subcontracted to AWA, N. Ryde. CSA was responsible for all operational software for the P-3C and in addition special purpose software for the associated Ground Support Facility, known as the CMI (see Mari-Times Issue 5), located adjacent to 92 Wing Training Centre.

At the end of this major development project, CSA contracted directly with the RAAF on two separate contracts, one for support and maintenance of software provided under the earlier project; the other for on-going development of the Operational Programme (OP PGM).

That's introduced the company —now we move on to the

people. Dave Dennis heads up the Support Team which consists of Danny Bartel, Ken Williams and Graeme Johnson.

The second team is referred to as REL-2, as they are working on the second major release of the P-3C Operational Programme (OP PGM). Ray Hentzschel is the Team Leader with Rod Hanna, Mike Millard, Mike Tajnikar and Jim Penhale.

No group is complete without its administrative element and Sandra Sanim looks after our Word Processor, petty cash, filing, stationery, cafe bar, letters, memos etc. Sandra's husband Sgt. Ed Sanim is with 492SQN.

CSA staff "live" in two demountable cabins (Buildings 411, 412) adjacent to the P-3B trainer. We're a bit off the beaten track and would welcome any Base visitors who are interested to see what the company does at RAAF Edinburgh and elsewhere.

Our thanks to Mari-Times for letting CSA make its introduction in this way.



• CSA OP-PGM Development and Support Team (left to right): Rod Hanna, James Penhale, Mike Tajnikar, Ray Hentzschel, Mike Millard.



• CSA Support Team (left to right): Ken Williams, Dave Dennis, Daniel Bartel, Graham Johnson.



# Birdman Rally

By Cpl. Phil Blakeman

This model of a Chinook Helicopter was the RAAF Fire Section entry in the South Australian Birdman Rally 1982.

This fun rally is held to raise money for the Children's Hospital and attracts thousands of people to the Glenelg Beach each year. Prizes are awarded in three areas: longest flight — unlimited wing span; longest flight — limited wing span; and the novelty section. Just in case you had not guessed, our hopes were in the novelty prizes.

The RAAF entry was piloted by Cpl. Phil Blakeman ably back-up by his ground crew of Cpl. Col. Lehmann and LACs Jeff Thompson, Mark Davies and AC Owen Gibbson.



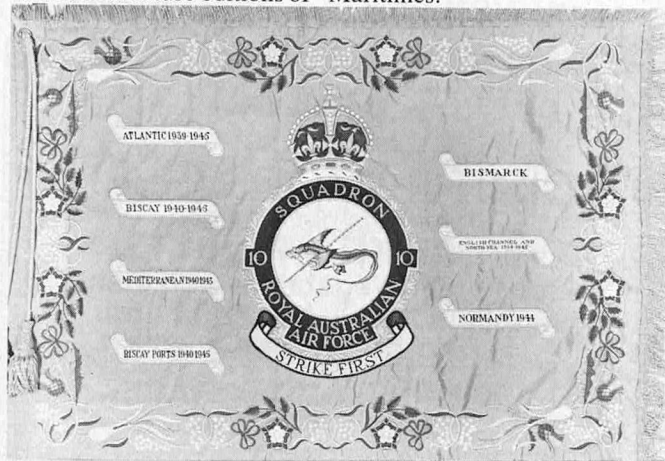
• LAC Thompson, Cpl. Lehmann and Cpl. Blakeman with the Chinook Model set in front of their Oshkosh fire truck.

## Squadron Standards

STANDARDS for Royal Air Force Squadrons were created by His Late Majesty King George VI on April 1, 1943, to mark the twenty-fifth anniversary of the formation of the Royal Air Force. In 1952, Her Majesty, the Queen approved the award of THE Standard to Operational Squadrons of the Royal Australian Air Force.

Squadrons qualify for the award of the Standard after twenty-five years service or by having earned the Sovereign's appreciation for especially outstanding service.

The three Edinburgh based units which have received the award of Squadron Standards have interesting histories. Commencing with a brief history of No. 10 Squadron, condensed from the Squadron's official history by Flight Lieutenant Kevin Baff, the histories of these units will be featured in future editions of "Maritimes."



• No. 10 Squadron Standard.



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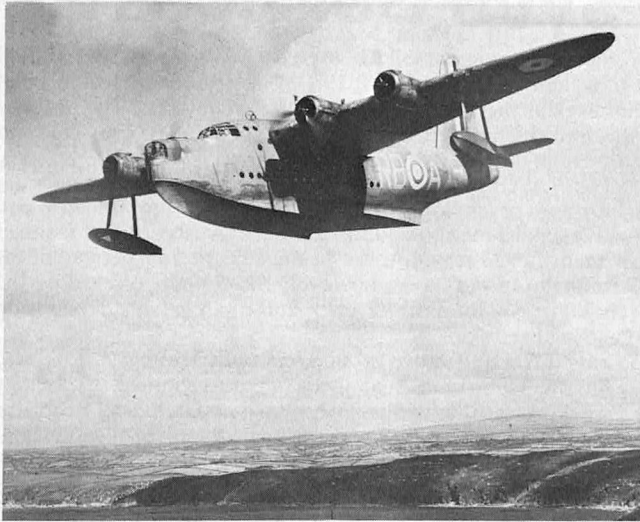
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• A No. 10 Squadron Short S.25 Sunderland Mk 1 flying boat near Plymouth during World War II.



Lockheed P3C Update II Orion.



• Lockheed P2V-75 Neptune.  
MARI TIMES, AUTUMN, 1982

# No. 10 Squadron — A brief history

By FLTLT Ian Pearson

No. 10 SQUADRON was formed at Point Cook, Victoria, on July 1, 1939. The Seaplane Training Squadron of No. 1 Flying Training School and two of that unit's Supermarine Seagull V amphibians were incorporated into the Squadron. During the same month, a contingent of officers and airmen proceeded to the United Kingdom to accept Short S.25 Sunderland Mk 1 flying-boats which were to be ferried to Australia for reconnaissance duties along the eastern seaboard. However, subsequent to the outbreak of World War II and in response to a request from the Dominions Office, the Australian Government decided to leave the contingent and its flying-boats in the United Kingdom at the disposal of the British Government. Additionally, plans were made to increase the contingent to full squadron strength. In consequence, and with the departure of 185 officers and airmen from Australia during November 1939, No. 10 Squadron became the first RAAF component and the first Dominion Squadron to embark on active service in World War II.

In February 1940, No. 10 Squadron was adjudged fully operational for wartime service with No. 15 Group of RAF Coastal Command. The Squadron operated from RAF Stations Pembroke Dock in South Wales, and Mount Batten, Plymouth, throughout the war. From its home stations and detachments in areas as far apart as Oban, Scotland, and Malta in the Mediterranean, the Squadron engaged in all forms of maritime operations. At the peak of intensity of the Battle of the Atlantic, between April and August 1943, the Squadron destroyed three U-boats; during the same period five awards were made for gallantry.

The Squadron ceased operations with No. 19 Group, Coastal Command, in June 1945 and reverted to detachment status at Mount Batten while No. 466 Squadron of RAF Transport Command, and formerly of No. 4 Group, RAF Bomber Command, was renamed No. 10 Squadron on June 20, 1945. Plans to use the "new" No. 10 Squadron for long-range transport duties did not eventuate, and in October of that year both the Squadron, now stationed at Basingbourn, and its detachment at Mount Batten disbanded.

In accordance with the Australian Government's requirement for an increased RAAF general reconnaissance capability, No. 10 Squadron reformed at Townsville, North Queensland, in March 1949. Although it initially operated GAF Lincoln Mk 30 aircraft, the Squadron eventually re-equipped with the Australian-designed Lincoln MR.31 and reverted to its former role of maritime reconnaissance. A search and rescue capability was also maintained as well as a permanent detachment at Darwin, NT.

In 1962 the Squadron re-equipped with Lockheed P2V-7S Neptune aircraft. The acquisition of these advanced anti-submarine warfare aircraft enabled the Squadron to extend its area of operations into the SEATO area and as far afield as Hawaii.

On September 15, 1969 the Squadron was presented with the Standard, an award made by the Queen for outstanding operations and for having completed 25 years of operational service.

In mid-1977, as the Neptune aircraft were being withdrawn from service, No. 10 Squadron transferred to Edinburgh, South Australia, and commenced conversion training in preparation for its planned re-equipment with Lockheed P3C Update II Orion aircraft. January 1979 saw the arrival of the tenth and final Orion from the United States, and plans well in hand for the fitment of the AQS901 Acoustic Processor and associated Barra sonobuoy which was completed two years later. Additionally, a stand-off missile capability was added with the acquisition of the AGM84 Harpoon in mid-1981.

# Psych Services

Please let me introduce myself. My name is Ms. Fiona Stevens, and as of January 11, 1982, I have taken up residence at Edinburgh as the full-time Formation Psychologist. The purpose of this introduction is to enlighten Base personnel of my role and the psychological services I can provide.

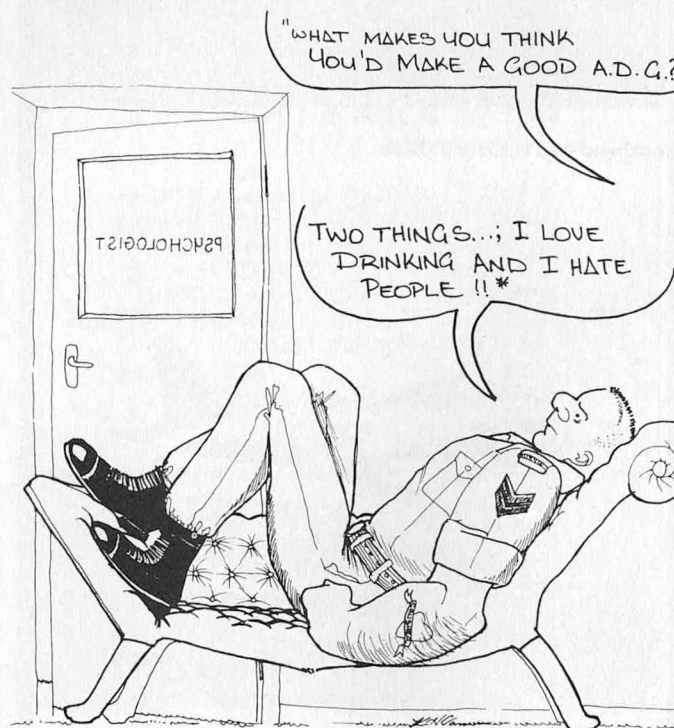
The RAAF Psychology Service numbers approximately 25-30 full-time psychologists located at Recruiting Centres and RAAF establishments around Australia. At Recruiting Centres their main function is to assist in the selection of personnel for the RAAF. On the bases, however, the support offered by the psychologist is a lot more diverse, and to an extent, depends on their specialised skills.

I am interested in two broad areas of psychology.

Firstly, I am interested in the area of clinical psychology i.e., working with individuals who have psychological problems which seem to them to be very difficult to solve: e.g. tension, irritability, difficulties in inter-personal relationships. Secondly, I am interested in the area of community psychology which covers the way organisations work and how the individuals within them adjust and give and get the most out of their working lives. With what may seem to be such a split in my interests, there will be plenty to keep me occupied!

I can see myself interviewing people for a wide variety of reasons; such as, when someone wished to change his job or leave the RAAF, and, of course, when a CO requests that I conduct an interview with one of his personnel experiencing a problem in their work environment. I am also keen to provide a high quality referral and consultancy service. For example, if I was approached by a person whose child had behavioural problems at home or at school, I would be able to refer them to the best civilian community service available in that kind of field. This is only one example, but feel free to contact me about any problems you have in which you think I may be of assistance.

I have attempted here to predict what I'll be doing but, of course, things could well change, and I might end up doing quite different things than I'm expecting to at the moment. I am aware that I need to be flexible, and would appreciate any comments or suggestions. Feedback is always appreciated so don't hesitate to ring to discuss with me any issues raised related to my work at the Base. See you around.



\* 'AND I THINK IT'S B.O.T.C.H.'

MARI TIMES, AUTUMN, 1982



# P-39 Airacobra Recovery By FLTLT Kevin Baff

THIRTY-SIX years have passed since North-Eastern Area, as it was known, was used as a stepping-off point to the battlefields of the South West Pacific Area.

Scattered far and wide over this area, and particularly in North Queensland, remain the overgrown airfields and the wrecked and corroded implements of aerial warfare, some unfound and others mutilated by scrap dealers and souvenir hunters. Where aircraft once stood poised for battle there is now only the occasional stark reminder—a piece of battered wing lying against a tree, a once powerful Allison engine sitting in an overgrown revetment or a twisted and bent propeller blade pointing skyward from the bed of a long forgotten creek bed. Nowhere is it more apparent than the area north of Cooktown. The coastline was the 'navigation highway' to New Guinea and places beyond; "Keep Australia on your left and you'll be okay."

The numerous Bell P-39 Airacobra wreckages that litter this highway bear grim testimony that, in fact, all was not okay! These corroded airframes that repose in stark solitude on the beaches and sandbars are reminders of the dark months of early 1942 when urgently needed aircraft were despatched posthaste to participate in the defence of New Guinea.

In May, 1942 a large formation of United States Army Airacobras departed Townsville in company with a B-17 Flying Fortress from Port Moresby. Theirs was the urgent task of providing relief from the heavy responsibility for the air defence of Port Moresby that No. 75 Squadron, RAAF, had borne alone since March 21, 1942—13 days after the Japanese had landed on the north coast of New Guinea. Unfortunately, eleven of the fighters belonging to Nos. 35 and 36 Squadrons of No. 8 Pursuit Group were lost in transit.

After a brief refuelling stop at Cooktown the Airacobras continued north towards Horn Island. It soon became apparent to the relatively inexperienced pilots that all was not well as heavy cloud buildups appeared ahead of them. Reducing visibility soon caused a number of aircraft to break formation, and a number of pilots found themselves breaking cloud at a perilous 100 feet only to realise that they were hopelessly lost.

Two of the pilots, lost and critically low on fuel, were Lieutenants WALTER HARVEY JNR. and CHARLES FALETTA. FALETTA's engine finally spluttered and died. Ahead was a sandy tract of scrub and, as the ground looked fairly even, he lowered his undercarriage for the forced landing. His aircraft had almost finished its landing run when the port wheel struck an obstacle causing the oleo to snap off. The fighter finally came to a shuddering stop on its port wingtip.



• A P-39D-BE model, Lt. Faletta's aircraft was determined to be safe for recovery following a detailed inspection carried out by FLTLT. N. Alexander during October 1971.



• FLTLT. N. Alexander examining Lt. Harvey's aircraft.

Lieutenant HARVEY landed 'wheels-up' nearby. He made it safely with only a bent propeller and minor damage to the fighter's undersurface.

Both pilots were uninjured and, rather than stay with their aircraft, decided to head for the coast which they reached in two days. A day later, on the 4th, they were spotted by the crew of a RAAF Sunderland and the following day were rescued by the Horn Island crash boat.

The increase in postwar commercial flying activity over the Cape brought with it reports of the two missing Airacobras still resting on a flat area near the Jardine River (see map), west of ORFORD BAY. The first known sighting of the two aircraft was made in 1963 by a group of men from Thursday Island—the THORPE brothers accompanied by an IAN MULLINS.

A small party from Cairns walked into the area circa 1967 and was successful in locating and removing log books from the fighters. These were forwarded to the United States Embassy in Canberra who at the time indicated enthusiasm for the party's plan to recover both aircraft for restoration and eventual display. The party was also advised that the United States Government had no claim for the aircraft. However, all attempts to recover the Airacobras were unsuccessful.

On July 28, 1971 a Headquarters 3rd Task Force/North Queensland Area reconnaissance element relocated the two aircraft in the general area of Map Reference 600553 (ORFORD BAY SC54-16) approximately 50 miles SSE of Horn Island. The Army reported that "both aircraft are in very good condition with little apparent deterioration except for the fabric control surfaces. One is 'wheels up', the other 'wheels-down' with one leg broken. Both aircraft are fully armed with 37mm, 50 cal. and 30 cal. ammunition". They also stated that the area surrounding the aircraft was difficult country and would provide a major obstacle to vehicular movement. (The Army had conducted their surveying using a helicopter).

The Army element concluded, in the absence of a detailed examination, that all guns had rounds in the chambers and that "a percentage of all ammunition types were exposed and appear in a highly dangerous condition". For this reason the Army party made no attempt to remove any of the ammunition.

Meanwhile, it had come to the attention of the RAAF and Army that several groups, including the Cairns Aircraft Recovery Team and the Townsville Aero Museum, were interested in recovering both aircraft for eventual restoration. (In fact, when it was discovered that the two 'forgotten' Airacobras had become the property of the Queensland Government, several people made representation for permission to



salvage them. Eventually one each was allotted to Mr. SYD BECK and the Cairns Aircraft Recovery Team.) In consequence, it was now considered that urgent action would be necessary to render the aircraft safe.

The RAAF was the responsible authority for the demolition of the corroded ammunition. Planning was therefore commenced to despatch a team of demolition experts to the scene. Additionally, an embargo was placed on the area until the demolition could be carried out. Both recovery teams were subsequently advised and, on October 7, 1971, a No. 10 Squadron SP-2H Neptune dropped copies of the following urgent message in the immediate vicinity of the aircraft and to a nearby campsite:

#### URGENT MESSAGE

*"The Airacobra (P-39) aircraft you are attempting to handle or move were located some weeks ago and at that time the aircraft contained quantities of explosive ammunition which was not removed or rendered safe at that time.*

*This ammunition is nearly 30 years old. Because of its age and deterioration it is HIGHLY DANGEROUS. You are strongly advised that this ammunition should ON NO ACCOUNT be touched or moved, nor should the aircraft themselves be moved or persons approach them.*

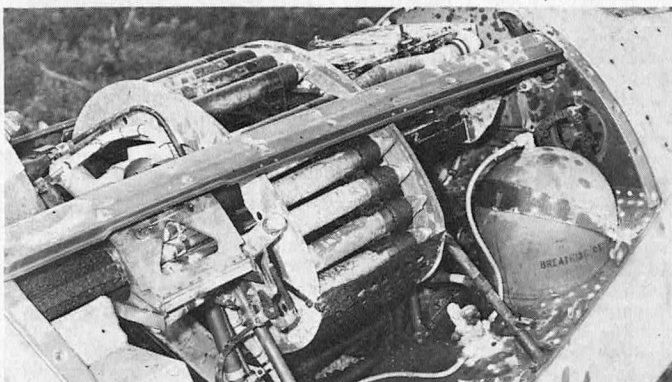
*The fact that any or all of the explosive material may already have been moved does NOT mean that it is safe. Because of its dangerous condition, it is liable to explode AT ANY TIME. If you have moved any of the ammunition or explosive material you should immediately inform the nearest police station where it has been placed, and leave the area.*

*You are also advised that the aircraft themselves may be dangerous quite apart from the ammunition etc. they contain. Again, the aircraft should not be moved or handled or persons approach them.*

*The inspection of these aircraft and action to render them safe is a dangerous and highly skilled operation. Such action may be undertaken by the RAAF if it is given an opportunity to do so. Neither the RAAF nor any other Government or official body can take any responsibility for the consequences of your present activities. However, this urgent warning is given to you because these aircraft are potentially EXTREMELY DANGEROUS.*

*YOU ARE URGED IN YOUR OWN INTERESTS TO LEAVE THE AREA AND REPORT DETAILS OF YOUR OPERATIONS TO THE NEAREST POLICE STATION.*

*October 7, 1971 RAAF."*



• Corroded rounds of ammunition in Lt. Faletta's aircraft.

Both Mr. BECK of the Townsville Aero Museum and Mr. NICK WATLING of the Cairns Aircraft Recovery Team were by now anxiously awaiting news from the RAAF that the aircraft were 'safe'. Mr. BECK had a special recovery vehicle ready and had previously indicated to the RAAF that as soon as the Jardine River receded he would be moving into the area. The Cairns team had already been quite active and had had a road bulldozed to the site. Both parties feared that a delay caused by the RAAF could jeopardise the teams' moves to have both aircraft dismantled and removed to Cairns and Townsville before the onset of the 'wet' season. (Only three days after the embargo was declared it was reported in a newspaper that 'the member for LEICHHARDT, Mr. W. J. FULTON, will be asked in Parliament in an effort to have the delousing of the wartime ammunition carried out as soon as possible').

The RAAF demolition team finally arrived in the area by helicopter during October and commenced work. The officer-in-charge, Flight Lieutenant N. ALEXANDER, after a preliminary examination informed RAAF HQ Townsville that the 'wheels-down' Airacobra was safe for recovery. However, he had been unable to safely remove the last seven high explosive rounds from the second aircraft and intended 'blowing in-situ using small charges to keep damage to a minimum'.

Finally, on November 1, the two fighters were declared safe and both recovery teams advised.

In September 1972 the two recovery teams joined forces and commenced the actual salvaging operation. COMALCO, who had built a mine nearby, generously provided the heavy equipment needed to get the Airacobras out of the bush and to the nearest track. They were then

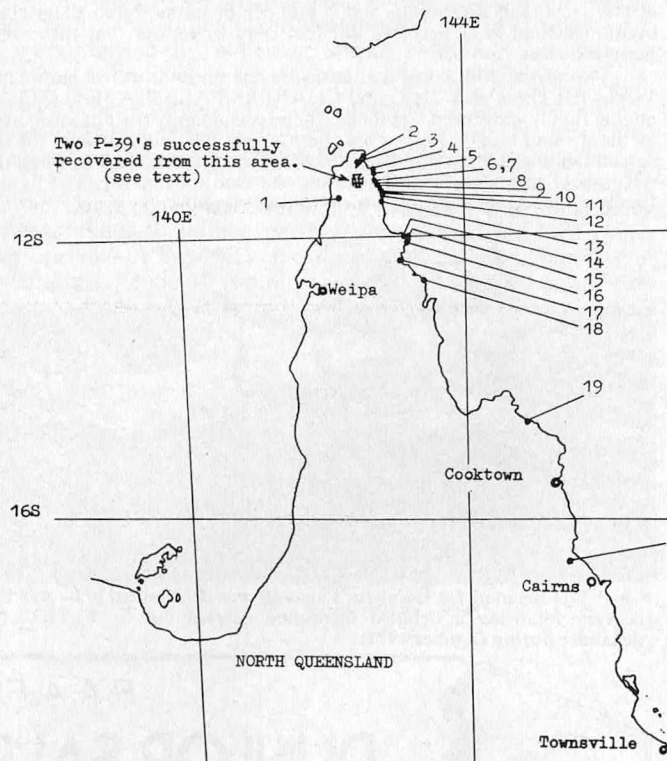
loaded on trucks and moved to the BAMAGA MISSION near HORN ISLAND.

The next leg of the journey was accomplished by a MASON SHIPPING LINES freighter which conveyed the aircraft to CAIRNS and then one by road to TOWNSVILLE. Thirty years after taking off, Lieutenant FALETTA'S Airacobra returned to base.



• Damage caused to the nose section of Lt. Harvey's aircraft by charges detonated to clear the corroded and highly dangerous ammunition that could not be removed by the demolition team.

## Known Bell P-39 Airacobra crash locations

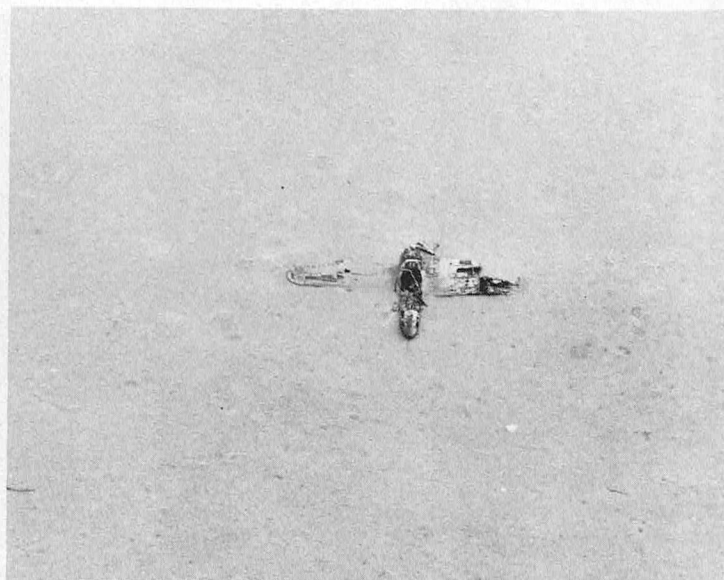


## MAP LEGEND

MAP REF	LOCATION	DATE MISSING OR CRASHED	REMARKS
1	Stover Bay, Cape York	Unknown	Unidentified. Possible P-39 wreckage scattered over area 1/2 mile inland.
2	Pudding Pan Hill, Orfordness	Unknown	Possible P-39. Wreckage located S of Orfordness.
3	Albany Pass, Cape York	Unknown	Wreckage located on beach 2 miles S of Albany Passage partially buried in sand.
4	Cape York Peninsular	Unknown	Two Wreckages.



Refer to Map Legend No. 8.

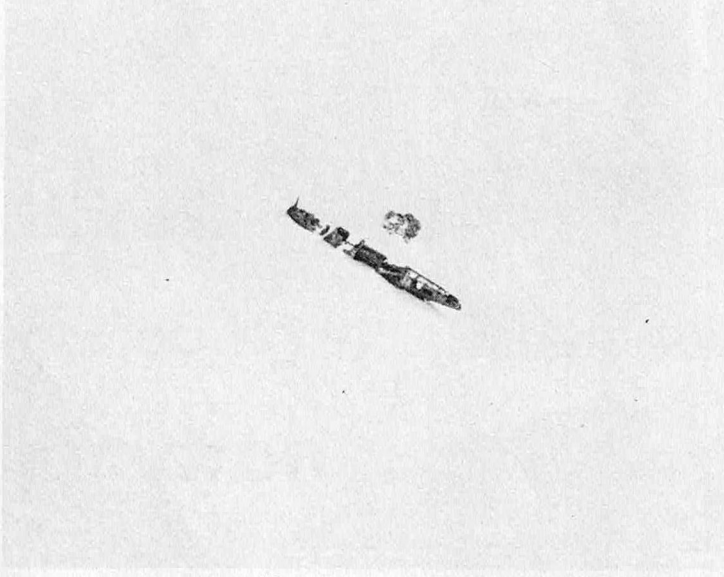


• Refer to Map Legend No. 14.

5	Thompson Island, Cape York Peninsular	Unknown	Wreckage located in sea W of island. Exposed at low tide.
6	Ussher Point Area, Cape York Peninsular	Unknown	Wreckage located 2½ miles S of island — 5½ miles NW of Ussher Point.
7	Ussher Point Area	Unknown	Wreckage located 2½ Miles No of Ussher Point — ½ mile inland.
8	Ussher Point Area*	Unknown	Wreckage located in a creek 1½ miles N of Ussher Point. Adjacent to above wreckage.
9	Ussher Point Area	Unknown	Wreckage located one mile N of Ussher Point. Adjacent to above two wreckages.
10	Ussher Point Area	Unknown	Wreckage located 3 miles S of Ussher Point.
11	Ussher Point Area	Unknown	Wreckage located 4½ miles S of Ussher Point and ½ mile inland.
12	Cape Orfordness, Cape York Peninsular	Unknown	Wreckage located 9 miles N of Hunter Point.
13	Hunter Point Area, Cape York Peninsular	Unknown	Wreckage located.
14	Cape Grenville,* Cape York Peninsular	Unknown	Wreckage located 3½ miles W of Cape Grenville.
15	Cape Grenville	Apr. 25, 42	Lost in vicinity of Cape Grenville.
16	Cape Grenville	Unknown	Wreckages located — one above and one below high water mark.
17	Temple Bay*	Unknown	Crashed on beach.
18	Weymouth Bay	Unknown	Believed crashed in bay.
19	Rocky Ledges,* Cooktown Area	May 1, 42	Wreckage of 41-7210 located approximately 50 miles N of Cooktown on beach above high water mark and 400 yards from wreckage of a RAAF P-40 Kittyhawk.
20	Cooktown — Mareeba Area	Feb 25, 43	Missing between Cooktown and Mareeba in this general area.

\* See photograph

**EDITORS NOTE:** A Tactical Co-ordinator with No. 10 Squadron and a keen aviation historian, Flight Lieutenant Kevin Baff will later this year attempt to publish his first volume on the history of his Squadron, 'Maritime is Number 10 — the Sunderland Era'. Excerpts from the thoroughly researched book will be featured exclusively in the coming editions of 'Maritimes'.



• Refer to Map Legend No. 17.



• Refer to Map Legend No. 19.

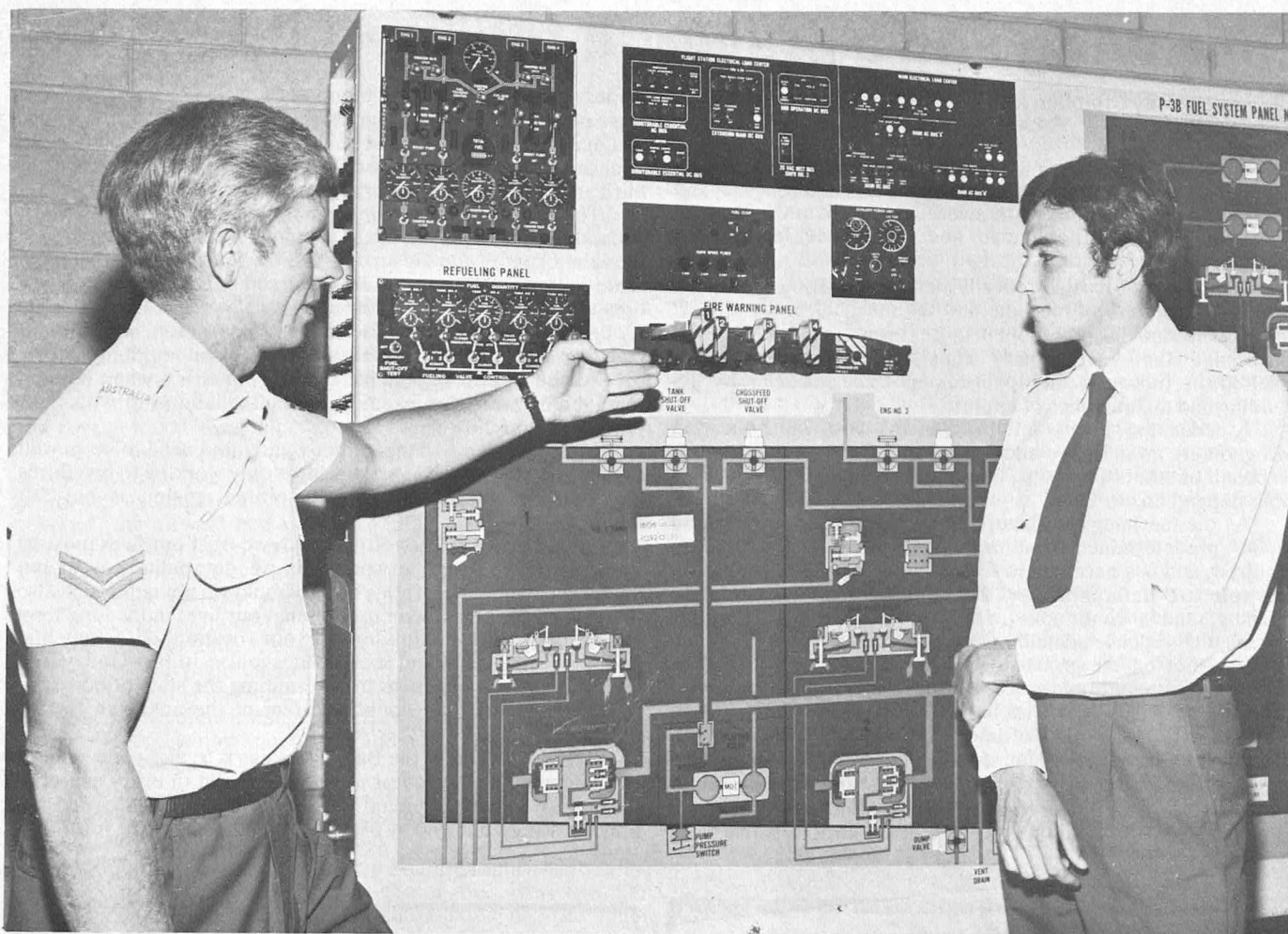




• Usually, you go to Dental Flight to see a dentist, but I can assure you there are better things to see there than the dentist — and here's the proof. LACW "Bronny" Mortimer, a dental assistant, was recently posted to Edinburgh to the delight of many a patient.

Photograph by Cpl. Ned Hobby.





• CPL Roy Brooks using a training board to explain the P3 Orion Fuel System.

## Training at 492 Squadron

By FLTLT Bob McIntyre

ONE of the lesser known areas of activity on this Base is the Field Training Flight at 492SQN. Here a small, but dedicated band of warriors lurk in the dusty confines of Building 427 (secreted away behind 292SQN Headquarters). Idle passers-by from other parts of the base have oftentimes homed instantly on to the rattle of a flashing ping-pong ball or the chorused voices of the "cricket shift" clustered around the ageing (BW) video training aid. Such moments of laxity belie the intense level of work activity which is a feature of every field training centre, that at 492SQN being no exception.

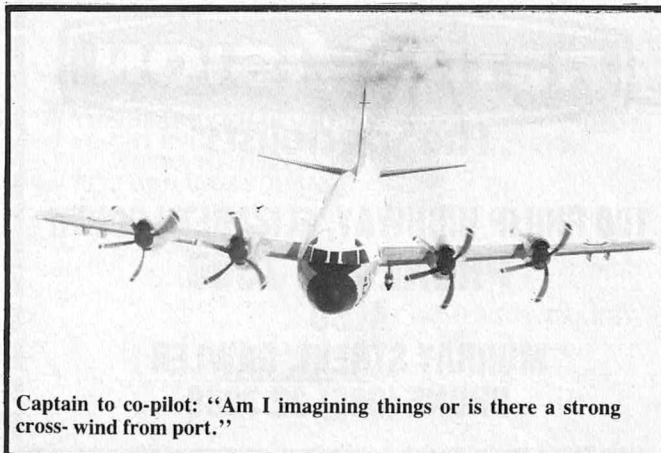
FTF is tasked with training all technical personnel posted to 492SQN. Until an "in-postee" has received specific job-related training, he is of very limited use to the unit as he knows little or nothing about the Orion P3 aircraft, its equipment or the complex maintenance support facilities. To achieve the transition from simply a tradesman/technician to a useful member of the maintenance team, FTF has a spectrum of over 60 trade courses.

These range from 3-day short courses to 6-month courses; the shorter courses may be run several times per year while longer courses occur only once each 12-18 months. The annual training schedule seldom features less than 100 courses (1980 — 114 courses, 1981 — 121 courses). With the expected increase in flying effort, 492SQN can expect to be tasked with heavier maintenance workloads and the FTF training commitment will escalate accordingly.

At present the "warriors from Building 427" number only 14 members to meet the mammoth task of teaching 100 plus

courses. They instruct the majority of the courses in the 92WG Training Centre, with frequent visits to the Technical Area to give the "trainees" hands-on experience. FTF instructors are usually the best personnel available, having a suitable blend of both lengthy experience and extensive training. They may be expected to do a tour of 18 months to two years at the training centre, after which most are happy to escape the frenetic scramble of teaching course after course, after course after . . .

FTF is indeed a busy place, and I hope this article has highlighted some of the activities for those of you who know little of the training scene at 492SQN.



Captain to co-pilot: "Am I imagining things or is there a strong cross-wind from port."

MARI TIMES, AUTUMN, 1982

# On a wing and a prayer

By Chaplain Ken Wilson (FLTLT.)  
RAAFSR. OPD.

The reliance on man and machine is paramount as crews fly aircraft in the continuing quest to sharpen wits and reflexes, and test ability and capability, in every likely circumstance and condition in which the human and mechanical frame must function.

Even beyond its theoretically defined breaking point, the molecular structure of machine and the mechanical capacity of engine and moving components are often proven with the knowledge that meticulously considered calculations have resulted in thorough and painstaking tradesmanship in the building and maintenance of aircraft.

A dedication, loyalty and pride in any worthwhile vocation will generate an initiative and a need to make every endeavour on behalf of others a priority. Where lives depend on skills, these skills depend on our lives.

As the mechanical structure conveys the crew and payload to its predetermined destination, the human structure is required, and is a necessity to direct and control. Capabilities in this role are determined by the application of personnel to learning, and a continuous re-assessment of the skills which engender confidence in handling every situation.

Whether on the ground or in the air, the body and mind needs to be finely tuned to cope with every variable condition under which dedicated service to our country is given.

The two components of body and mind must be moulded together in a fitness programme which keeps every faculty alert and functioning. The need to exercise, study and question are so indilably imprinted on the computer of the mind with a workable and feasible programme keyed in, that it constantly

feeds back a reminder, with monotonous rapidity, of the need to carry out such a fitness programme. So many people, of whom you may be one, give a great deal of attention, time and trouble to ensuring these two areas of their life are satisfied. However, a third and vital area is quite often neglected.

The soul of man to many is an afterthought, and often an addendum to the rest of life. The communication network with God the Creator, the Governor, and the Preserver of creation is more important than any man made communication system, or than the other two facets of the body.

As we determine the factors of our vocation, where man, machine and expertise mould into a successful and long career, so also the three components of the human life when bonded together make for an exciting, vibrant relationship with both God, and our fellowman.

If the two components of body and mind need to be so well tuned, how unfortunate that our life is only working to two thirds its potential when the soul, or spiritual realm, is not felt important.

The machine or aircraft to which we trust our lives must be one hundred percent airworthy or we determine not to put ourselves in jeopardy. If this be so, should we not determine also that our whole being be in tune so that our lives in the long term will bring stability and fulfilment in our vocation, our family life, and our recreational and social endeavours? In fact God will, if given first priority assist us in determining the state of body and mind and remove the doubt and fear of the unknown for the future.

The dedication of the Base chaplains is to assist and support all personnel in their quest to find fulfilment in every aspect of life, and would recommend that this can be accomplished not only on 'wings' but also by prayer. May God be real to you.



# The Maritime Flight Engineer

By Warrant Officer Damien Barber with  
acknowledgement to US Navy "Approach" and LCDR  
N. Ryan USN

THE P-3 Orion had just completed a 10-hour patrol of the offshore reefs on the East Coast of Australia and, as the aircraft passed over the piano keys at Edinburgh, everything appeared to be going well. The under-carriage straddled the runway centreline on touchdown, and as he gently lowered the nose to the concrete, the aircraft captain mentally congratulated himself on the landing. It wasn't a "greaser" but it was certainly smooth enough to avoid the groans, moans and unsolicited first aid kits that are often provided by the NAVs and AEOs at the back of the aircraft following a landing.

As he gently pulled the four power levers into reverse, his self-satisfaction was replaced by apprehension and, for a moment, misunderstanding. In a split second, during the reversal, the aircraft had swerved rapidly to the right, and in spite of his correction, it seemed inevitable that the aircraft would leave the runway and take a fast trip through the birdbath.

Suddenly the flight engineer's voice filled the flight station, "No Beta light number 1!" Now understanding that number 1 may be pitch-locked, the aircraft captain called "E Handle number 1". The flight engineer, anticipating the call, wasted no time pulling the yellow and black emergency shutdown handle, securing the malfunctioning powerplant. The aircraft captain's corrective actions now took effect and a trip through the weeds was narrowly avoided.

The entire incident had taken about 5 seconds, during which time the aircraft, essentially out of control, had used nearly 1000 feet of Edinburgh's 8000 foot runway.

Orion aircrew consists of highly qualified individuals who, with continuous training and much determination, work together to fly their sorties in the safest manner possible. The flight engineer category is one particularly germane to this task. Monitoring the four Allison turbo-props and many other complex systems, correcting malfunctions during flight, and knowing all emergency procedures are but a few tasks the flight engineer performs routinely. The long hours flight engineers train at 292 Squadron pays dividends in the form of an outstanding P-3 safety record.

No. 292 Squadron, initially named 'B' Flight 11 Squadron and then named Maritime Analysis Training Squadron, has trained approximately 60 flight engineers since the introduction of the P3B Orion in 1968 using a tried and proven 23 week training programme. Prospective flight engineers start with the very basic systems of the P-3 aircraft, proceed through simulated and actual flying and terminate studies at 292 Squadron after flying anti-submarine warfare (ASW) training missions.

Ground training consists of lectures on the basic aircraft

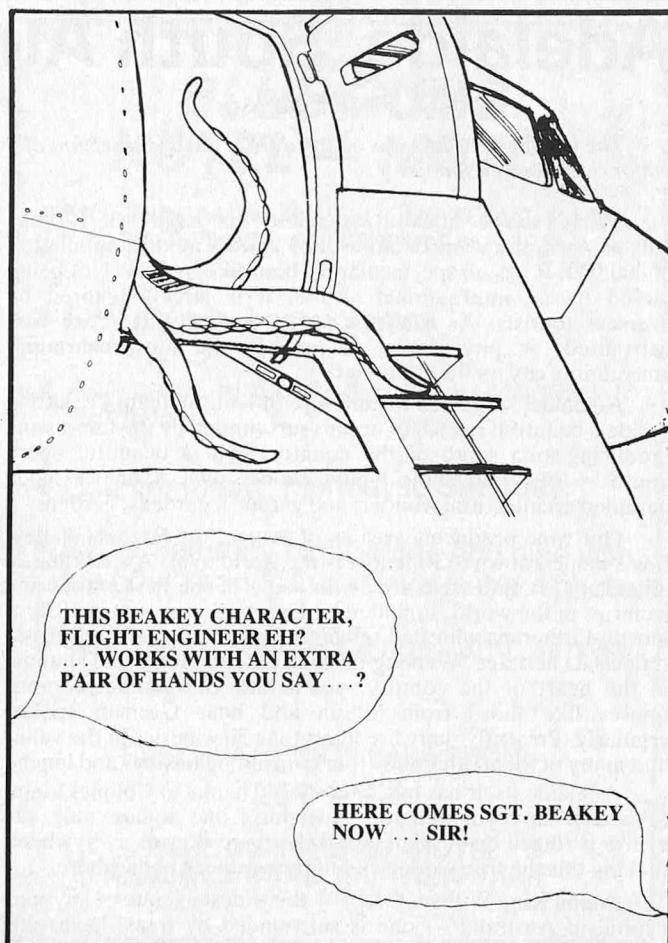
systems: electrical, airframe, air-conditioning and pressurisation, powerplants, propeller, oil, hydraulic, armament, and foul weather, as well as: aircraft weight and balance, fuel and emergency procedures. The prospective flight engineer needs to be fully familiar with not only the basic concepts of each system, but their shortcomings and possible malfunctions as well.

During simulator and flight training, possibly the most intensive training, the student flight engineer has the opportunity to put into practice the lessons which he has learned during hundreds of hours of ground school, preflight briefs and postflight debriefs. The student, working with two pilots and an instructor flight engineer, is exposed to nearly every conceivable malfunction and emergency possible in the P3; from the failure of a single instrument to simulated engine-out landings. He is continually evaluated in his handling of all normal and emergency procedures during this phase of training, and his success or failure is often determined in this very demanding stage.

After completing the requirements of the 292 Squadron syllabus, graduates are assigned to either numbers 10 or 11 Squadrons where they receive approximately 6 more months of training before fully qualifying as a category C flight engineer.

To qualify for flight engineer training, individuals must be at least an LAC with 3 years seniority in rank from one of the five aircraft technical musters. They must be highly motivated and have 4 years service remaining after completing 292 Squadron's training. Individuals with these qualifications have a 60 percent chance of successfully completing flight engineer training.

The course is demanding but the profession of a P-3 flight engineer is both challenging and rewarding, and places the individual in a position of responsibility almost unparalleled by any other airmen in the RAAF.



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[illegible]

## DOWN

- |                                 |                                       |
|---------------------------------|---------------------------------------|
| 1. Anti-shipping missile        | 1. Aircraft maintenance area          |
| 7. Copies                       | 2. River channels                     |
| 11. Sparkling                   | 3. Investigate                        |
| 12. Mouselike rodents           | 4. Lubricated                         |
| 13. Small quantity              | 5. Lyric poem                         |
| 14. Diving bird                 | 6. Settle comfortably                 |
| 16. Baby frog                   | 7. Sour                               |
| 19. Terrier                     | 8. Race                               |
| 21. Calm                        | 9. Followers                          |
| 22. Plunder                     | 10. Lose lift                         |
| 23. Tie                         | 15. Rebel                             |
| 24. Beat                        | 17. Study of the causes<br>of disease |
| 28. Intense                     | 18. Hobgoblins                        |
| 29. Vapour                      | 20. At the peak of                    |
| 30. Speed                       | 25. Mineral                           |
| 31. Abscond                     | 26. Pare                              |
| 34. Separated spouses allowance | 27. Gorge                             |
| 37. Aquatic carnivore           | 31. Moslem chieftain                  |
| 40. Man's name                  | 32. Number                            |
| 41. Commanding Officer (abbr.)  | 33. Tower                             |
| 42. Chess pieces                | 35. Measurement                       |
| 43. Weep                        | 36. Tube                              |
| 44. Burden                      | 38. Fish                              |
| 46. Unlawfully hang             | 39. Some                              |
| 47. Noisy nocturnal breathing   | 41. Dog                               |
|                                 | 45. Negative                          |

**SOLUTION ON PAGE 18**

**by SGT. Geoff Pearson**

'What's so special about Adelaide?' one might ask. It ranks only as Australia's fourth largest city, with a modest population of 800,000. It has no spectacular harbour like Sydney. Not being served by an international airline, it is largely ignored by overseas tourists. As a tourist resort generally, it is not well patronised. A pity, for it is perhaps the most charming, unassuming city on the continent.

Adelaide: so named for the wife of King William IV; sitting beside a beautiful stretch of ocean; surrounded by the finest wine producing area south of the equator; with a beautiful opera house — one that some would choose over Sydney's much heralded architectural wonder; and gardens, gardens, gardens.

Our wine producing area is, of course, the Barossa Valley. It is a name known to wine lovers the world over. A sparkling 20 miles long, 5 mile wide area with some of the best grapes and wineries in the world. Founded by German emigrants in 1838 — mostly Lutherans who fled religious persecution — the Barossa reflects its heritage. Walking through the little town of Tanunda, in the heart of the country, you'll find German restaurants, houses like those from Silesia and hear German spoken regularly. Presently there are more than 30 wineries in the valley and many of them offer daily tours, including tastings and lunch.

Adelaide itself has much to offer. Thanks to Colonel Light, SA's first surveyor general, Adelaide's one square mile city centre is ringed by parklands and there are flowers everywhere, making this the true garden city of the southern hemisphere.

Along King William Street — the widest avenue of any state capital in Australia — one is surrounded by trees, lawns and flowers. Just off this street is the Rundle Mall, a charming

collection of shops and restaurants spread along a cobblestone walkway. If you're there early enough, you can enjoy the farmer's market and get a good farm breakfast. Lunchtime, one is entertained by a wide variety of colorful people — strolling minstrels, political speakers and Hare Krishna devotees. On Sundays puppeteers, circus performers, street theatre, story tellers, ice cream sellers and bands spread the length of the Mall.

On King William Road is the spectacular Festival Theatre, imposing with its brilliant and colourful sculpture garden. The Centre is a handsome complex, containing a 2,000 seat theatre, 600 seat playhouse, 380 seat experimental theatre and 800 seat amphitheatre. And, unlike Sydney's controversial opera house, the Festival Theatre has excellent acoustics and comfortable seats. The Adelaide Festival takes place bi-annually in March with top line artists to suit various tastes, but performers and the theatre are active the entire year.

Ayres House (home of former SA governor for whom Ayers Rock is named) has been converted into a museum and perhaps the city's best known restaurant. The Birdwood Mill museum has Australia's largest collection of old cars and motorcycles. The Mount Lofty summit has an excellent city overview. The Fleurieu Peninsula, south of Adelaide, has glorious beaches, surfing and spectacular sunsets.

Kangaroo Island, Australia's third largest after Tasmania and Melville, has only 3,000 people — outnumbered by kangaroos. The island's rugged beaches and spectacular granite sculptures flank Flinders Chase, Australia's largest fauna and flora reserve, where one can share lunch with a kangaroo and see orchids aplenty.

The Flinders Ranges to the north are a wonderland of gorges, historic relics and geological majesty.

So to all those recently arrived at Edinburgh — welcome to Adelaide. There's a lot going for it.

MARI TIMES, AUTUMN, 1982

## Honors and Awards

### CERTIFICATE OF OUTSTANDING SERVICE

CPL S. O'Brien Education Assistant 1RTU

CPL O'Brien was awarded the certificate of outstanding service in respect of his performance of duties whilst serving at No. 1 Recruit Training Unit as a LAC Education Assistant. Then LAC O'Brien was posted from BSEDN to 1RTU in January '81. At that time 1RTU was in the process of implementing a major programme to replace all training aids with improved ones. LAC O'Brien enthusiastically accepted the challenge, and as he became more involved in the work, established himself as an authority on the training aids. Many of the requests for advice and assistance were satisfied by LAC O'Brien outside normal working hours — a fact that he declined to advertise. With the arrival of female recruit training at 1RTU, the programme was extended to include training aids for female recruits. This imposed even heavier work loads, but he met these increases willingly. The high professionalism, enthusiasm and job performance continually exhibited by LAC O'Brien whilst at 1RTU was outstanding and contributed significantly to the unit's efficiency and morale.



• OC presents CPL. O'Brien with the Certificate of Outstanding Service.



• OC presents CPL. Ward with the Good Show Award.

### THE GOOD SHOW AWARD

CPL. G. Ward Airframe Fitter 492 Squadron

During an Orion R3 servicing, Corporal Ward was checking the boost-pack filters when he noticed several loose rivet-tails in the aft fuselage. While searching inside the tailplane for the source of the rivet-tails, Corporal Ward discovered severe corrosion in the root areas of the lower tailplane planks. Inspections of the P3B Fleet established that all 10 aircraft had extensive corrosion originating from the lower root to fuselage-faster holes. Access to the tailplane is extremely difficult with the boost packages installed. Moreover, inspection of the area is not required in the R3 servicing schedule. Corporal Ward's discovery alerted the RAAF and other P3 operators to a previously-unknown problem. Corporal Ward is commended for his diligence and professionalism which prevented an engineering defect from causing serious structural damage to P3B aircraft.

Other personnel at Edinburgh who have received awards in recent months are:

#### New Year Honours List

FLTLT S. J. Gray 047378 AEO 10Sqn. Awarded MBE.

#### Australia Day List

Mr. F. Verinder Civilian ARDO Awarded OAM.

#### Good Show Award

LAC B. Huddy A124535 AFFITT 492Sqn.

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## SOLUTION TO KLUEMIT'S KROSSWORD '6'



## 492 Sqn. Avionics Maintenance — The Computer Age

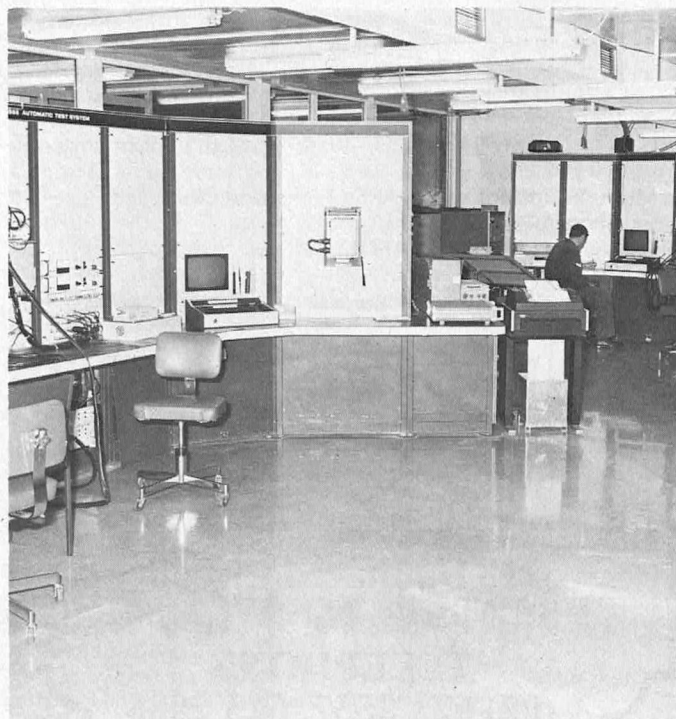
By CPL. Bob Duncan 492 SQN.

THE introduction of complex digital equipment into maritime surveillance occurred with the introduction of the P3C aircraft. The complex and advanced equipment requires equally advanced maintenance technology; such technology has been achieved with the introduction of automated testing.

The automated test scheme used at 492SQN is the AN-USM449 Automatic Test System, or ATS for short. The ATS is a complex 'hybrid' tester comprising both analog and digital technology, and is controlled by a general purpose digital computer. The system encompasses all of the equipment necessary to provide input information (stimuli) and output measurements of capability for any electronic piece of equipment.

Control of the digital computer is through a computer programme (set of instructions) for each individual type of equipment to be tested. With the use of adaptors any piece of electronic equipment can be interfaced to and tested by the ATS. A trained operator connects the item under test to the ATS using adaptors and initiates testing with an appropriate programme. The programme carries out the necessary testing sequence, records results and instructs the operator on what action to take during the test sequence. When testing is completed the computer analyses the stored results and instructs the operator in the required corrective procedures to align or repair the failing equipment. Maintenance personnel implement corrective action after which the repaired item is re-tested — this validates the corrective action. The item is then returned for use in aircraft.

Extensive training is required for personnel who are to operate the ATS — 9 weeks; and to maintain the ATS — 16 weeks, at the 492SQN Field Training Flight. The ATS coupled with highly trained technicians and other avionics facilities of 492SQN gives this unit an advanced and superior maintenance capability.



• Part of the Automatic Training Facilities of 492SQN.

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# Short Arm Parade

By SGT. Kevin Carroll

I wonder how many service personnel have attended a real life, official "Short Arm Parade." I know a lot of bragging goes on about Short Arm Parades, but I would like to tell you what I believe was the last "Official Short Arm Parade." This auspicious event was required to be performed by a complete squadron of personnel of approximately 150 members.

The date was somewhere in July 1955 — I think it was the 21st or 22nd. The time, 1300 hrs; the place, the Apprentice Parade Ground RSTT Wagga Wagga; the day over-cast, windy and temperature 25°F.

In those days it was a requirement that the apprentices attend a Stand-to Parade after lunch — it also was a requirement to have an inspection. Well, due to inclement weather, which seems to occur at that time of the year at Wagga Wagga, inspections on morning parades had become (excuse me SQN LDR) quite slack, and so on this particular day there was nearly 100% attendance on the parade.

I had a very uncomfortable feeling when on the command "Parade Attention!" the ambulance drove up and out stepped the Senior Medical Officer (SMO) and two Sisters as well as a couple of female medical orderlies. Now I don't know whether the stories about the SMO were true, but we apprentices at that time were always in awe of the SMO, because he was supposed to be one of Australia's leading specialists in V.D.

The CO gave the order "Flight Commanders prepare your flights for inspection, by flights, by numbers in the following manner:

Open Order March.

No. 1 Remove Great Coats and place at right foot.

No. 2 Remove overalls.

No. 3 Remove jumpers.

No. 4 Remove singlets.

No. 5 Remove underpants.

No. 6 Remove boots.

No. 7 Remove socks."

(The beret was not removed).

I will admit Nos 5, 6 and 7 were only used on certain flights and individuals and not the whole parade.

The need for the parade was conveyed to us afterwards. In those days apprentices were required to undertake a full year of Basic Training which included Carpentry and Blacksmithing. The showers at Wagga Wagga were mostly cold, you had to get up at 0500 to be one of the lucky ones for a hot shower. Well anyhow, it seemed that due to the inclement weather and the living conditions of the time, there appeared to be a large number of apprentices lacking in adequate personal hygiene, and so it seemed there were skin rashes and other personal disorders spreading about the camp.

The parade was the SMO's way of enforcing personal hygiene education upon us.

I will admit that the experience has always stayed with me. Especially when I remember a young 15-year-old boy being stood at ease, so that close inspection of his private parts could be carried out by the Sisters. The SMO was only called in by the Sisters when something special occurred — most of the inspections were carried out by the Sisters.

When I reflect, I can honestly say the matter of modesty did not worry me: what did worry me was the temperature, 25°F or 3°C with a lazy wind. When the Sister came to inspect me I can always remember her remark, "Where is it; I can't find it!"

MARI TIMES, AUTUMN, 1982



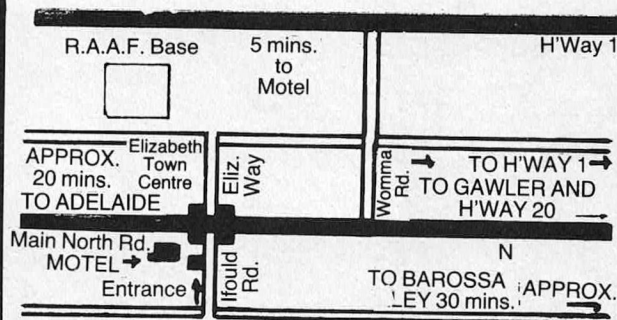
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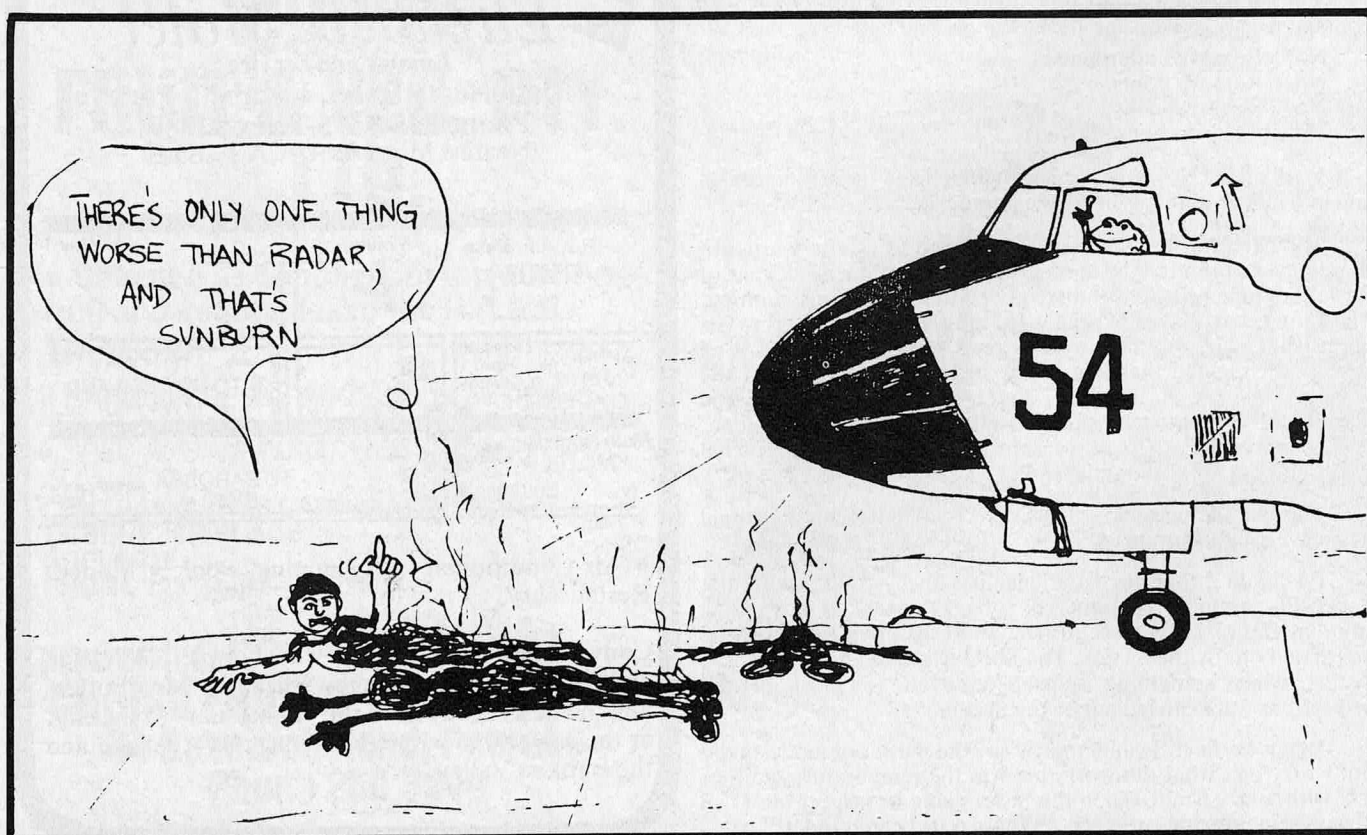
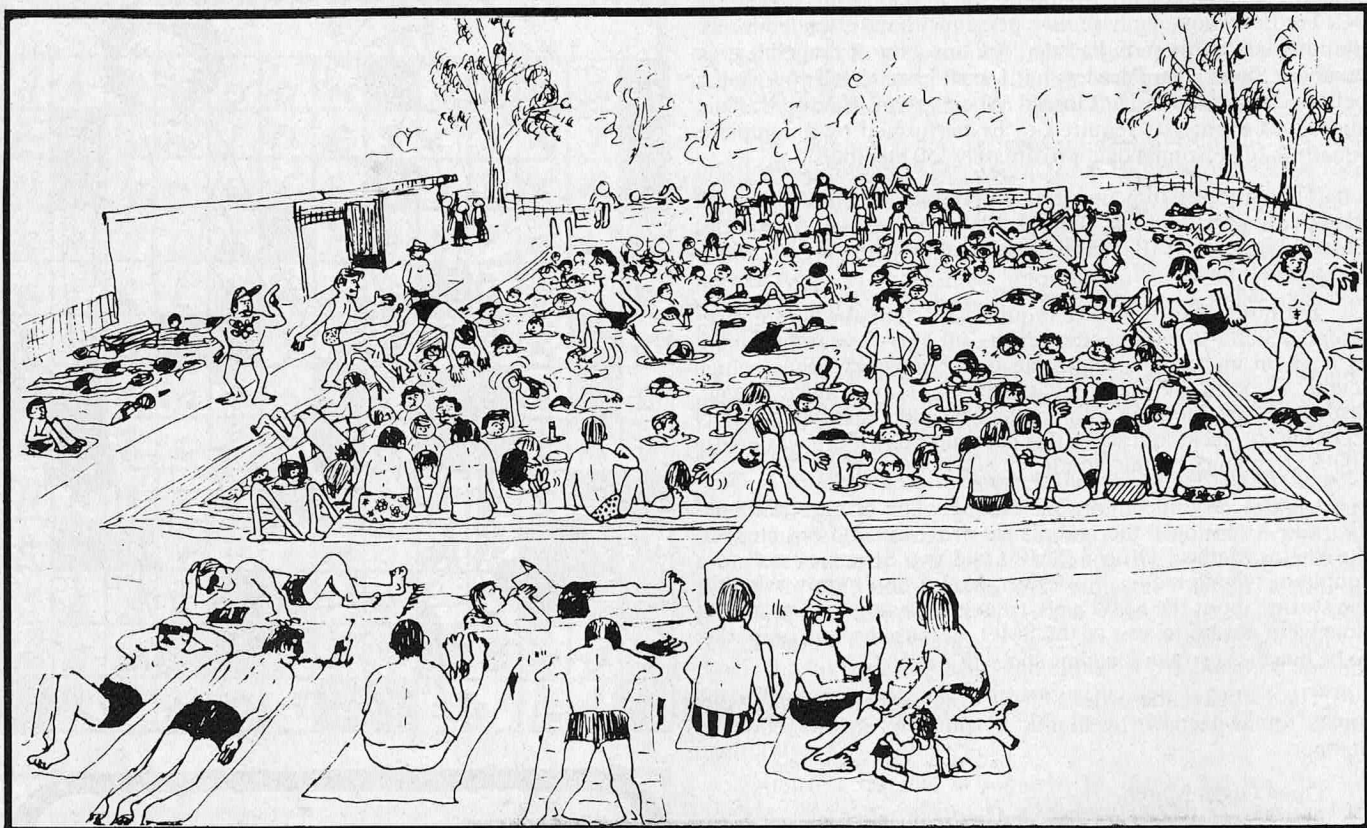


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In January, Adelaide experienced its longest spell of hot weather in over 40 years when temperatures exceeded 100 degrees on the Fahrenheit scale for seven consecutive days. LAC 'Richo' Richardson contemplated the summer heat and drew a couple of cartoons.



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## From Aardvark To Snow Goose by Flying Officer Nigel Fort

Alterations on F111C A8-132 have been more than just a coat of white paint. Extensive modifications have been incorporated to assist the Aircraft Research and Development Unit at Edinburgh in formally assessing the performance and handling characteristics of the aircraft in various configurations. A8-132 has been partially modified and is currently being operated by 482SQN as a fleet aircraft. When the instrumentation installation is completed at 3AD later this year, A8-132 will be flown down to ARDU, and its role as an instrumentation platform will begin.

The aircraft is to be utilized initially in evaluation of flight characteristics during carriage and release trials of various armaments. The aim is to establish the safe flight envelopes for the carriage and release of new and existing weapons in the RAAF inventory.

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