

Mari-times

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EDITORIAL

Once again we are entering the time of the year when promotions, postings or the lack thereof tend to preoccupy many of our number. Perhaps this preoccupation accounts for the reluctance of most people to put pen to paper and produce copy for the 'Mari Times'? On the other hand, I live in hope that the stirrings of spring to come will inspire people to new heights of creativity in the next issue.

In this issue, 'Mari Times' looks at subjects as diverse as the mysteries of Psychology Section and the defeat of Army in the Simpson Trophy rifle shooting competition. Diversity is what we are after and it can only be achieved by different people submitting different items on different subjects in their own different style. So, please surprise me in time to meet the copy deadline of 30 October for the Summer issue—just to be different.

SQNLDR Ian Little

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FRONT COVER: A bomb bay view of a Mk. 46 torpedo dropped from a 10 Sqn. P3C during the RIMPAC '82 Exercise. The photograph was taken near the Hawaiian island of Kauai by LAC Robin Menzel.

The man at helm of No 92 Wing

On 31 May 1982 Group Captain Holland took up the appointment of OC 92WG. He comes to the Wing with a wealth of maritime flying experience.

Group Captain Holland enlisted on 3 April 1956 as a temporary trainee aircrew and commenced his flying training at 1BFTS Uranquinty. He completed his flying training at 1AFTS Point Cook and was commissioned as a Pilot Officer on 1 July 1957.

Apart from a stint at 24SQN and 2(F)OTU, Group Captain Holland's flying experience has revolved around maritime and flying instruction. His current appointment is his fourth maritime post after having served twice with 11SQN (July 1958 to January 1961 and April 1967 to January 1970) and once as CO of 10SQN (January 1973 to January 1975). As well as serving as Director RAAF at AJASS (January 1975 to January 1977) he also served as Aircraft Requirements — Maritime at DEFAIR (June 1977 to January 1979). In his flying instructional role, Group Captain Holland served at 1BFTS (June 1961 to January 1964) followed by CFS (January 1964 to April 1967).

Group Captain Holland attended RAF Staff College during 1970 and completed his tour in England at the RAF No. 19 Group Headquarters. During 1977 he also completed No. 15 Joint Services Staff College Course. Before his current appointment Group Captain Holland served for three years in Defence Facilities Division, Defence Central.

Group Captain Holland's career in both staff and unit appointments has had a number of highlights, including trips overseas. Perhaps best remembered by him are attachments to the USA in 1959 involving the ferry of Neptune aircraft fitted for the first time with jet pods, and the training for and ferry of the RAAF's first Orion aircraft — the P3Bs — in 1968. Group Captain Holland would, of course, like to remain as Officer Commanding 92WG for the ferry of the P3Cs for 11SQN at the end of 1984, early 1985. However, time would be against him.



In command of No 492 Squadron

Wing Commander A.K. Jaugietis was appointed CO of 492SQN on the 29 March 1982. His appointment follows almost 15 years of service, having joined the RAAF in August 1967. Since then he has held a number of staff positions not only overseas, but also at HQSC and DEFAIR.

His overseas posts included a three year tour on the staff of the Air Attache in Washington DC and a briefer tour in Fort Worth, Texas as the project engineer responsible for the updating of the avionics system of the F-111C aircraft. His Command and DEFAIR posts-included a two year period as the Mirage electrical project officer between 1969 and 1971, and a five year period between 1978 and 1982 in various policy-related positions in Canberra. Attending the Staff College in 1977 turned into a pleasant interlude between his many and varied posts elsewhere.

Wing Commander Jaugietis' unit experience included two-year tours of duty with 10SQN in Townsville and 481SQN at Williamstown. He comes to 492SQN at a challenging time of high activity, particularly with the pending acquisition of new P3C Orion aircraft to replace the ageing P3Bs, and the opening of the new avionics workshops. He says he looks forward to the challenge and asks all others at 492SQN to join him in making the squadron one of the most professional in the RAAF.



Flight engineer training No 292 Sqn.

No 292 Squadron, through the Air Training Flight (ATF), is responsible for the training of P-3 Orion Flight Engineers for Nos 10 and 11 Squadrons. The graduate flight engineer leaves 292SQN with his 'wing', and receives further 'on the job' experience in the operational squadrons.

The P-3 flight engineer student is selected from the RADTECHA, INSTFITT, ELECFITT, ARMFITT, ENGFIIT, AFFITT or CREWTECH mustering to undergo an intensive 26 week course. Although generally of SGT or CPL rank, an LAC with three or more years seniority is also eligible. The student graduates as a Sergeant flight engineer.

The flight engineer course is conducted in two phases, a ground phase and an air phase. The ground phase includes a wide variety of subjects, ranging from in-depth study of the aircraft technical systems (eg Electrics, Hydraulics, Engines, Propellers etc), to aircraft runway, take-off and operational performance criteria and calculations. This phase is finalised in the Operational Flight Trainer (OFT), where the aircraft operating procedures are taught and practised. As the student progresses, the more complicated procedures are taught, until he reaches a standard in handling normal and emergency procedures from which he can progress to the air phase of his training.

The air phase is designed to consolidate the student flight engineer's knowledge, and to provide the realities of operating the aircraft systems. It is not possible to achieve this latter aspect in the OFT. Once settled into the basic air work, the student then progresses to the last stage of the air phase — operational and tactical flight situations — which further test and extend his abilities.

Then, provided he has met the high standards set and expected, he graduates as a fully qualified, albeit inexperienced, P-3 Flight Engineer.

292SQN generally runs one flight engineer conversion per year. The product is highly trained, competent and important member of a maritime crew.



• Flight Engineer conducting a preflight inspection of an Orion flight station.



• Flight Engineer conducting a pre-flight inspection of an Orion engine.

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That time of the year

The annual assessment is nothing new . . .

The first day of September is, officially, the first day of spring. Another annual event of some importance which occurs on this date is the arrival on the desks of assessing officers of Forms PR 86 — Officer Evaluation Reports. The practice of reporting on the performance of officers is not a new one. As long ago as 15 August 1813, one Brigadier General Lewis Cass, in a former British colony, recorded the following observations.

"Sir,

I forward a list of the officers of the 27th Regiment of Infantry arranged agreeably to rank. Annexed thereto you will find all the observations I deem necessary to make.

Respectfully,
I am, Sir,
Your Obedient Servant

Lewis Cass
Brigadier General

Alex Denniston —
LtCol., Comdg.

— A good natured man.

Clarkson Crolins —
First Major

A good man, but no Officer.

Jesse. D. Wadsworth —
2nd Major

— An excellent Officer.

Capt Christian Martel
Capt Arson T. Crane
Capt Benj. Wood
Capt Maxwell
Capt Shotwell

— All Good Officers.

— A man of whom all unite
in speaking ill. A knave
despised by all.

Capt Allen Reynolds

— An Officer of capacity, but
imprudent, and a man of most
violent passions.

Capt Danl Warren Porter

— Stranger but little known in
the Regiment.

First Lieut Jas Kerr
First Lieut Thos Darling

— Merely good, nothing
promising.

First Lieut Wn Perrin
First Lieut Danl Scott
First Lieut Jas I. Ryan
First Lieut Robt. McElwarth

— Low vulgar men, with the
exception of Perrin, Irish and
from the meanest walks of life
possessing nothing of the
character of officers or
gentlemen.

First Lieut Robt. P. Rose

— Willing enough — has much
to learn — with small capacity.

First Lieut Hall

— Not joined the Regiment.

2nd Lieut Nicholas G. Garder

— A good officer, but drinks
hard and disgraces himself and
the service.



2nd Lieut Stewart Elder

— An ignorant unoffending
Irishman.

2nd Lieut McConkey

— Raised from the ranks,
ignorant, vulgar, and
incompetent.

2nd Lieut Piercy
2nd Lieut Jacob J. Brown
2nd Lieut Thos. G. Spicer
2nd Lieut Oliver Vance.

— Come from the ranks, but
all behave well and promise to
make excellent officers.

2nd Lieut James Garry

— A stranger in the Regiment.

Third Lieut Royal Geer
Third Lieut Mears
Third Lieut Clifford
Third Lieut Crawford
Third Lieut McKeen

— All Irish, promoted from
the ranks, low vulgar men,
without one qualification to
recommend them, more fit
to carry the hod than the
epaulette.

Third Lieut John G. Sholts
Third Lieut Francis T.
Wheeler

— Promoted from the ranks
behave well and will make
good officers.

Third Lieut Darrow

— Just joined the regiment, of
fine appearance.

Ensign John Brown
Ensign Bryan

Promoted from the ranks —
men of no manner and no
promise.

Ensign Charles West

— From the ranks, a good
young man who does well.

MARITIMES, SPRING, 1982

Regular visitors' inspection tour

'Regular visitors to the base are the South Australian AIRTC. Members of No. 8 Flight which is located at Gawler were recent guests and took the opportunity to closely inspect the P3 propellor, try on the safety equipment and learn about the aircraft.'



Cdt. J. N. C. 'Smurf' Ellola of No. 8 Flt. SAATC which is based at Gawler is shown by Cpl. Dave Owe of 24 Sqn how to bung a P3C. 'Smurf' has trouble rising to the occasion.



Cdt. J. N. C. 'Smurf' Ellola (standing) and Sgt. D. R. (David) O'Leary of No. 8 Flt SAATC based at Gawler S.A., are shown cleaning the propellor of a P3B.



Cdt. K. W. (Keith) Hoppo of No. 8 Flt. SAATC based at Gawler S.A., is fitted with a parachute harness by Cpl. Dave Ower of 24 Sqn.

CHRISTIAN LEADERSHIP COMES ALIVE

The Base Chaplains have just completed the final preparations for the 'Living Leadership Seminar No 4' which is to be held at RAAF Base, EDINBURGH from the 9th to the 13th August inclusive. Twenty-seven officers, airmen and airwomen will be looking at the question of leadership in the context of Service life. It is appropriate that 'Leadership' should be the theme of the Chaplains' contribution to this issue of MARITIMES.

"St Paul writing to Timothy (1 Timothy 3:1 NEB) says "to aspire to leadership is an honourable ambition". It implies first oversight of some area or task, however large or small, and secondly, responsibility to some higher power or authority. Leadership is obviously essential in every walk of life — the armed services — the civil service — the church — the school — the hospital. It is required at every level of life. It is not being too pessimistic to say that leadership today is in short supply. The scriptures remind us that leadership must not be avoided for reasons of false modesty or an unwillingness to shoulder responsibility. We are reminded of Saul who in 1 Samuel 10 having already been anointed king by Samuel ran away and attempted to hide among the baggage. (1 Samuel 10:22) Or of Jeremiah who in response to God's call said, "Oh Lord God, Behold I do not know how to speak for I am only a youth". Paul obviously had to challenge Timothy to face up to his responsibilities when he wrote (1 Timothy 4:14) "Do not neglect the gift you have".

With those general remarks on Christian leadership let me choose three of the many qualities needed in the practice of leadership.

First and foremost, I would place **personal example**. Captain Roskell RN in his book 'The Art of Leadership', states — "Success or failure in leadership is to a large extent decided by example". The leader must submit himself to constant and ruthless examination on this matter.

The second outstanding quality in the practice of leadership is **self discipline**. This discipline applies to every aspect of life, our time, our leisure our study, our money, our habits. St Paul in his classic passage in Galatians 5 reminds us that this "self control" we so desperately need is in fact part of the fruit of the Holy Spirit.

My third basis quality in the practice of leadership after example and discipline is **encouragement**. How much we all, parents, children, commanders, airmen, respond to a word of encouragement. One of Paul's friends of whom he wrote in 2 Timothy 1:16 is Onesiphorus and he says of him, "that man oft refreshed me".

No man will ultimately succeed in the leadership of his fellow men at any level of responsibility if he ignores the ministry of encouragement."

(From an address by the Rt Rev A. J. Dain, OBE, delivered on the occasion of the Inaugural Bishop Hulme-Moir Memorial Lecture, 22nd February 1981)

Mrs. RAAFWA



AIRCDRE Paule with Mrs Brereton (left) and Mrs Bristow-Smith at the Presentation Luncheon on 28 July 1982.

Airmen's Club luncheon for presentation

A presentation luncheon was held at the Airmen's Club on 28 July, 1982 to announce the winner of the Mrs. RAAFWA Competition for the Edinburgh Branch of the RAAF Women's Association. AIRCDRE Paule officiated at the sashing of the winner, Mrs Pat Brereton, and the runner-up Mrs. Cathy Bristow-Smith.

The Mrs. RAAFWA Competition is one of many fund raising ventures run by RAAFWA Branches throughout Australia to support the Patriotic Fund Incorporated. This Fund, administered by a Board of Trustees in Canberra, assists the education of children of deceased and incapacitated RAAF personnel.

The ladies from the Edinburgh Branch have raised over \$2,300 for the Fund in the three months of the Mrs RAAFWA Competition.

RAAFWA holds a general meeting on the first Wednesday of each month at the Jubilee Centre on the Base. The meetings commence at 10.00 am and a trained baby-sitter is available. Tea and biscuits and the friendly atmosphere combine to make these meetings most enjoyable for members. Other social and fundraising activities are held throughout the year.

A warm invitation is extended to any ladies who would like to attend one of these meetings. RAAFWA offers an excellent opportunity for you to meet other service families, with a special welcome to the families of newly posted members.

MORE THAN MARCHING TO THE BAND

By AC D. WORRALL

History has shown that music has exerted a strong influence on, and has been strongly influenced by, many events in all aspects of life.

This is nowhere more obvious than in the military forces. The brass band and concert band are often regarded by many people, both within and without the armed services, as being of doubtful or insignificant relevance to the primary role of their services: that of an efficient fighting force. This disregard could be not further from the truth when considering the band's role within that force.

The most obvious role of the band in today's military forces is the provision of music to which the armed personnel can march. Apart from supplying a steady tempo and clearly accentuated beat for the troops to follow, this music produces many other positive factors towards the intended result of a disciplined effective force.

As various forms of music may have differing effects upon the emotions and spirit of man, music which is usually played by the military band may also affect the spirit of those who listen.

Morale is one of the most important factors to a fighting force, and providing it is high, that force is likely to more effectively carry out its task. The confident strength of a driving march can very well urge the human spirit to summon the strength of the body and mind into action, increasing the sensual awareness and, therefore, productivity of the body.

Morale is also greatly influenced by the feeling of identification with a team: this also being an important aspect of a military force. Identification can be well recognised through a rousing familiar tune, almost invariably that of a national song. The mere sound of the strains of "Waltzing Matilda" is more than likely to raise a patriotic lump in most Australian's throats, so much so in fact, that it has been mistaken for Australia's National Anthem. The stress, both at home and on the battle front, of the two World Wars of this century have given birth to many tunes and songs, some patriotic and others simply moving.

This identification promoted by the music involved, may also produce a more impressionable ground for order and discipline, without which no military force would remain a substantial defence weapon.

Order and uniformity are definitely operative in the formation of a well disciplined army. Through order on the parade ground comes order in tactical movement.

As each branch of the Armed Services usually proffers a band, an element of competition may enter those immediately concerned. Competition has long been a very effective method of promoting the drive for a higher standard of excellence. This is not forgotten in the musical units of the forces, where the higher the standard the more influential the band will be on the primary aims of each Service.

Apart from the effect which music has on each Force, a negative effect may also be generated within the opposing forces. If the enemy is to learn of the superior strength of its opposition, a serious decrease in morale and the fighting spirit may eventuate. Music is very much a part of this propaganda today in the time of radio and television.

"Everyone loves a parade," or so it would appear by the huge crowds surrounding any festival. The parade is an extremely important part of the Military Band's existence and purpose. Through the parade a strong public relations promotion may be initiated.

Much of the public is unaware of the procedures and value of their Defence Forces. However, through the parade the MARITIMES, SPRING, 1982

public may observe that order of formation, uniformity and impression of strength. The band in all its colorful presentation, and high standard of disciplined performance, is also able to initiate the same sense of pride in one's own heritage within the onlooker as it is within the troops. The style of music performed and the fashion in which it is performed, allows the public audience to demonstrate confidence in its defence forces by realising its high standard and contemporary significance in the music industry. Music is a language which can bridge many a communication gap, an important factor to remember when pursuing public acceptance and support.

History has witnessed the more direct involvement of music and the military band in the armed services. Originally many battles were lead by a drummer setting the pace for the advancing force. This practice later incorporated the fife as well.

The Scots have long been feared as mighty fighting men, much of which may be attributed to the unique and alarming sound of the bagpipes, always used within their ranks. Both these pipes and the bugle have played and continue to play an important part in official commemorative services and drill.

Although the military band of today does not lead its comrades into war, it certainly plays an important function in 'leading from the rear.'

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MAKING IT ALL WORTHWHILE

by FLTLT I. M. Pearson

All the early morning starts, the late nights and the many hours in between that are required to keep RAAF Edinburgh's P3 Orions flying, feel worthwhile when a tangible result is produced by the aircraft and their crews. Unit histories from the No 92 Wing squadrons indicate that these results are far from isolated with the No 10 Squadron entries for June providing typical examples.

The month began with Squadron involvement in surveillance missions of the Indian Ocean to monitor the activities of the seven-ship Soviet Space Event Support Group. No 10 Squadron surveillance of the group produced high quality photographs of the 'space shuttle' — like vehicle recovered by the ships after its splashdown to the south of Cocos Islands.

In an entirely different role, a crew captained by the Squadron Commanding Officer, Wing Commander R. J. Laing, Flew a Royal Adelaide Hospital medical team and specialist equipment to Alice Springs for the medical evacuation of two patients. Led by Edinburgh Medical Officers, SQNLDR R. Fawcett and FLTLT P. Ingham and Senior Nursing Officer, SQNLDR P. Wilson, the team attended the patients, a young baby and a woman in the final stages of her pregnancy, during the flight back to Edinburgh.



• The Taiwanese fishing boat, Ruey Chisiang 3, photographed on Marion Reef by FLTLT I. Pearson. It was subsequently arrested by HMAS Warrnambool.



• The Soviet Desna class Experimental Research Ship, 'Chumikan', photographed by FLGOLF A. Needham during surveillance of the Soviet Space Event Support Group in the Indian Ocean.



• Pregnant woman in premature labour is off-loaded from RAAF Orion after a flight from Alice Springs.

Photograph courtesy of The Advertiser

The Squadron was involved in three successful Search and Rescue operations in June. Crew 6, captained by Canadian exchange pilot, Captain Walt Crocker, became the first RAAF crew to drop Lindholme rescue equipment from the bomb bay of a P3C Orion after the three survivors from the fishing boat, Imlay, were located 60 miles east of Mallacoota by an East Sale-based HS748. On another mission, Crew 7 were airborne by first light after an 0400 call from the Wing Duty Officer. After the successful conclusion of that sortie, in which survivors from the fishing boat, Shanidar, were rescued north east of Flinders Island, the crew landed in time to spend the afternoon sitting their biannual category assessment exams.

The Squadron histories for July were not typed at the time of the copy deadline for this magazine. However, No 10 Squadron's location of an illegal Taiwanese clamboat at the beginning of the month demonstrated yet another role of No 92 Wing. Following initial detection of the boat by Crew 7, a RAN patrol boat, HMAS Warrnambool, surprised the craft on Fredrickton Reef, east of Rockhampton. After being arrested by the patrol boat crew, the Taiwanese vessel was escorted to Cairns where legal action followed.

Tasks such as these and many more being routinely performed by No 92 Wing aircraft keep Edinburgh on the move 24 hours a day throughout the year. With the opportunity to be a part of the successes presently being enjoyed by the Edinburgh-based Orions, those early starts, long shifts and late nights become just that little bit more worthwhile.



• Survivors from the fishing boat, Shanidar photographed by FLTLT M. Johnston as they ended their liferaft ordeal after being rescued by FV Poseidon.

MARITIMES, SPRING, 1982

A BRIEF HISTORY

No. 1 Recruit Training Unit

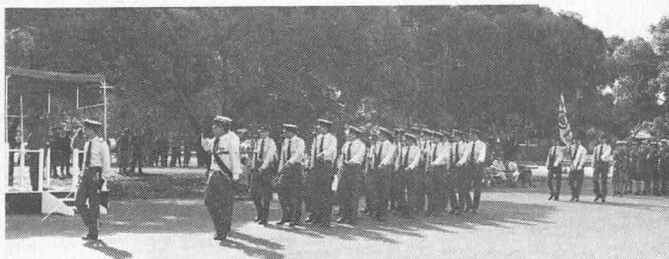
No 1 Recruit Training Unit (1RTU) was formed at RAAF Base Richmond on 2 August 1954. The unit was relocated to Rathmines, near Newcastle, on 28 April 1958. From Rathmines, 1RTU moved to RAAF Base Wagga, reforming at this locality on 30 November 1960. The unit then moved to its present locality, RAAF Base Edinburgh, on 27 May 1964. WRAAF Recruit Training Flight was incorporated into 1RTU on 21 July 1965 and remained a part of 1RTU until being relocated as Womens Training Unit at No 1 Stores Depot, Tottenham, on 13 June 1976. 1RTU once more became responsible for training female entrants on 1 July 1981 following the disbandment of the Womens Training Unit.

The functions of No 1 Recruit Training Unit since its inception, have been to provide the general service component of the training required to prepare newly enlisted airmen and airwomen for service in the RAAF and to foster 'esprit de corps'. During the very early period of its service, the unit also provided training for National Servicemen and Drill Instructors.

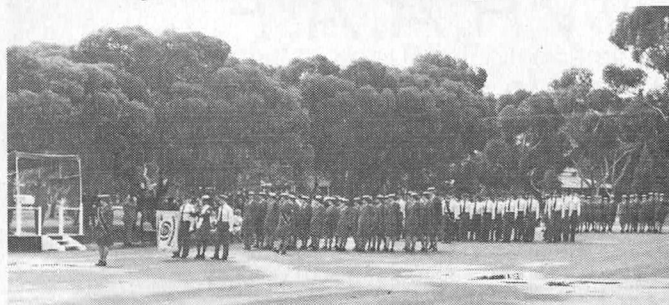
Wherever the unit has been located, it has provided a source of manpower to assist other RAAF units with their primary roles. The unit has also provided support on numerous service and civil ceremonial occasions.

On 2 August 1982, the unit celebrated its twenty-eighth anniversary and has now trained more than 31,300 new male entrants and 3,750 female entrants. Recruit training not only involves teaching new entrants the basic service skills and knowledge, but also involves the transformation of civilians into airmen and airwomen, instilling into new entrants the pride of being part of a Service with many worthwhile traditions. Teamwork, self discipline and esprit de corps are also developed in new entrants, preparing them for their future careers in the Service. The Unit motto 'Across the Threshold' is certainly appropriate to the training achievements of the Unit.

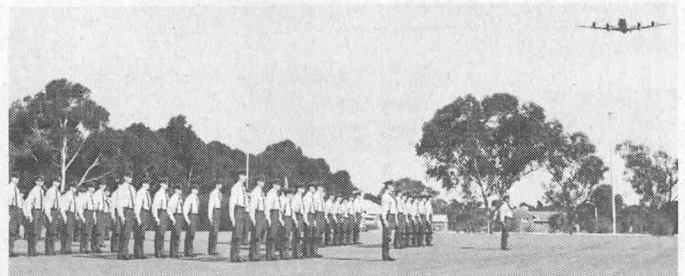
The graduation parade is the culmination of each recruit course. Teamwork, self discipline and esprit de corps developed during the course find practical expression on the parade.



• Reviewing officers for 1RTU graduation parades are provided by all Edinburgh units. On this occasion SQNLDR K. J. Downey of 292 SQN takes the saluting dais.



• The weather usually follows orders and avoids interrupting graduation parades with rain. However, as evidenced by this picture, it can be a near thing.
MARITIMES, SPRING, 1982



• The support of other units at RAAF Edinburgh for Graduation Parades is invaluable. Here, an Orion aircraft on No 92 Wing provided a fly-past.



• Support for the parades comes from off-Base as well. The South Australian Police Band provides the type of music without which no parade is complete.

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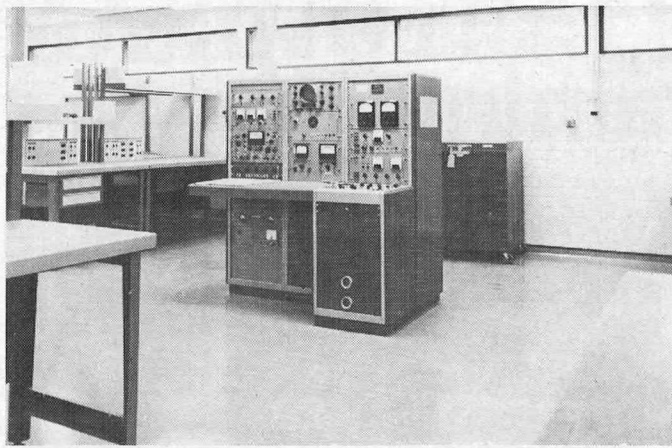
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AVIONICS MILESTONE



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The new 492SQN avionics facility, which has virtually reached completion in the Technical Area, is the last milestone of a Major New Works programme on this base. The decisions to purchase ten Orion P3C aircraft to re-equip and relocate 10SQN, and to form 92WG, meant a considerable increase in the work force on RAAF Base Edinburgh. An intense new Major New Works programme was initiated to refurbish existing buildings and to provide many new facilities. These included both domestic accommodation and technical facilities to house the high technology equipment for the Lockheed P3C Orion maritime aircraft; the airfield facilities also had to be extended.

The new technical facilities came in a two stage programme: the refurbishment of some existing buildings and supply of temporary demountable accommodation, and the construction of permanent new facilities. The avionics building is the last and most expensive of the technical facilities undertaken and cost over 3 million dollars. Features of the avionics facility include an open plan workshop to accommodate the majority of the avionics trades maintenance tasks. There are also special-to-type equipment rooms such as screened and/or soundproofed rooms, fire-rated rooms and secure workshops. Added to these is a Class 100,000 clean room for the Inertial Navigation Workshop and the Base Calibration Centre.

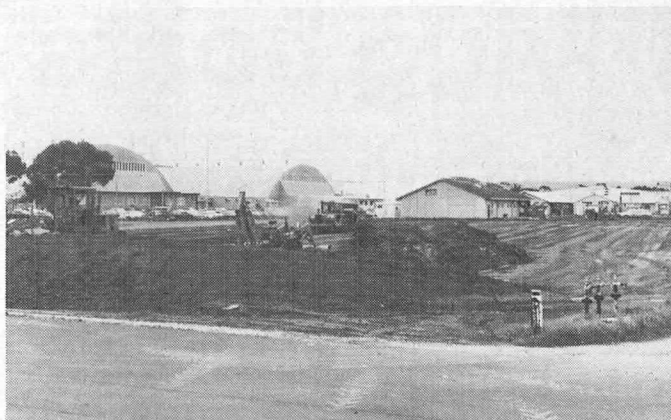
FACILITY ON BASE

Official opening
planned for
November 12

Office areas are also provided, as well as amenities space and a plant room houses specialised power supplies and air-conditioning plants. Among the specialist areas in the new facility are a Micro Miniature Circuit Repair laboratory, an Automated Test System shop and an AQS-901 Sonics Processor workshop.

The construction of the avionics facility, which was supervised by the Department of Transport and Construction, was let to the Adelaide contractors: J. H. Evins Pty. Ltd. — Builder and main contractor; Active Industries Pty Ltd — Mechanical sub-contractor; F. R. Mayfield Pty Ltd — Electrical sub-contractor. These firms were in turn supported by many additional sub-contractors and a long list of equipment suppliers based throughout Australia.

Work of the avionics building started in September 1980 and an official opening ceremony is planned for 12 November 1982.



• "An earthy plot afoot!"



• Office and Management area.

Flying boats over the Bay of

The arduous but unrewarding nature of the constant searches over the Bay of Biscay for an enemy who would not show himself while the patrols continued was relieved by individual acts of bravery by members of the Squadron.

On October 22, Flight Lieutenant REG BURRAGE's crew, as first available crew on the flying detail at Pembroke Dock, was sent out to intercept and escort a Whitley aircraft of No. 502 Squadron, R.A.F., returning from an anti-submarine patrol off north west Spain on one engine. 'Our orders were to proceed to the Lizard and from there to a position where we were to wait for the Whitley. Just before slipping the mooring we were handed the latest position of the Whitley and calculated that it would reach land before we could reach the Lizard, so decided to set course for the Whitley's track which would bring him in between the Scillies and Lands End.

Visibility was 12-15 miles. Reached the latest reported position of the Whitley at 1100 hours and commenced a square search. After completing two legs of the search received a signal from Base giving a later estimated position of the Whitley which was further east towards the Lizard, and set course accordingly. We were searching on our D/F loop on the Whitley's frequency but could not pick up any indication. On reaching the latest position advised, could see nothing of the Whitley and decided to make a creeping-line-ahead search towards the Lizard.

We had almost reached the Lizard when we intercepted a signal from a Hudson — "Am over dinghy in position — containing five live aircrew". Set course for this position which was approximately 50 miles distant. Sighted a Hudson or two whilst en-route and chased after one which turned out to be searching too. Our D/F loop and ASV equipment still gave no indications. Finally sighted two Hudsons circling tightly and whilst approaching them sighted the rubber dinghy. It looked very small and was extremely difficult to keep in sight even from low altitude (1645 hours)

Dropped a smoke float near the dinghy and waved as we flew low over the survivors. Reported the sighting by signal to Base and received a signal in reply, "Do not land unless conditions permit". I did not find it easy to reach a decision on this matter and there was not a lot of daylight left. The swell appeared to be fairly moderate by Atlantic standards (but most difficult to

From: 'Maritime is Number Ten — the Sunderland era' a history of No 10 Squadron, compiled and written by FLT LT K. C. Baff

assess), with the wind blowing mainly along it. The sea was broken with white caps and appeared to be about eight feet from trough to crest. Kept on dropping smoke floats whilst trying to size up the situation. Decided to jettison bombs and depth-charges and then give it a go.

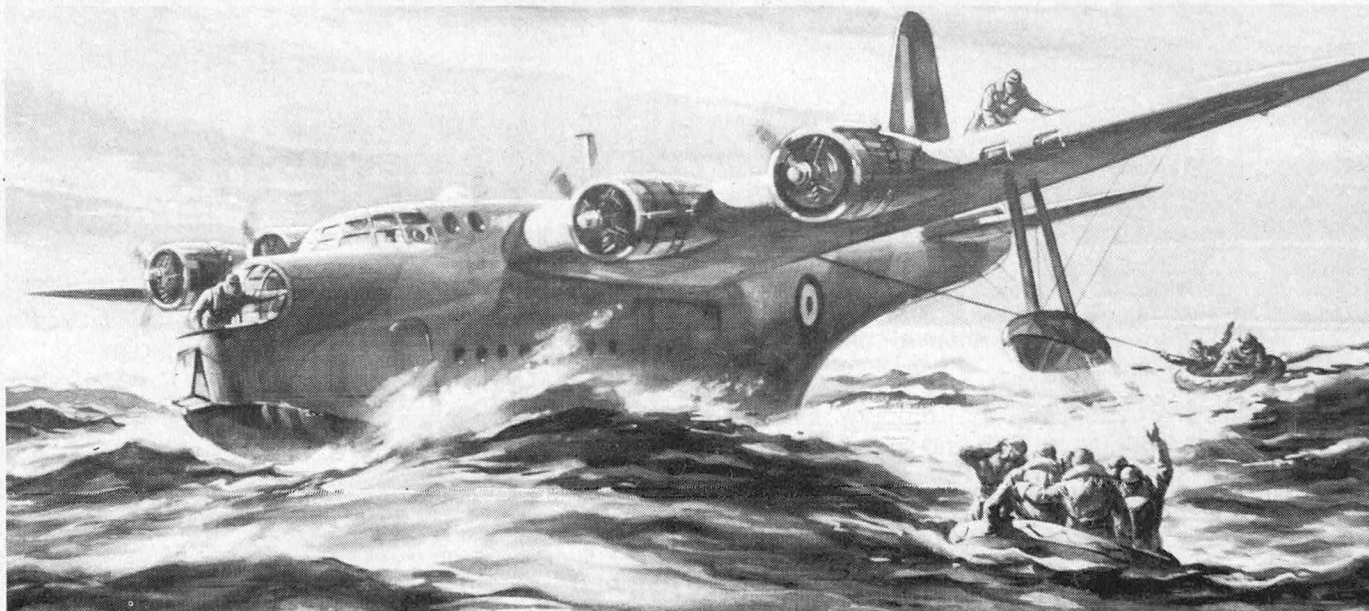
Climbed to 800 feet to release bombs and let depth-charges go from low level. Made several approaches past the dinghy along the swell, two with flaps down and airscrews in fine pitch but wasn't satisfied with them or the look of the sea. The last smoke float went out before the last run and I decided to alight.

Could not see the dinghy but came in the general direction with flaps between the '2/3' and fully-down position. Glimpsed the dinghy and realised I had overshot slightly but kept holding the aircraft off at about six feet until a "not so bad" patch of water came up, and then touched down. The initial part of the alighting run from crest to crest wasn't too bad but as she slowed up we were jolted about rather badly. (1725 hours). Checked the floats and everything seemed intact. Taxied back about one mile to the dinghy.

There were six men and a lot of water in a two-man dinghy and it was impossible for them to paddle alongside. Turned into wind, cut the inner engines, lowered the flaps and commenced to drift back towards the dinghy. When close, cut the outers and launched our dinghy and let it out on a line with TOM EGERTON and DOUG WHITE aboard. The line was too short so attached another. Still too short. The crew tried holding the line from the wing tip but the dinghy was steadily drifting away.

Waited until our dinghy was aft of the mainplanes, started up the outers and taxied around to starboard towing our dinghy with TOM EGERTON and DOUG WHITE still aboard. When close to the Whitley dinghy cut the engines and had an anxious moment when the starboard outer continued to detonate and then commenced to turn over in reverse. The aircrew was dangerously close to the Whitley dinghy when it came to rest.

Fortunately, the dinghy drifted alongside the hull and met up



War-time artist ROLAND DAVIES' depiction of Flight Lieutenant REG BURRAGE's rescue of the Whitley crew on 22 October 1941.

Photo by Air Commodore R. B. BURRAE, OBE, DFC (Retd)
MARITIMES, SPRING, 1982

Biscay

with our dinghy. The survivors were pulled in through the after hatch and we got them up onto the deck right away. Apart from fatigue and a few cuts here and there they weren't in bad shape, although rather shaken and cold.

The Hudsons which had remained overhead gave us a good "shooting up" to let us know that they were still there.

Decided to attempt a take off as soon as possible before the sea worsened further and the light faded. Taxied into wind until the engines had warmed and waited momentarily until the sea conditions ahead seemed at their best, and opened the throttles. Had to keep the wheel head back for most of the run to prevent the nose of the aircraft from submerging completely. Had several violent bumps and swung slightly to starboard. We seemed to be clear but the hull hit two more crests with considerable force and this time we remained airborne.

The crew made the survivors comfortable in the ward-room and gave them hot drinks and food. At last light, when half way to the Scillies, we sighted a motor launch heading out at high speed. Advised him by Aldis that we had picked up the Whitley crew. He flashed back one word — "Blast" — and went about. (Prior to sending the signal to advise Base of our return we had received signalled instructions to drop a flare every 20 minutes in the vicinity of the dinghy).

The captain of the Whitley was Pilot Officer LIMBREY of R.A.F. Station Wick and, with his crew, had been on detachment to R.A.F. Station St. Eval. They were returning from a patrol off Spain when a glycol leak developed in one engine. Before the engine finally seized they climbed to 10,000 feet where all loose equipment, including guns, ammunition and parachutes was jettisoned. In spite of this the Whitley would not maintain altitude and continued to descent at 200 feet per minute. Normally a Whitley was capable of maintaining level flight on one engine at 6,000 feet with an operational load. LIMBREY was finally left with no alternative but to ditch.

The perspex nose was smashed allowing a massive influx of water that immediately came up to the pilots' waists; the aircraft sank nose first in just four minutes. The crew scrambled out along the top of the fuselage and managed to retrieve the two dinghies. However, the first dinghy was thrown into the sea and sank without inflating when the line that operated the inflation device snapped. That dinghy was the larger and was designed to carry a crew of six. The two-man dinghy operated normally and the entire crew was left no choice but to crowd into it. They had only two very pistol cartridges on board.

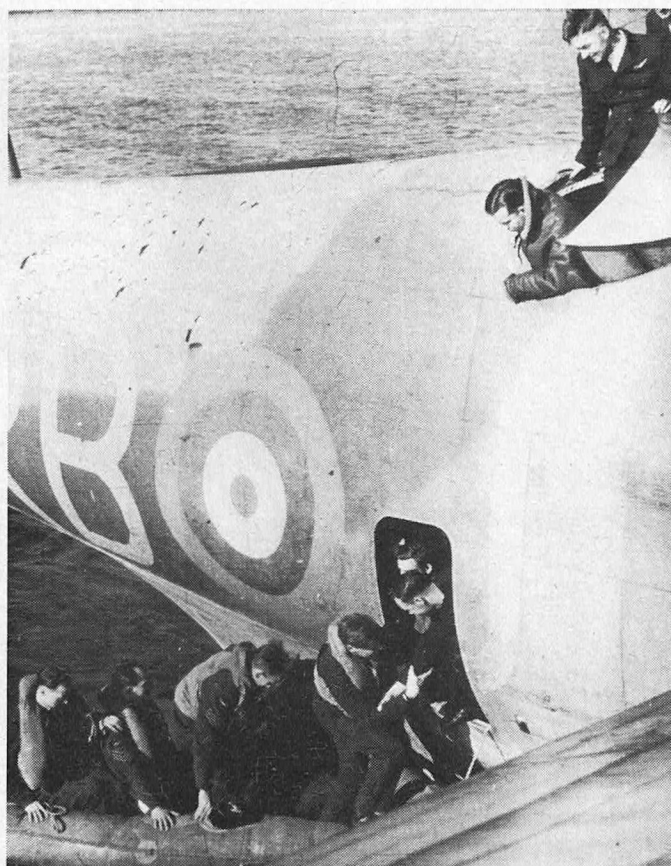
The Hudsons located the dinghy approximately five hours after the ditching when one of the very cartridges was sighted. It is unlikely that the dinghy would have remained afloat for the night considering its burden and the existing sea conditions.

Other members of Flight Lieutenant BURRAGE's crew were: Sergeant BOB SMITH, Observer; Leading Aircraftman DAVE HUNTER, 1st Fitter; Aircraftman E. KING, 2nd Fitter; Leading Aircraftman RICHARD TRENBERTH, W/T Operator; Leading Aircraftman RUSS MULLINS, W&EM; Aircraftman HARRY ROSEMOND, Rigger; Aircraftman E. LEE, Tail Gunner; Aircraftman J. SPENCER, Armourer.

All members of the crew performed their duties commendably throughout the entire rescue operation which subsequently brought many congratulatory messages to the squadron, including a personal signal from the Air Officer Commanding No. 19 Group, Coastal Command, that awaited the crew's arrival at the operations room for de-briefing: 'Well done. You have shown great initiative and fine seamanship. I hope the Whitley crew are none the worse for their experience'.

The incident gave added confidence to all crews called upon to operate over the enemy controlled waters of the Bay of Biscay where the hope of surface aid at the time was minimal indeed.

MARITIMES, SPRING, 1982



Survivors of the ditched No. 502 Squadron, RAF, Whitley being helped aboard Sunderland W3986/U.

Photo by No. 10 Squadron ORB

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This photograph of a well known ARDU airframe fitter was posted on a hangar notice board with an invitation to "STATE YOUR COMMENTS." A variety of answers were received:

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Lets see the pilots beat that landing. 2. I wanna see the NCO i/c Sumpies 'NOW'. 3. What does this red lever do? 4. Clapper's crash course in landings. 5. Who said it doesn't have a retractable undercarriage? 6. It will never fly. 7. Sleep soundly, Clapper guards you. | <ol style="list-style-type: none"> 8. Hello Tower, engine vibrations have ceased. 9. Where am I? 10. What am I? 11. It still has less U/S's than a Mirage. 12. Help. 13. My favourite Martian 14. Are you for real? 15. Look Mum no hands! 16. Look Mum no brains! 17. Did I do something wrong? 18. Yes, he's somebody in today's Air Force!" |
|---|---|

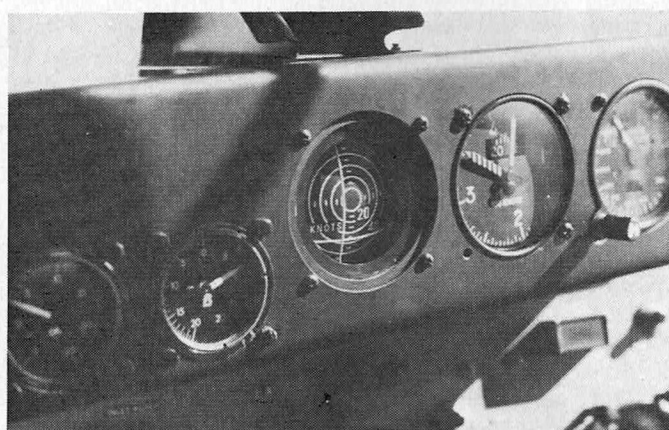
Helicopter breakthrough

By FLTLT M. Tobin ARDU

When you think helicopter, you think of unique capabilities — vertical flight and the ability to manoeuvre in all directions with wind from any quarter. Helicopters are omnidirectional machines and their pilots constantly have to think in terms of omnidirectional flight. They are often asked to achieve their tasks under adverse conditions: hot days, high winds, marginal weather, maximum gross weight, high altitudes, confined areas.

Given the unique capabilities of the helicopter it may come as a surprise to learn that the conventional helicopter pitot-static system is derived from fixed-wing aircraft systems which require uniform airflow and true pitot and static pressures at the pressure sources. These conditions can not be obtained under the rotor wake for some helicopter operating conditions and consequently the pilot is deprived of accurate airspeed and altitude information. But now helicopter omnidirectional airspeed systems are being developed to sense and indicate airspeeds ranging from zero at the hover on up to the forward speed limit of the helicopter and throughout 360 degrees whether hovering in still air or hovering in high winds. These new systems may be interfaced with other helicopter systems to provide navigation and weapon aiming data.

ARDU has recently tested one such omnidirectional airspeed system and the photograph could be unique in Australian aviation history. It shows the Low Airspeed Indicator (the centre instrument in the group of six test instruments which



Helicopter Low Airspeed Indicator (3rd instrument from left), indicating rearward flight.

were mounted on top of the standard UH-18 instrument panel, indicating both airspeed components of 35 knots rearward and 10 knots left. This may be the first time a helicopter in Australia has had an airspeed indication other than above 35 knots forward. The other test instruments show (from left to right) angle of attack, sideslip, the LAI, forward airspeed and radar altitude which is the only one giving an accurate reading under the condition illustrated.

THE SIMPSON TROPHY? — WE'VE GOT IT!

by FLT LT D. W. Juleff

Confused? Those who were here last year may remember my article titled, 'Bid For The Simpson Trophy'. What is the Simpson Trophy? I am happy to say that at least fifty members of RAAF Edinburgh know that it is a rifle shooting trophy awarded for the best Army, Navy, or Air Force team of rifle-shooters who compete in a one day shoot, based on the rules for the Queens Medal For The Champion Shot of the Army.

The trophy was created in 1890 by a Mr. A. Simpson MHR who decided to use his wages to encourage rifle shooting with the trophy and a perpetual trust. (Seriously — he thought the job of being in Government should be an honour — not a way of making money!)

The trophy itself is a handsome device wrought in silver and stands about two feet high (sorry, 50 cms). It depicts the soldiers of the Boer War era and displays the names of every winner or winning team since 1900. (With the exception of 1915-1922 and 1939-1944 when apparently, our predecessors were a bit busy!) I can describe this trophy in detail because it is presently sitting on the dining room table in my married quarter . . . legally.

For the first time since 1970, and the fourth time since its inception, the trophy is the property of RAAF Edinburgh. By the time you read this, it will be on display at headquarters.

WOFF P. PHILLIPS WOD of 1RTU, SGT J. HAMILTON AMWKR or 492 SQN and SGT P. TUCK ADG of 1RTU won the trophy handsomely against twenty-four Army, two Navy, and another RAAF team in a trying contest under poor conditions, on 19 June 82. (The other RAAF team also gave the rest a scare.)

Although we didn't 'scoop the pools' exactly, SGT Hamilton took out the prize for the best total score for the day, and WOFF Phillips collected a prize for the highest score at the 500 metre practice. (Those who understand the characteristics of the L1A1 Self Loading Rifle will appreciate that feat.) Both prizes were taken against 84 other competitors.

Additionally, each team member received the engraved silver plate displayed in the picture.

We now have it. And we won it with a team comprised of three different musterings. I don't believe that the Army is happy about losing a trophy that recognizes the skills that they particularly champion, and 1983 could be a more keenly fought competition. Although the scores indicate that in 1982 we released a 'cat amongst the pigeons', we may really have simply upset the hornet's nest. 1983 will tell, but provided section



• From left to right: SGT HAMILTON, SGT TUCK, WOFF PHILLIPS. The Simpson Trophy is displayed at centre (note that apart from the trophy, the team members are displaying five personal prizes!)

commanders and commanding officers realise the importance of skill-at-arms, (particularly when related to the need to ensure our aircraft have a firm, or secure base from which to operate) and so allow the several excellent military rifle shots on this formation the chance to practice, I am confident that the Simpson Trophy will be with us for a long time.

THE QUIET REVOLUTION

The Officers' Mess bar was very busy and the two bar persons were fully employed serving drinks. Whilst waiting for a drink a fellow officer recognized me as the CO of No. 24 Squadron and genuinely asked me why he didn't see the Reservists on the Base anymore. I told him they were there, but as they didn't wear a distinguishing patch anymore, they were often hard to detect. A doubtful look crept across his face and as he was about to request clarification of my statement we received our beer from the attractive bar person. (The other bar person could hardly be described as attractive).

"She's nice," I said.

"Not bad, good steward as well," he said.

"Good legs," I said.

"Not bad, hard worker," he said.

"She's a Reservist," I said.

"Bovine Excreta!" (or words to that effect), he exclaimed.

"Been working here for months."

The conversation drifted away as the thirsty drinkers jostled to take our place at the bar and we were pushed in separate directions.

The face of the RAAF Reserve has changed, with the active element being renamed the RAAF Active Reserve in May 1981, and its role changed to supporting the base on which the squadron is located. Let's examine the RAAF Reserve.

RAAF RESERVE

The RAAF Reserve is made up of three elements:

- a. **The RAAF General Reserve (RAAFGR).** The General Reserve is for former serving members who wish to volunteer to serve in a non-active capacity. Period of service is normally for five years after leaving the RAAF.
- b. **The RAAF Specialist Reserve (RAAFSR).** The Specialist Reserve is limited to professional people who are willing to serve in the RAAF if their particular skills are required. Normally, only doctors, dentists, solicitors, chaplains, and public relations officers are appointed.
- c. **The RAAF Active Reserve (RAAFAR).** The RAAF Active Reserve is the only element of the RAAF Reserve where a Reservist must give compulsory service each year. This service must be at least 32 days per year but cannot exceed 80 without DEFAIR approval.

RAAF ACTIVE RESERVE

The Active Reserve is broken into the RAAFAR squadrons and the Reserve Staff Group (RSG). Table 1 shows the location of the Active Reserve Squadrons.

No.	Locations	Parent Command
21	Laverton	HQSC
22	Richmond	HQOC
23	Amberley	HQOC
24	Edinburgh	HQOC
25	Pearce	HQSC
26	Williamstown	HQOC
27	Townsville	HQOC

Table 1 — Location of Reserve Units

The Reserve Staff Group (RSG) has been formed to allow members of the RAAF Active Reserve to serve on formations and headquarters where there is no RAAFAR unit. A good example is RAAF FAIRBAIRN and DEFAIR. The nearest RAAFAR unit is located to Richmond and if a former serving member, or civilian, has special skills that are required by the Canberra based establishments, the applicant will be considered for service in the RSG.

Active Reserve Service

The type of service required by the RAAFAR units and the RSG will vary according to local needs and the Reservists' particular skills. 24 SQN works every third weekend, and requires at least 14 days continuous service during the year as

negotiated between the individual, 24 SQN, and the unit with which the Reservist works. 26 SQN work only weekdays on an individually arranged basis and members of the RSG may work as required by the unit with which they are associated. Typical employment of a member of the RSG would be two days duty per week.

The Rewards

The monetary reward in the Active Reserve is about 62% of the Permanent Air Force daily rate, but the payment is non taxable. The Reservist works an average of 46 working days per year.

Aircrew Reservists

There are currently ten RAAFAR aircrew members on trial. The results of the trial and the future of Reserve aircrew will be announced by the CAS in early 1983.

Full Time Duty

A Reservist may apply to serve with the RAAF on Full Time Duty (FTD) under the Air Force Act 4J (3). Current policy limits this period to three months and precludes people in receipt of a DFRDB pension from being considered. 4J (3) is only approved when a mustering is considered to be approaching critical manpower shortages.

RETIREMENT

All members on retirement from the RAAF should elect to serve on the RAAFGR. This is an inactive reserve and only requires you to notify the RAAF of your current address once per year. Members who retire, or finish their period of engagement, and wish to continue their association with the RAAF in a more positive manner should seek the counsel of the CO of the nearest RAAFAR unit or apply to the appropriate command headquarters or DEFAIR to serve on the RSG.

GENERAL

Fact

— Members who leave the RAAF without electing to serve on the RAAFGR only retain their service rank and qualifications for 12 months. A former member applying to join the Active Reserve after this period is treated as a civilian for recruiting procedures.

— An Active Reservist must serve 32 working days per year but can serve up to 80 working days (with CO approval) and up to 100 with DEFAIR approval.

— All standards in the Active Reserve are in accordance with PAF orders and instructions.

— Not all Reservists are weekend workers.

— 24 SQN has between 10 and 20 Reservists on the base at any time.

— Technical musterings often assist 492 SQN in detached duties, including overseas detachments.

— The aim of 24 SQN is to assist RAAF Edinburgh in its tasks by providing a bank of experienced personnel to 'plug holes'.

— The majority of musterings are required by the Reserve.

— Spouses of serving members are not precluded from enlistment but all Reserve members are subject to Air force discipline.

— Transfers between Reserve units may be possible.

— Retirement from the PAF carries with it no right to serve on the Active Reserve.

CONCLUSION

The RAAF Reserve is undergoing a quiet revolution, and people with previous RAAF service may be able to assist in the tasks with which the RAAF is charged. Service may not necessarily be in a weekend capacity, although some squadrons, still have working weekends, but on a casual basis.

I still haven't found my friend at the bar, but it is no 'Bovine Excreta' — she is a Reservist, and there are many more like her throughout the RAAF.

MARITIMES, SPRING, 1982

THE TRIP OF THE YEAR

By FLTLT I. M. Pearson

The continuing promise of world travel offered by the RAAF recently provided 14 fortunate members of No 92 Wing with an opportunity to enjoy the Wing's first deployment to Japan. Led by the Officer Commanding No 92 Wing, GPCAPT W. R. Holland, the detachment included No 10 Squadron's Crew 7, captained by the Squadron's Commanding Officer, Wing Commander Laing, and maintenance personnel from No 492 Squadron.

Following operational missions through Townsville and Naval Air Station Agana, Guam, the crew had five days to see the sights and sample the Japanese lifestyle while their passengers from Headquarters Operational Command, led by the Air Officer Commanding Air Vice-Marshall Law, attended the USN Seventh Fleet Planning Conference. Crew members travelled around the magnificent countryside on commercial coach tours, visiting Nikko to the north of Tokyo and Hakone, Kamukura and Mt Fuji to the south. The Shin Kansen Bullet Train ride, cruising on Lake Hakone and a cable car ride through the cloud to the top of Mt Koma were among the highlights of the day tours, while the night life included Japanese dinners, stage reviews and geisha parties.

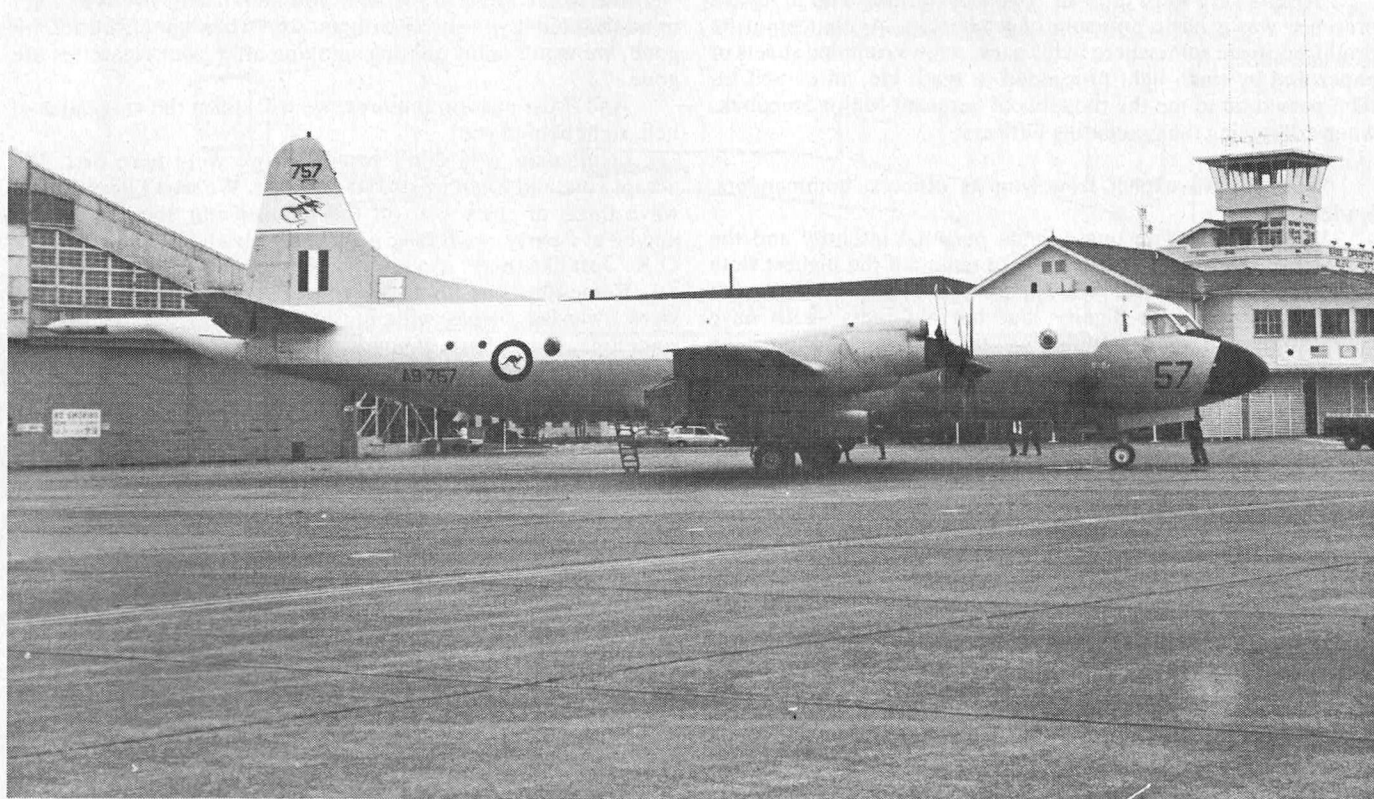
The return flight to Edinburgh took the crew through Andersen Air Force Base, the home of the B52 bombers and KC135 tankers which comprise the United States Air Force's 43rd Strategic Wing. The red carpet welcome extended by the American hosts ensured that the overnight stay was a fitting finale to a memorable trip. Several RAAF members had the



A sample of the hospitality extended to the RAAF visitors to Japan.

opportunity to inspect the giant B52 bombers before being entertained by their hosts that evening which concluded with the Commander of the 3rd Air Division, General Beck, presenting a suitably inscribed model of a B52 to Air Vice-Marshall Law.

This first visit to Japan by a No 92 Wing aircraft has opened yet another part of the world to the Edinburgh based long range maritime patrol aircraft. With only fourteen members of the Wing having been able to make it this time, there are many more working hard towards winning a seat on the trip of the year for '83.



A9-757 photographed on the VIP tarmac at Yokota Air Base on the outskirts of Tokyo.
MARITIMES, SPRING, 1982

As a senior NCO sees it

"You don't wear leadership on your sleeve, your shoulder, caps or calling cards."

Introduced by WOFF P. N. Phillips

The following article is comprised of extracts from a speech written by Sergeant Major John G. Stepanek (US Army), when he was invited to address a class of graduates from the Basic Officer's Course. I first became aware of the article's existence when on exercise with an Airfield Defence Guard Flight in the Myall Lakes area, north of Newcastle.

The flight had been on the move tactically for five days straight, so by the end of the fifth day we were not only cold, wet and hungry, but also close to physical exhaustion. The worst off was our flight commander.

A FLTLT then (now SQNLDR), he was a man of 45 years of age, who'd had part of one lung removed, and had the ominous task of keeping up with men half his age. It was obvious that the continuous patrolling, by day and night, had taken a heavy toll on him. When we finally stopped for a cold ration pack meal I thought that he was finished.

Watching him fumble with his pack I couldn't help wondering what he was doing out here. He should be back at base with the comforts of home, leaving this job to me, the SNCO. I suggested it to him.

After a very stern reply of "NO" he continued on to say his presence was a basic principle of leadership. At that point he produced, from somewhere in his pack, a few crumpled sheets of paper and by torch light proceeded to read. He, an ex-SNCO, then passed on to me the thoughts of Sergeant Major Stepanek, when addressing the graduating Officers:

"Gentlemen:

What do we expect from you as officers, commanders, leaders?

We expect of you unassailable personal integrity and the highest of morals. We expect you to maintain the highest state of personal appearance. We expect you to be fair — to be consistent — to have dignity, but not aloofness — to have compassion and understanding — to treat each man as an individual, with individual problems.

And we expect you to have courage — the courage of your convictions — the courage to stand up and be counted — to defend your men when they have followed your orders, even when your orders were in error — to assume the blame when you are wrong.

We expect you to stick out your chin and say, 'This man is worthy of promotion, and I want him promoted.' And we expect you to have even greater courage and say, 'This man is not qualified and he will be promoted over my dead body!' Gentlemen, I implore you do not promote a man because he is a nice guy, because he has a wife and five kids, because he has money problems, because he has a bar bill. If he is not capable of performing the duties of his grade, do not do him and us the injustice of advancing him in grade. When he leaves you, or you leave him, he becomes someone else's problem!

Gentlemen, we expect you to have courage in the face of danger. Opportunities could arise from which you may emerge

as heroes. A hero is an individual who is faced with an undesirable situation and employs whatever means at his disposal to make the situation tenable or to nullify or negate it.

Do not display recklessness and expose yourself and your men to unnecessary risks that will reduce their normal chances of survival. This will only shake their confidence in your judgment.

Now gentlemen, you know what we expect from you. What can you expect from us?

From a few of us, you can expect antagonism, a 'prove yourself' attitude.

From a few of us who had the opportunity to be officers, and didn't have the guts and motivation to accept the challenge, you can expect resentment.

From a few of us old timers, you can expect tolerance.

But from most of us you can expect loyalty to your position, devotion to our cause, admiration for your honest efforts — courage to match *your* courage — guts to match *your* guts — endurance to match *your* endurance — motivation to match *your* motivation — esprit to match *your* esprit — a desire for achievement to match *your* desire for achievement.

You can expect a love of God, a love of country, and a love of duty to match *your* love of God, *your* love of country, and *your* love of duty.

We won't mind the heat if you sweat with us. We won't mind the cold if you shiver with us. And when our cigarettes are gone, we won't mind quitting smoking after *your* cigarettes are gone.

And if the mission requires, we will storm the very gates of hell, right behind you!

Gentlemen, you don't accept us: we were here first. We accept you, and when we do, you'll know. We won't beat drums, wave flags, or carry you off the field on our shoulders. But, maybe at a party, we'll raise a glass of beer and say, 'Sir!! you're O.K.' Just like that.

Remember one thing. Very few non-commissioned officers were awarded stripes without showing somebody something, sometime, somewhere. If your sergeant is mediocre, if he is slow to assume responsibility, if he shies away from you, maybe sometime not too long ago someone refused to trust him, someone failed to support his decisions, someone shot him down when he was right. Internal wounds heal slowly; internal scars fade more slowly.

Appointing you as officers, appointing you to command. No orders, no letters, no insignia or rank can appoint you as leaders. Leadership is an intangible thing; leaders are made, they're not born. Leadership is developed within yourselves.

You do not wear leadership on your sleeve, on your shoulders, on your caps or on your calling cards. Be you a junior or senior officer, we're the guys you've got to convince and we'll meet you more than halfway.

You are leaders in a Service in which we have served for so many years, and you will help us defend the country we have loved for so many years.

I wish you happiness, luck and success in the exciting and challenging years that lie ahead."

MARITIMES, SPRING, 1982

Here to help, problem or not

“For those of you who have problems of the mind, there’s the Psychology Section . . .”

One day I was sitting at my desk, in my office, which happens to be located near the recruits’ quarters (see the map below — the building has “Psychology Section” marked on it) when I overheard an instructor who was providing a new recruits’ course with an orientation to the area near their quarters. He said, “For those of you have problems of the mind, there’s the Psychology Section.” He could have said a lot worse, I suppose, but nevertheless, I have decided that perhaps it was time I used ‘Mari-Times’ to reiterate how I would like to see the Psychology Section described.

I felt that it was this kind of belief about Psychologists (that they only saw people with ‘problems of the mind’) that meant that whenever people are booked in to see me, especially when its not at their own request, they may feel uncomfortable to such an extent that they inadvertently make it harder for me to understand them.

I also worry that if I’m seen to be here to see only people with ‘problems of the mind,’ then there are some who will be reluctant to self refer EARLY, when I might be able to assist more easily and in less time, ie when the problems are not so well entrenched that its going to take a long time for that person to get on an even keel again.

I am interested in the difficulties individuals have in making an adjustment to their environment. Often people feel that they

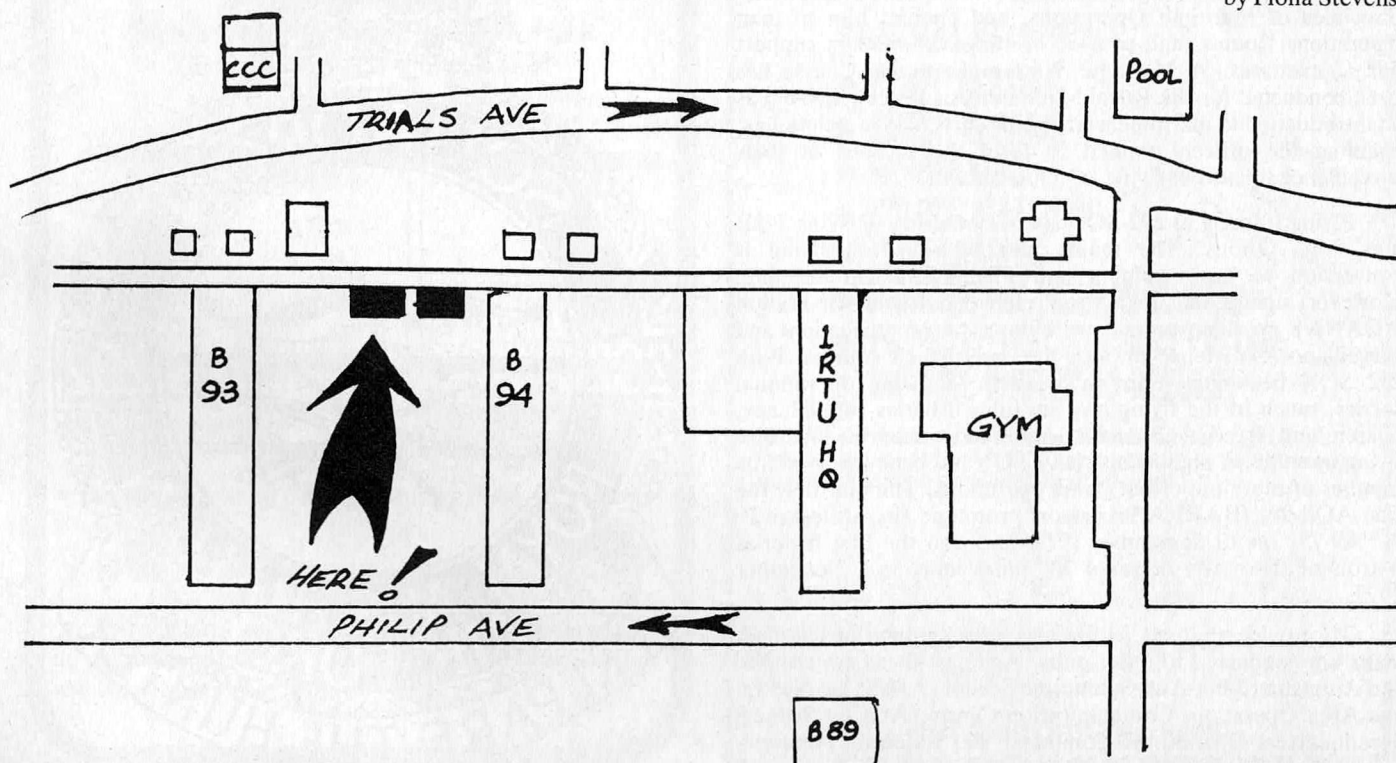
are not fitting in or are seen to be failing to live up to their full potential. I would like to assist these persons as well, but would never see them as having ‘problems of the mind.’

In the article I wrote for ‘Mari-Times,’ earlier in the year, I indicated that I wanted to establish contact with outside agencies so as to be in a better position to give personnel information about specialist services which can assist them and their families with the range of difficulties people find themselves having from time to time. I have done some of this liaison work and will continue to do so. This information is only as useful as it is used, so please contact the Section with enquiries as required.

The Psychology Section is involved with a range of duties which includes seeing people with difficulties. The personnel who come to visit it come for a range of reasons; sometimes, of course, to provide me with information. They all come, at least the first time, with one shared problem — where is it!! Hence the map below.

I have found the preparation of the ‘Mari-Times’ article I wrote earlier in the year, and now this one, to be most demanding. I hope those of you reading them find them of some use. I was grateful for the feedback I got last time, I am looking forward to further comments this time. If these articles are of interest, I will write some more, perhaps next time about some of the different services available in the Salisbury area.

by Fiona Stevens



292 SQN — A Training Profile

By FLTLT C. Grant

Maritime training to the P-3 Orions for Pilots and Navigators is totally carried out by 292 SQN with Air Training Flight (ATF) and Navigator Training Flight (NTF) providing the specialist instructors. Students most often come directly to the unit after graduating from No 2 Flying Training School (2FTS) at Pearce or the School of Air Navigation (SAN) at East Sale. However, courses are also run for aircrew posted to 92 Wing from other units, or for initial and continuation training of No 10 and No 11 SQN members on new equipments or positions in the aircraft.

Training is conducted for the individual categories of Pilots, Navigators and Flight Engineers, progressing from a basic understanding of the aircraft, to equipment handling, and eventually operational missions supervised by staff. All courses include lecture, simulator training and flying training, with some of the more prominent courses now being Sensor Station 1, 2, 3, Tactical Co-ordinator, Navigator/Communicator, Ordnance and Pilot conversions.

Flight Engineer courses train airmen from various trades to become fully qualified Orion Flight Engineers in just 6 months. This makes the squadron one of the few RAAF units to fully train aircrew from basic to operational standard.

Many other shorter courses are conducted on the unit. A Basic Acoustic Course trains students in the fundamentals of acoustic detection of submarines. A RAAF Active Reserve (RAAFAR) Operations Officer Course trains the student in the principles of Maritime Operations, and enables him to man Operations Rooms, and provide briefings for mission support during exercises. A Maritime Warfare Exposure Course has been conducted for the Royal Malaysian Air Force (RMAF) as an introduction to maritime warfare and surveillance techniques, enabling the officers trained to form the nucleus of their surveillance squadrons flying PC 130H aircraft.

Flying training at 292 SQN is effected using 92 Wing P-3B and P-3C Orions. The major part of squadron flying is conversion to type training and Flight Engineer training. However, operational flights to Guam (US Naval Air Station AGANA) provide students with long range navigation and surveillance experience towards the end of their courses. With 292 SQN becoming more involved in 92 Wing operational sorties, much of the flying now includes fisheries surveillance, Search and Rescue, Exercise, and Anti-submarine Warfare flying operations. Significantly, 292 SQN has been involved in a number of more important flying operations. The unit flew the first AQS-901 (BARRA Processor) prototype aircraft test in P-3C A9-751 on 10 September 1979, and also the first fisheries patrols of the newly declared 200 miles limit on 1 November 1979.

To provide students with a wider background of learning, visits are conducted to other units. Amongst these are visits to the Australian Joint Anti-Submarine School (AJASS) at Nowra, the Area Operations Communication Centre (AOCC) Sydney, Headquarters Operational Command, No 1 Central Ammunition Depot (CAMDEP), and HMAS Platypus for inspection of a

submarine. Visits to SAN graduation parades ensure staff at both units maintain an awareness of each other's training courses. During the overseas navigation exercise to Guam, the opportunity is taken to visit the ASW Operations Centre (ASWOC).

Another integral part of every course is the open family day conducted adjacent to 292 SQN Headquarters. These days enable the whole family to inspect an Orion aircraft, view films on maritime operations, and enjoy a BBQ, whilst gaining an appreciation of the role of the maritime aviator.

With the addition of the CMI to 292 SQN, crew training has been significantly improved. With the introduction of further P-3s to 92 Wing in 1984, the CMI should prove to be an invaluable asset in ensuring that the high level of proficiency of maritime aircrew is maintained, and in providing a continual supply of highly trained personnel to operate the aircraft equipments.



MARITIMES, SPRING, 1982

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