

Mari-times

Official Magazine of RAAF Edinburgh

SPRING ISSUE 1980



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92 Wing flight line, with ARDU aircraft in the background.

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EDITORIAL COMMENT

My closing comment in the last edition of Mari-Times produced a flood of cartoons across the deck. It also encouraged a lot of articles about base activities. Together these suggest Mari-times has a firm base and it should now be a regular production.

There is no plan to issue Mari-times more frequently. The hazards of launching into say a monthly edition will be readily appreciated by our current team of news gatherers and any others with editorial experience. Despite the difficulty of topical copy, the more leisurely deadline of a quarterly magazine helps to maintain its quality.

The closing date for submissions for the next issue is 3rd December.

SQNLDR John Cole
Editor

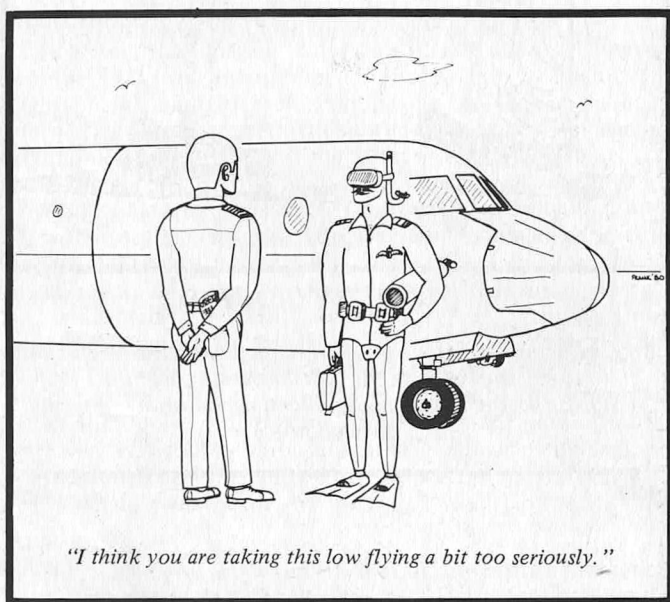


Farewell - AIRCDRE L.R. Klaffer

Along with almost a quarter of the Base I too am saying farewell to Edinburgh and I take the opportunity of this final edition of the 1980 "Mari-times" to wish all of you a Happy Christmas, a prosperous New Year and all the best wishes for your future careers in the RAAF. Much has been achieved here during my two year's tenure — we can all be proud that all tasks have been achieved and all goals met. Of course, much still has to be done and I am certain that the enthusiasm and dedication that has carried us this far will be sustained making for an even bigger and better Edinburgh in the future.

My personal thanks to you all for a job well done.

(L.R. KLAFFER)
Air Commodore
Officer Commanding



SGT J.R. Stevenson
492 SON

WOFF I/C Marine Section, BSWLM

A black and white cartoon illustration. On the right, a man in a military-style uniform with a peaked cap is pulling the trigger of a large, complex machine gun. On the left, a man in a suit and a bowler hat stands with a shocked expression, his mouth open and sweat drops flying from his forehead. Several small flies are swarming around his head. The cartoon is signed 'P. J. R.' in the bottom right corner. Below the illustration is a caption in a stylized, handwritten font.

*An LAC from 24 SQN who shall remain nameless was heard to say during a recent visit to the dog section:
 "24 SQN is having a working weekend on Saturday morning".
 Now we know!*

TRAINING THE FTE

by Flight Lieutenant M.J. Tobin

Before discussing the training of Flight Test Engineers (FTE), an explanation of what an FTE is and their role in the aviation world is required. Every aircraft manufacturer and government certification authority has some sort of flight test department which deals with the testing of aircraft. One member of the test team, the test pilot, needs no introduction. The FTE, whose role is to augment the test pilot in providing feedback of test results, is another member of the test team. To help develop the necessary team work between test pilot and FTE, test pilot schools run FTE courses in parallel with their test pilot's courses.

The Patuxent River area of southern Maryland in USA has countless waterways and beautiful woodlands. This rural environment provides the location for the Naval Air Test Centre which incorporates the USN Test Pilot School. All RAAF engineer officers who have received FTE training have attended the USN Test Pilot School. They return not only with a basic knowledge of flight test methods but fond memories of southern hospitality and fine seafood.

The Course

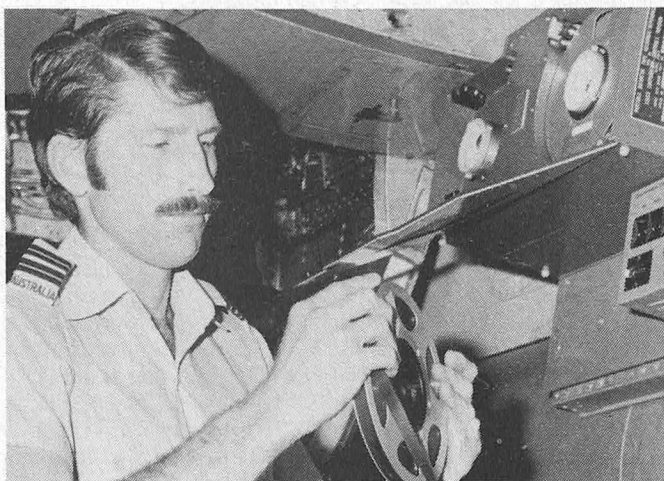
However, this posting is not an overseas jaunt. The eleven month course of instruction is divided into academic and flight phases. Half of each working day is spent in the classroom. The course begins with short review courses in algebra, trigonometry, calculus and mechanics. This establishment of basic knowledge is vital due to the international composition of each course and the range of course member's qualifications. Classroom studies then go on to aero/thermodynamics, aircraft stability and control, aircraft and engine performance, project management and systems evaluation. The remainder of each day is devoted to the flight phase and includes planning, flying and writing reports on test flights. Keeping up with theory and reports requires a considerable amount of time outside of normal working hours. The first indication of the amount of effort the course will require comes from the naval aviator's water survival course which all non-USN course members must complete before being allowed to fly as crew in USN aircraft. After that you begin to wonder what you're in for.

Academics

The aim of the academic work is to provide the theoretical basis for each of the flying projects. Consequently there are separate fixed and rotary wing lectures with the unfortunate RW students adding almost all the FW academics to their own RW programme. Stability and control theory is taught with the aid of an analogue computer and cathode ray oscillograph to give visual presentations of stability and control characteristics as fortunately there are very few dangerously unstable aircraft flying to demonstrate undesirable characteristics.

Aircraft

Students are exposed to a variety of aircraft ranging from the supersonic T-38 "Talon" and the electronic wizardry of the TA-7 "Corsair" to the basic OH-58 "Kiowa" and X-26A glider. Two variable-stability aircraft, a B-26 "Invader" (yes that's right B-26) and a CH-46 "Sea Knight" are used as training devices to simulate a wide range of aircraft types and handling qualities. In these aircraft, the dynamic response characteristics can be altered in flight by the instructor manipulating an analogue computer which feeds signals to the control



FLTLT Tobin at ARDU unloads magnetic tape containing test data after flight tests on Mirage Aircraft.

surfaces to demonstrate the influence of stability modes and control response on aircraft handling qualities. It is quite dramatic to fly these aircraft which can demonstrate such characteristics as a complete lack of directional stability.

Flying Projects

The flying projects are timed to follow the appropriate academic phase (barring the effects of blizzards which tend to delay the flying schedule) and may be classified as either performance or flying qualities tests. After an instructor briefs an exercise, test plans must be submitted and approved before flying begins. Data from the flights may be recorded by hand, on paper trace, magnetic tape or photopanel devices. Performance flights include determination of rate of climb, range and endurance, pressure error correction and hover performance. Stability and control flights involve numerical work to discover the meaning of damping ratio and period and their relationship to the aircraft's handling qualities. The FTE may be frustrated in handling tests by never being 100% sure of what a manoeuvre feels like to the pilot but by asking relevant (and sometimes irrelevant) questions and recording data in flight the test pilot and FTE combine to build the complete picture of the handling qualities. With flying complete the student has to produce a report on the test. A short report of say, five pages has to be prepared overnight while a full formal report must be submitted within two weeks. Some reports are presented by syndicates in the form of meetings.

With the obvious changes in season (ice-breakers on the Chesapeake Bay in winter, green fields of tobacco or corn in summer) marking the relentless passage of time and trips to places such as the USAF Flight Test Centre of Edwards AFB, California punctuating the year, the final project arrives with swift finality. This exercise simulates a Navy Preliminary Evaluation on a type the student has never flown in. I travelled (with very little urging) to Aerospatiale Helicopter Corporation near Dallas, Texas to evaluate the "Gazelle". With the six hours of flying completed the report writing phase required a very large number of pages, photographs, graphs and tables to be written, typed and bound in two weeks to bring together just about everything learnt in the year.

End-of-course social events provided an enjoyable method of winding down from the pitch of the final project. The course culminates in a formal graduation dinner which is a fitting conclusion to a programme which teaches the practicalities of FW or RW flight testing and provides an all round introduction into the flight testing world. This most interesting course is followed by employment as an FTE at ARDU which, with its wide variety of tasks, will expand on the introduction.

SQUASH CLUB GETS A BOOST

by Squadron Leader K. Moody

The RAAF Edinburgh Squash Club is one of the oldest sporting clubs on the base, and interest in the Club is currently very high. Since the opening of the new squash courts and gymnasium in April 1980 membership of the Club has substantially increased, and in the current Spring Pennant Competition, the RAAF have five teams entered — 3 men and 2 ladies sides. The men play in Grades B1, B4 and C3 and the ladies have two C Grade teams. Should interest in the Club continue to increase, there is a possibility of eight RAAF teams being entered into future local competition.

New members are very welcome to join the Club. No other Squash Club in the local area has as much to offer as ours. The facilities are excellent, and the squash is very cheap — only \$10 a year to become a member. Membership entitles you to play Pennant Squash in one of the teams, depending, of course, on your ability. Squash balls are provided by the Club both on Pennant nights and Practice nights. The practice times for the Pennant teams are as follows:

B1 Wednesday — 1630-1900 hours

B4 Tuesday — 1630-1900 hours

C3 Monday — 1630-1900 hours

Ladies Wednesday — 0930-1130 hours

The Club also arranges special coaching for those who desire it. It has also managed to arrange substantial discounts on all squash equipment and clothing. Any squash players interested in joining the Club should contact one of the Committee members or turn up at one of the Team practice sessions. The Squash Club Committee comprises of the following members:

President (OIC)	FLTLT Smallwood	Ext 2447
Secretary	PLTOFF Newman	Ext 2447
Treasurer	LAC Greenfield	Ext 2298
Asst Treasurer	LAC Prouse	Ext 2365
Member No 1	FLTLT Spears	Ext 2184
Member No 2	FLTLT Hart	Ext 2447
PR & Newsletter	SQNLDR Moody	Ext 2335

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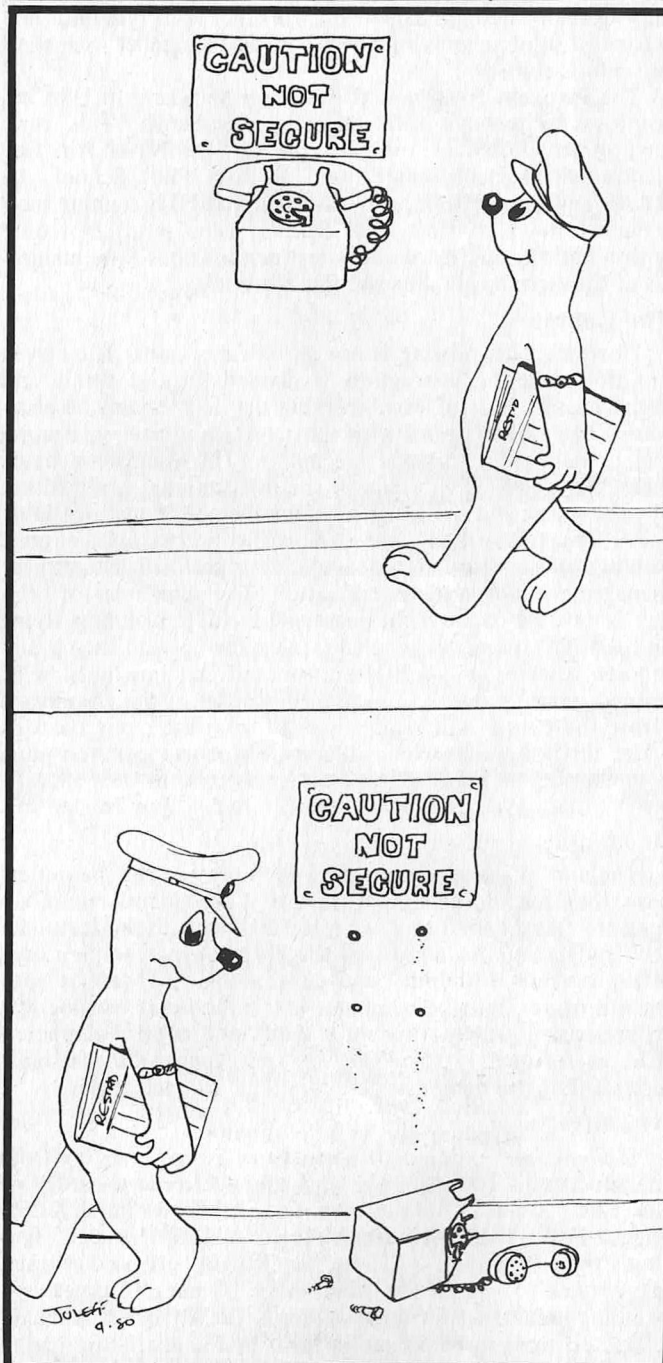
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HONOURS & AWARDS

Two members of RAAF Edinburgh received awards announced in the recent Queen's Birthday Honours List:

Wing Commander R.R. Tayles

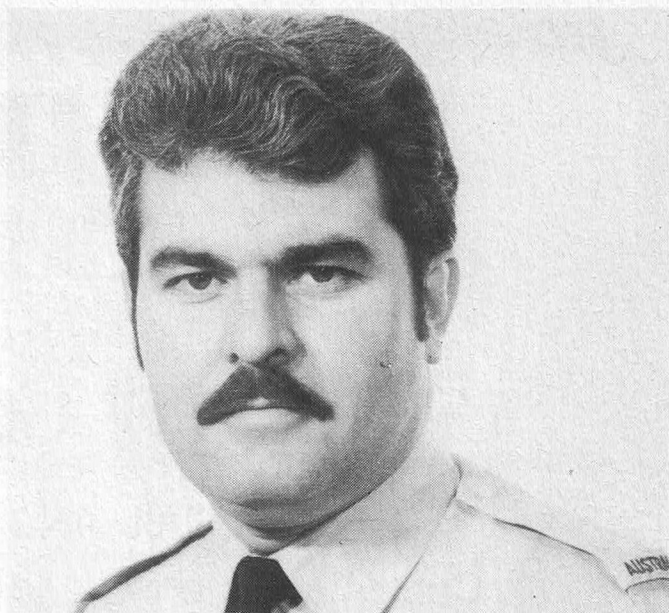
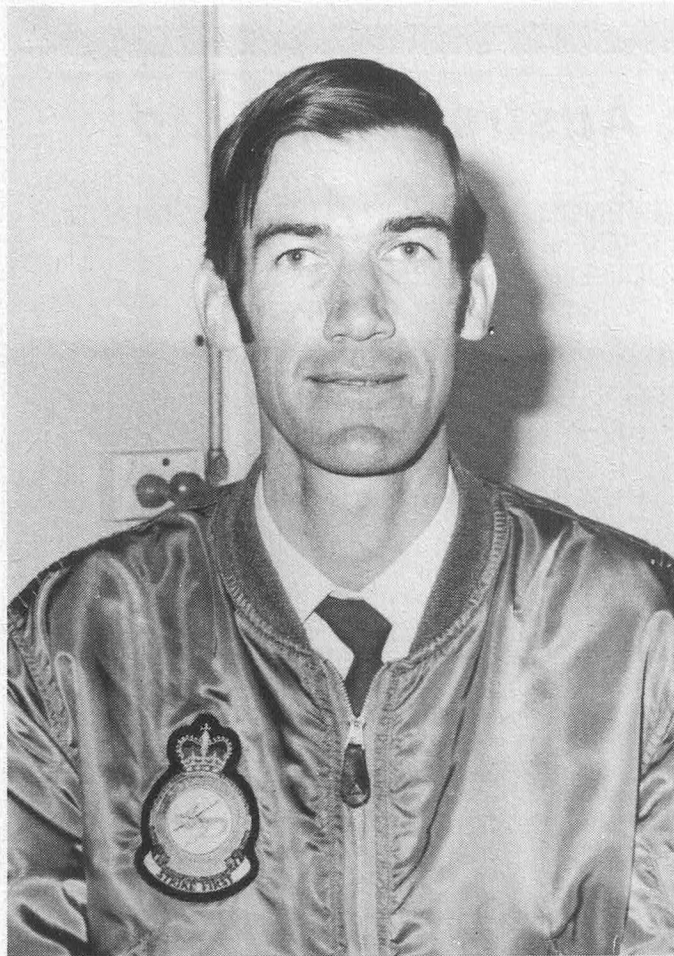
Wing Commander Ron Tayles, former Commanding Officer of No 10 Squadron and MATS, has been awarded the Air Force Cross for his outstanding contribution to flying operations in the RAAF.

Since his graduation in 1962 WGCdr Tayles has been employed predominantly on flying duties in the maritime and flying instruction roles. A total of 6756 flying hours, which includes 2273 hours on flying instructional duties, has earned WGCdr Tayles a wealth of experience and knowledge of RAAF aircraft operations.

WGCdr Tayles has a long, close association with No 10 SQN serving two tours of the Squadron with distinction.

During his term as CO 10 SQN, WGCdr Tayles saw the successful introduction of the P3C into RAAF service and as CO MATS played a significant part in the flight testing of the AQS 901 Sonics Processor and planning for the introduction of the CMI into service.

WGCdr Tayles is presently on an exchange program, studying at the USAF Air Welfare College, Montgomery, Alabama, USA.



Flight Sergeant G.D. Bydder

Flight Sergeant Gary Bydder, Headquarters, has been awarded the British Empire Medal for outstanding service as a Clerk Administrative.

FSGT Bydder joined the RAAF in 1964 and has since served in unit, staff and recruiting duties throughout Australia. He has also actively served in Vietnam and Ubon.

FSGT Bydder assumed charge of the Base Squadron Orderly Room on 13 Dec 77 and the Headquarters Orderly Room on 8 Mar 79 under difficult circumstances. Base personnel and services were increasing daily, yet both orderly rooms were restricted to established manning. During this period FSGT Bydder's exceptional administrative and personal qualities allowed the continued efficient running of the Orderly Rooms.

FSGT Bydder's professional knowledge and experience are unquestioned and have won him the respect of both his superiors and subordinates.

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

Certificate of Outstanding Service

Flight Lieutenant	W.J.	Baker	BSEDN
Flight Sergeant	V.G.	Robertson	492SQN
Sergeant	I.R.	Wintle	BSEDN
Sergeant	J.B.	Blenkinsop	492SQN
Sergeant	R.G.	Gilbert	492SQN
Sergeant	M.R.	Hose	492SQN
Corporal	A.L.	Edward	492SQN
Leading Aircraftman	D.S.	Tuit	BSEDN

Clasp to National Medal

Wing Commander	A.E.	Smith	ARDU
Squadron Leader	R.K.	Phillips	92WG

National Medal

Flight Lieutenant	J.R.	Sampson	11SQN
Flight Lieutenant	P.W.	Jupp	492SQN
Flight Sergeant	A.R.	Cockburn	492SQN
Flight Sergeant	V.G.	Robertson	492SQN
Flight Sergeant	I.D.	McIlvain	ARDU
Sergeant	A.W.	Dutton	492SQN
Sergeant	G.L.	Brand	492SQN
Sergeant	M.J.	McKinnon	492SQN
Sergeant	R.M.	Whittaker	492SQN
Sergeant	L.L.	Chalson	492SQN
Corporal	S.R.	Lewis	492SQN

R.A.A.F. Memorial Plaque at Mallala

On 14th September, a crowd of several hundred gathered at the Mallala Museum, in the centre of the town, to watch Air Commodore L.R. Klaffer, AFC, the Officer Commanding, unveil a plaque, whilst a P3 Orion flew overhead in honour of the occasion.

The plaque commemorates the close friendly association the RAAF had with the people of Mallala and surrounding districts when the RAAF occupied an airfield just north of the town from 1941-1960.

After the ceremony, official guests were invited to the RSL Clubrooms, where they watched as Mrs Ainsworth, Vice President of the Mallala RSL, unveiled an RSL Honour Roll. This roll lists all Mallala districts people, who were enlisted into the Services during World War II.

Also unveiled was a board listing all units that were located at RAAF Mallala between 1941 and 1960. Some of these included:

No 6 SFTS (Flying Training School)

No 2 ACS

No 5 Central Recovery Depot

No 2 Communications Squadron

No 34 Communications Squadron

No 1 Aerodrome Defence Squadron

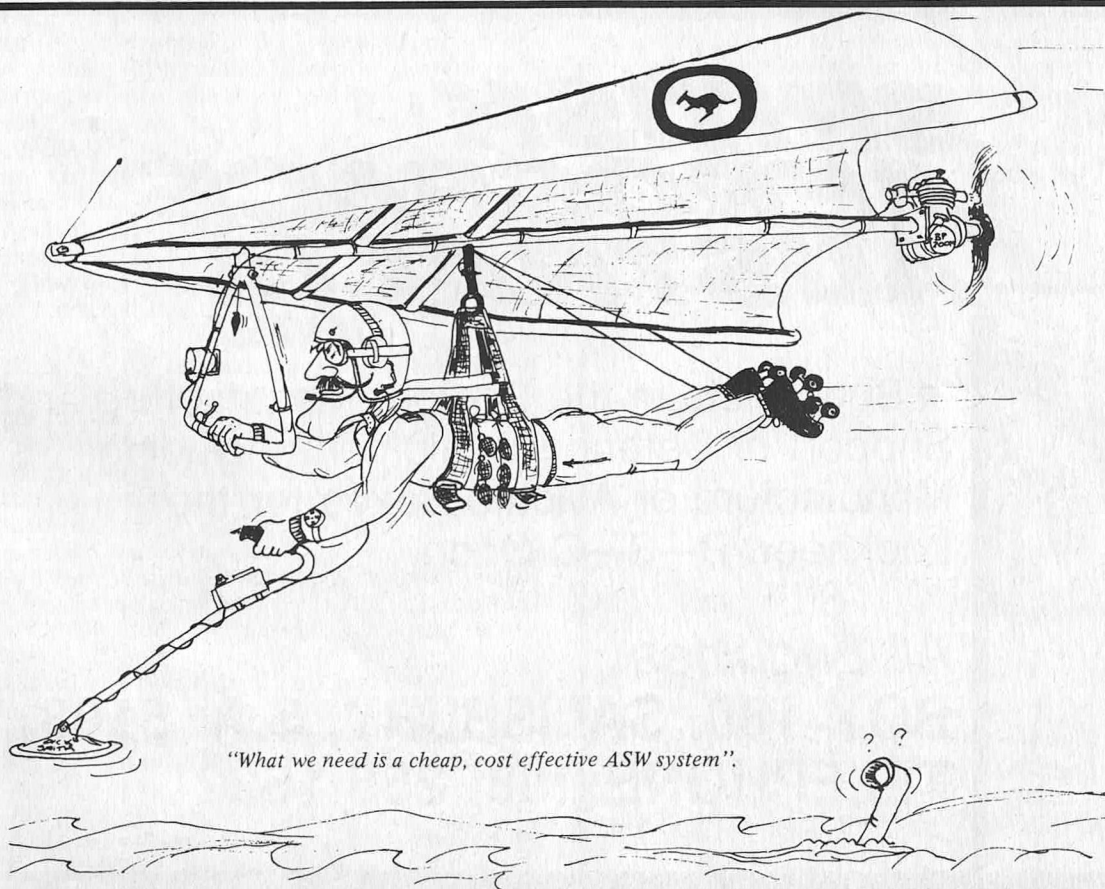
No 24 Squadron

Additional colour was given the occasion by the arrival of the Officer Commanding in an ARDU helicopter. A flight of ATC cadets at the unveiling also highlighted the significance of the occasion.

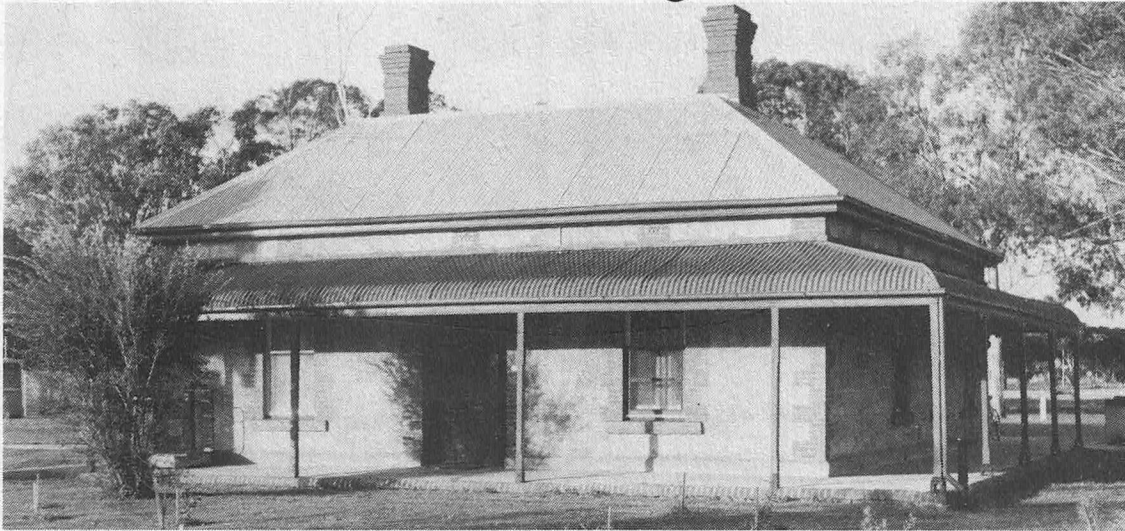
After the official part of the afternoon was completed, Air Commodore Klaffer and guests were entertained by the Mallala RSL.



Standing beside the newly dedicated plaque: left to right, AirCdre L.R. Klaffer, AFC, OC Edinburgh, Mrs. Anne Klaffer, and Mr. Reg. Rechner, DFC, first CO of No. 24 Sqn at Mallala in 1951.



National Trust House is Security Guard Home



The home of the security guards at Edinburgh is a 90-year old building originally known as the "Homestead".

"Homestead" was offered to the guards in 1978 by the former Officer Commanding, Air Commodore Connaughton. This followed a series of unsatisfactory shifts, each of which highlighted the guards' need for a permanent, comfortable section building.

"Homestead" is a sandstone house built towards the end of the last century. It is typical of the homes built in that era, with its wide verandas, high ceilings, fireplaces in every room and a combustion stove in the kitchen. The home has now gained National Trust rating.

The Griffith family lived in the home and farmed land until the whole area was taken over by the Commonwealth Government in the late 1930s. Members of the Griffith family (who now live at Wallaroo) visited their old home last year. While there, they presented the RAAF with the original plans for the building. They were very pleased to see that the house was being restored and recalled what it was like when their family owned it.

Up until the 1930s the area was a prosperous farming community, largely given over to citrus fruit growing. Once the Commonwealth acquired the land, a munitions factory was built which produced explosives throughout World War II. A lot of buildings around the base and DRC date back to the days of the factory — most familiar are the pyramids situated in the base explosives area.

The "Homestead" was occupied off and on by shepherds until the early 1960s when the house was abandoned and left to ruin. Now the building has been completely reovated and serves as the administration and husbandry building for the Police Dog Section.

Security Guards and police dogs have been established at Edinburgh since 1971. A team of six Security Guards and their dogs looked after the security of the base until 1977 when the establishment was raised to 13 men and dogs. They are responsible for the security of the technical area flight line and other security-sensitive areas.

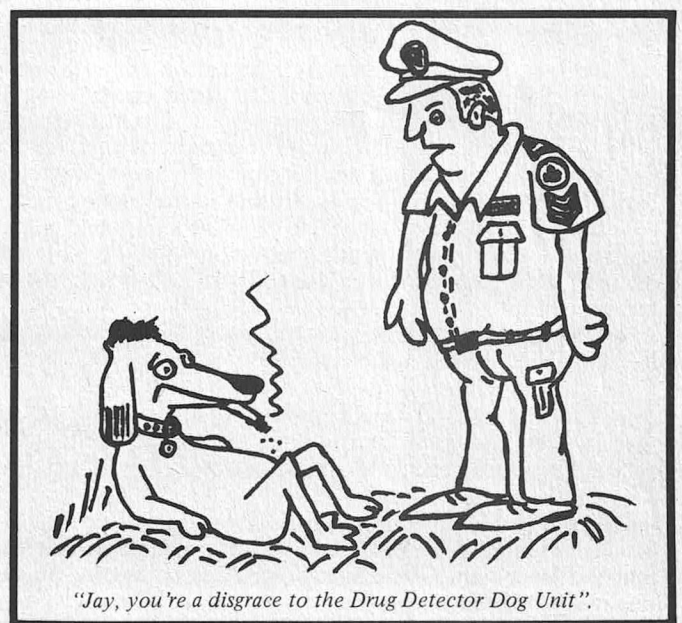
Edinburgh's Security Guard Section has been awarded the Lady Hannah Trophy for the most proficient Police Dog Section in the RAAF, in both 1976 and 1977. In 1977 the

section pulled off the "doggy" double, winning also the Perrett Trophy for having the RAAF's top dog.

There are 13 German Shepherd dogs at Edinburgh. Of these, 12 are patrol dogs whose function is to detect intruders in their patrol area and, if necessary, to attack and capture them. The other dog is used for drug detection and is especially used to trace marihuana.

The police dogs are frequently used in PR work. The Section usually puts on at least one dog demonstration a month for worthwhile organisations, for audiences ranging from 50 to 30,000. These frequently include school children. The Section is also involved in drug lectures, when the detector dog is put through his paces, and in talks to clubs and organisations on the RAAF method of dog training.

by Sergeant Ian Wintle



MATS HOSTS MALAYSIANS

by Flight Lieutenant Max Coles

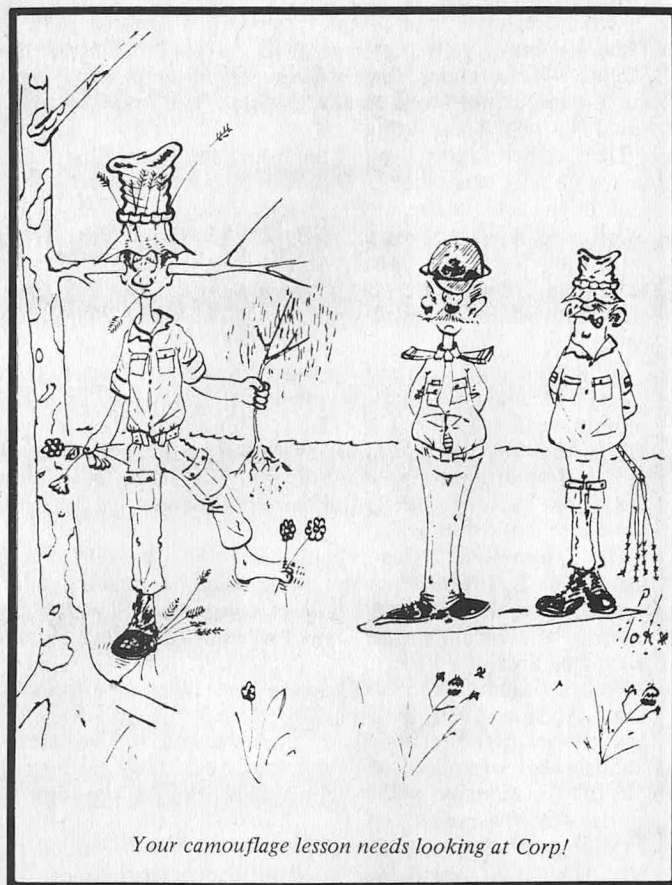
Maritime Analysis and Training Squadron (now re-named No. 292 SQN) were hosts recently to three members of the Royal Malaysian Air Force.

MAJ Sathiasengaren (Pilot), CAPT Wong Leong (Navigator) and WO Arumugan Manicham (Loadmaster) spent two weeks with MATS undergoing a basic maritime warfare course.

Malaysia has recently acquired PC 130H's for maritime surveillance duties. These aircraft will be operated by No 4 and 14 Squadrons based at Kuala Lumpur. The three officers will form the training nucleus of the new squadron.

During their stay the Malaysians were given an introduction to Maritime Warfare and surveillance techniques. They also observed fishery surveillance procedures on an 11SQN fisheries patrol and visited 36SQN Richmond to observe C130 procedures for dropping Search and Rescue stores.

The three members took advantage of their off duty time to visit the local tourist spots and were popular visitors to several of their hosts homes. A highlight of this was an evening of curries prepared by MAJ Sathi which convinced MATS staff that the Malaysians would have no problems preparing interesting in-flight meals.





Base Squadron dental assistant LACW Leone Carr was happy to soak up Adelaide's spring sunshine and at the same time add to photographer Brian Newell's more pleasant assignment.

'IN VINO VERITAS'

by Chaplain M. Rodgers

Wearing clothes to protect our bodies from the various dangers of exposure is an almost universal phenomenon amongst mankind. No less universal is the protection of our inner selves by wearing of those emotional complexes we call inhibitions.

In a variety of ways people hide their true personalities behind defensive shields of both conscious and unconscious attitudes, behaviour patters, prejudices, preferences, etc. Inhibitions are common to us all, but more predominant in some than in others, and often more predominant in the apparently extroverted individual than in the rather more moderate and quiet character.

Basically these defence shields are good and necessary, since they protect the sensitive part of our personalities from being mangled by the interpersonal conflicts and cultural pressures generated by and within society.

But they also effectively prevent our real selves from being known, even to close friends, stifle many of our best initiatives, filter out the realest part of truth from much that we say and do, and allow the more aggressive elements in society to dictate the unfolding of our history.

Our inhibitions, being both cause and effect in the given situation, have a tendency to be both self-perpetuating and self-defeating.

Now, one of the characteristic effects of alcohol, for good or for bad, is the lowering of the levels of our inhibitions and the liberation of our inner selves. Chaplains, and many others, have been in the situation, perhaps in the wee hours following a Mess celebration, when some ordinarily aggressive, or flip-pant, or agnostic individual, having enjoyed a few drinks, will open up to reveal a precious belief in God, a genuine determination to do the right thing, or a sensitive appreciation of the worth of his fellow man. It is the truth escaping from the prison of his sober inhibitions — the "veritas" released by the "vino".

Most often, unfortunately, he'll not recall the best of it when he wakes in the morning with his inhibitions regaining their defensive positions to protect him from the criticism and ridicule of others, and to steel him for the struggle with daily stresses of work to be done, appeared to be kept up, acceptance to be won. What a pity! How much good is left undone for lack of truth, candour, gentleness and internal fortitude!

In the Scriptures it is said: "A little wine is good for the stomach". Without minimising the problems associated with misuse of alcohol, it might also be suggested that it can be good for the soul.

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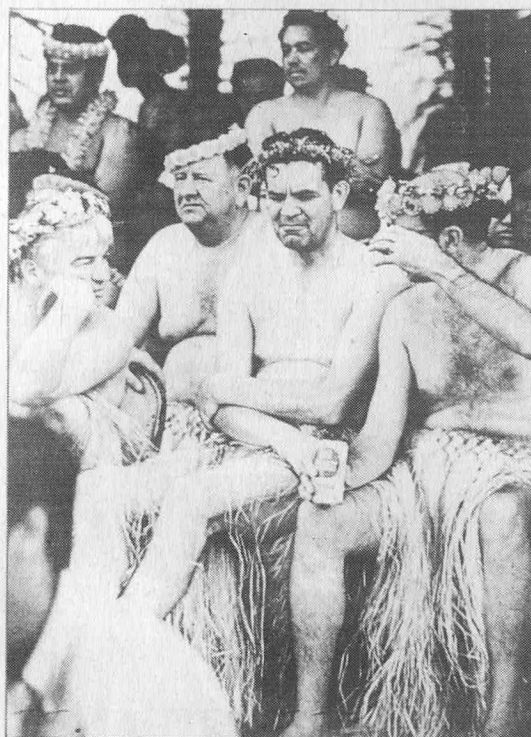
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Most of us who have done it have some pretty firm views (which mellow with the passing years), about recruit training. Certainly things were tougher in "our day" than they are today. Or were they? The following article was penned by a former "rookie" Andrew Tebutt, now safely ensconced at the School of Radio. He decided to title it –

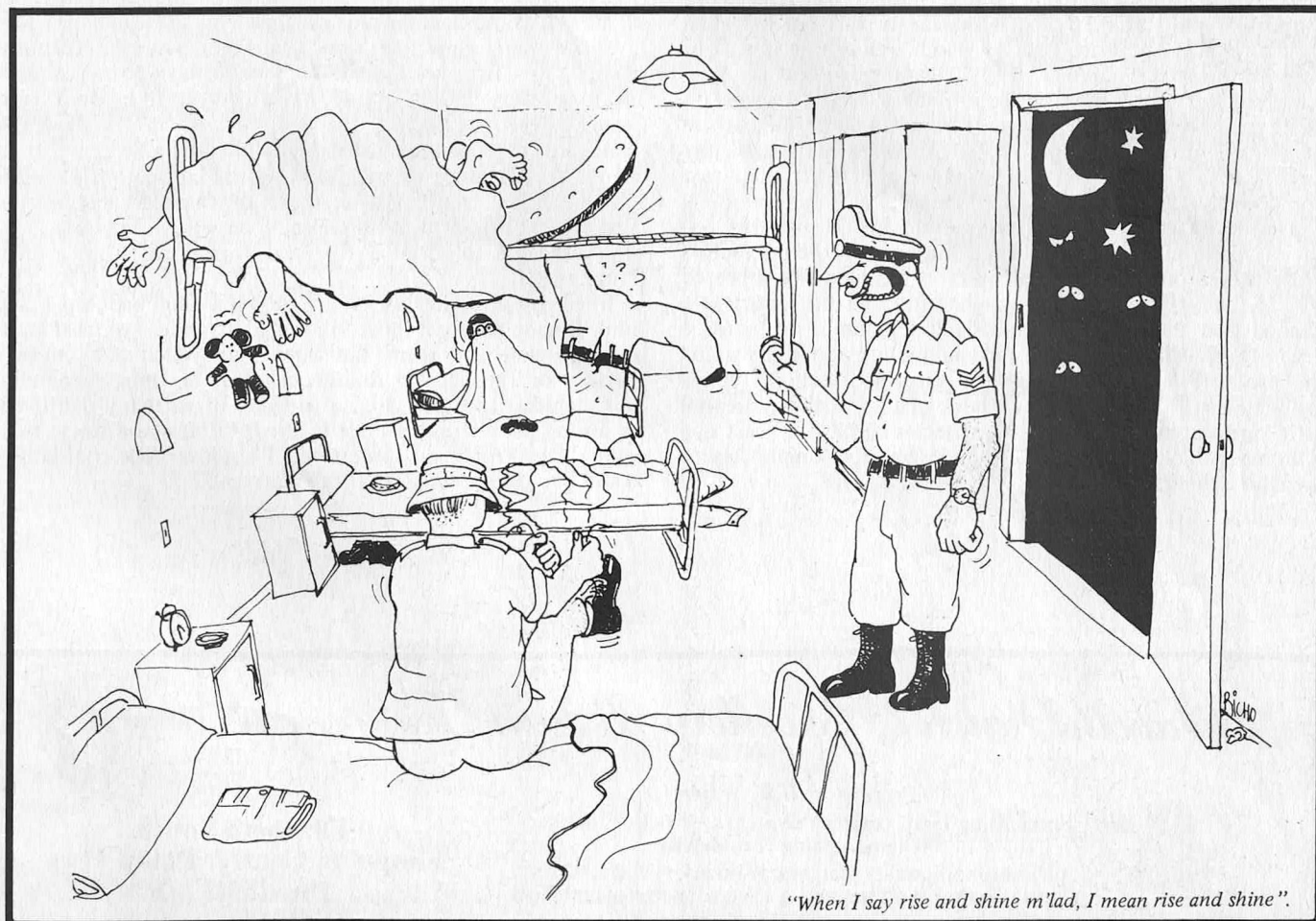
OVER THE THRESHOLD

While waiting for the floor polish to dry, I found myself thinking back over the first few weeks of my recruit training . . . back to those first two days when I wore my hand out signing forms and was issued with my first Kit: two sets of Jungle Greens along with bedding and a few other knick-knacks that, I found out later, were more trouble than they were worth!

After I was settled in to my block, things stopped moving fast. For two weeks I was a "poolie" and the days crawled by. Working as a poolie had some advantages though. I got to know my way around Edinburgh and learnt where everything was. Walking round the base doing various chores and errands made me realise just how large the place is. I couldn't help wondering how it would go if the whole Base had to move in a hurry. One thing for sure, the poolies would be the last to go. They do all the work!

After two weeks, of toil and being ignored, our course finally started. Twenty four eager men waited in anticipation outside the Pool office and eventually a Corporal came out and started calling off our names. When he was satisfied we were all there we trotted off to the Equipment Store to be issued with more troublesome gear. More signatures, more stuff in our rooms and then the start of a three day "pre-course" course to get us familiar with course life, so to speak – preparing for inspections and learning how to keep our room in order.

Our first full training day was a load of laughs. Somewhere between 4 and 5.30am we had to be out of bed, dressed and have our beds made in military fashion (or else!) We fell in for Breakfast Parade in the pitch dark and with a few mumblings of "where are we?", "I just got out of bed", "wake me when the war's over" and even a "mother, come and get me!".



"When I say rise and shine m'lad, I mean rise and shine".



"One conjures up images of little kids marching around".

Down to breakfast and being the newest course, down to the end of the line. When we finally got served, it was good: plenty of eggs, cereal, bacon, beans, pancakes, milk, tea — no complaints from anyone about the quantity. I found out though that cooks aren't mind readers — they kept telling us so.

After a leisurely meal and a smoke back in the barracks our Corporal arrived at 7.30 and fell us in to start our first drill period. We were to learn how to march properly in a straight line. We were hidden on the "B" Parade Ground so that, according to our Corporal, the public wouldn't clap eyes on us as they were driving past and promptly lose all faith in their Air Force. There were one or two other instructors around at the time and they managed to extract their two bob's worth out of us as well.

During drill there are certain movements done by numbers, and to make sure it sinks in to our thick heads, the instructors made us yell out each movement as we go along. We appeared not to be yelling loud enough because the instructors explained that their two year old daughters could do better. I began to visualise a two year old child going about screaming the roof off and dad saying with great satisfaction, "that's my little girl!" There must be a heck of a lot of these talented little ones around. Every Corporal seems to have at least one at home. A bloke can quickly get an inferiority complex about the whole thing.

Our Corporal threatened to break our arms if we didn't swing them high enough. That worried me.

After drill came the first of the lectures. They were quite interesting and a welcome break. In the succeeding days we learnt about squadrons and bases in the RAAF, the Forms used in the RAAF, Service Law, Hygiene, Christian Relations (from the Chaplain), Active and Passive defence, Organisation of the RAAF, Orders and Instructions (the list is endless). My favourites were the first two mentioned and the Defence lecture. An Officer took us for the 'squadrons and bases' lecture and it was very good. Happily, he turned out to be our Flight Commander.

Another lecture that first day was given by a Sergeant from the Airfield Defence Guard. (Most of the instructors are from this mustering. He too delivered an interesting lecture, especially when he told us what will happen when the bomb goes off — one has to adopt an unusual yoga position for a final fare-the-well.

I had my ups and downs, my good days and bad, but I still think I made the right move in joining up, and 24 of us at least learnt to work as a team. But when I got yelled at by an instructor, or finished up doing push-ups, or things generally looked bleak and grey, I used to think of what my dad lived by during his wartime service in the RAF. It was a motto that went "*Per Ardua Ad Asbestos*". I guess a nice translation would be, "*Blow You Jack, I'm Fireproof*".

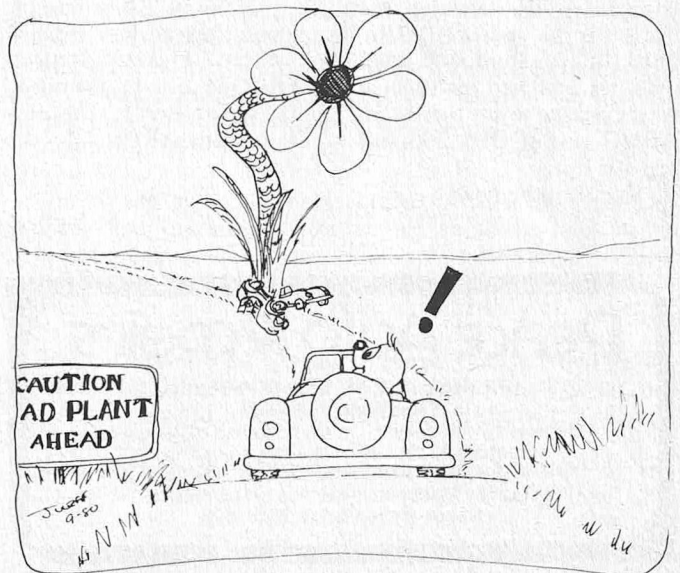
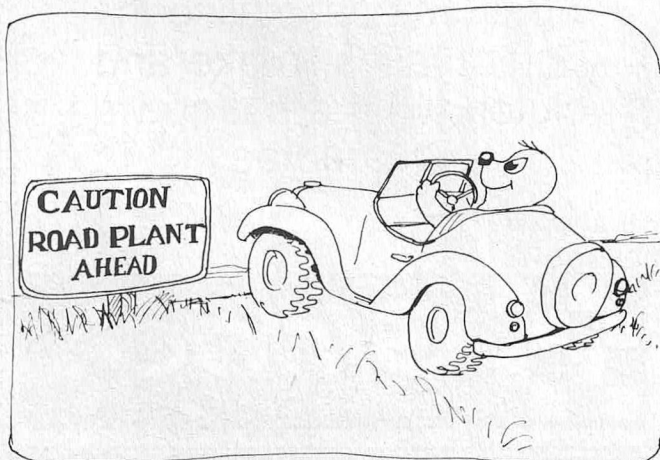
Hockey Team Pennant Champions

Over the last 12 years, the RAAF Edinburgh Hockey Club has had limited success in the S.A. Association Pennant Competition. This year increased support by Edinburgh members resulted in two teams being fielded for the first time. The C-2

Team (pictured) won the Clubs second pennant in fine form with a 3-2 victory over Prince Alfred Old College. The Edinburgh side has gained a reputation for having a fine spirit on and off the field and look forward to their success next season.



PREMIERS: Top Row L to R: SGT B. Sutherland (Coach), AC M. Downs, LAC A. Smith, LAC G. Millington, LAC T. Callaghan, CPL C. Thornton, FLTLT K. Birrer, FLTLT N. Flowedew and SQNLDR M. Knott (Presidnet)
Bottom Row L to R: LAC C. Larson, LAC G. Rowe, FLGOFF P. Richards (Capt.) LAC J. Usher, LAC J. Cornelius, and SQNLDR R. Fawcett (OIC Hockey)



ARMOURERS HAVE A PATRON SAINT

Allow me to introduce myself. I am Saint Barbara and I am the Patron Saint of Armourers and Fusiliers. I'm writing to give you some background information on my charges in 492 SQN.

There's not too many armourers at 492 – about 25 all told – but despite the numbers their tasks are many and varied. Up front there's the flight line work: supposedly routine, but in reality far from it. My charges on the flight line are directly involved with the day to day serviceability (or otherwise) of their P3s. Armourers on flight line don't just do After Flights or Before Flights: every pilot or TACCO seems to have different ideas as to what their particular aircraft needs, so it falls to the armourers to adjust the aircraft loads accordingly. Shifting 60 sonobuoys isn't all fun, but it's necessary.

Three times a day the standby SAR aircraft must be changed. This involved more changing of loads and a series of functional checks before loading Lindholme rescue canisters.

Aircraft unserviceabilities are common at Edinburgh and armourers have their share. However, it's on deployments that U/Ss increase, proportionate with the aircrew's usage of stores. If you want to know what deployment usage is like, ask the armourer who has to unpack and then load 70 buoys and various pyrotechnic stores at 3am!

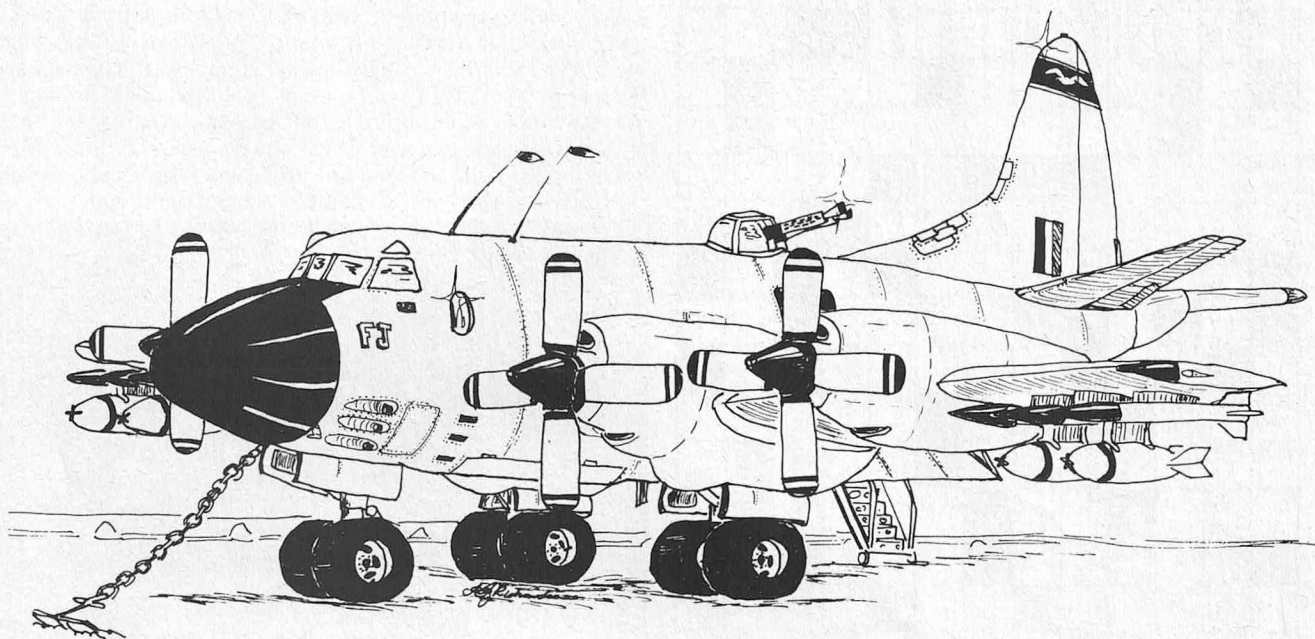
A step back from the flight line personnel are those working at the Sonobuoy "Facility" and Ready Use area. If an aircraft needs expendable stores they are supplied from this area by the armourers at the "sono room". Packing, storing, demanding and delivering marker marines, sonobuoys, photo-flash cartridges, SAR rescue gear and much more is the lot of my boys who work there.

At the base of the tree is Armament Section. It's here that the launchers and dispensers are repaired and serviced. Bomb racks, wing pylons, retro guns, sonobuoy launchers, pneumatic valves and regulators, aircraft fire bottles and all the base small and side arms are some of the items looked after here. On the administration side there are pyrotechnics to check, fly away kits to prepare or dismantle and perhaps most importantly, on the job training to be carried out.

I hope that's given you readers some understanding of the armourer's lot. Before I go I should like to welcome some new charges: WOFF Dave Evans, CPL Al Hunt, Terry Baccus, Chris Pappas and Jeff White. Congratulations to Kev Driscoll on getting his third, and finally farewell, to CPL Pierre Rodger, who has snatched his time, and to FLGOFF Eric Easterbrook, who's taking over the headmaster's job at RSTT. The new ARMO is FLGOFF Bill Maslin, fresh from ARDU into the real Air Force.

That's all the news . . .

St Barbara



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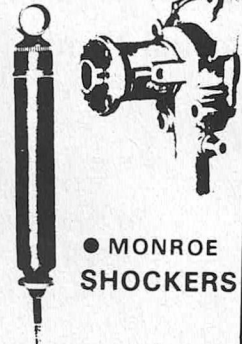
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Salisbury. S.A. 5108.
Phone: 258 2955

FILTERS



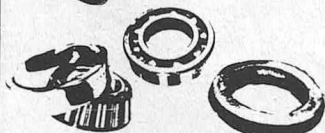
● BARDAHL

● H₂O PUMPS



● MONROE
SHOCKERS

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● BEARINGS & SEALS

GEARBOX KITS

Crystal Crackers Column

Having checked out the first couple of issues of "Maritimes" the 492 RADTECHs have decided that it is a suitable publication for them to contribute to — no big words and plenty of pictures. We especially liked the one on page 23 of the Winter edition.

We have a report from our roving reporter, Riggles, that the Birdsville Races are well worth a visit and the amber fluid flowed freely before, during and after the event.

Has a bid been made by the Arabs for the contract on the new Avionics Building? A large tent was seen on the site recently and as the building will be, quote "Completed by September 1980" unquote, maybe the tent is what we are to get.

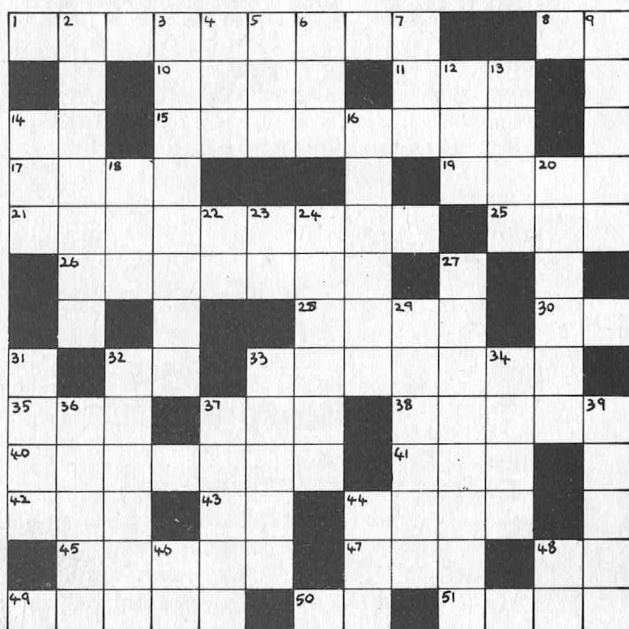
The Texan Mex Club held another of its social gatherings recently and the after effects of that and a few ales at the Sergeants Mess combines to render a certain Warrant Officer incapable of getting his fingers into the holes in the dial of the phone to call a cab. He is now recovering on a diet of Milo and herbal cigarettes.

By the time this article gets to press, Tim Corcoran should be back from hospital. Not only did he total the Datsun, but the nurses dropped him, plaster and all, off the bed. You can't beat bad luck, Tim.

Two farewells of well known faces occurred in the Crystal Crackers world recently — SGT "Foxy" Foxwell and LAC Mick Willoughby, both to civvy street. Good luck, gentlemen.

More next issue . . . BARB

CLUEMIT'S CROSSWORD



ACROSS...

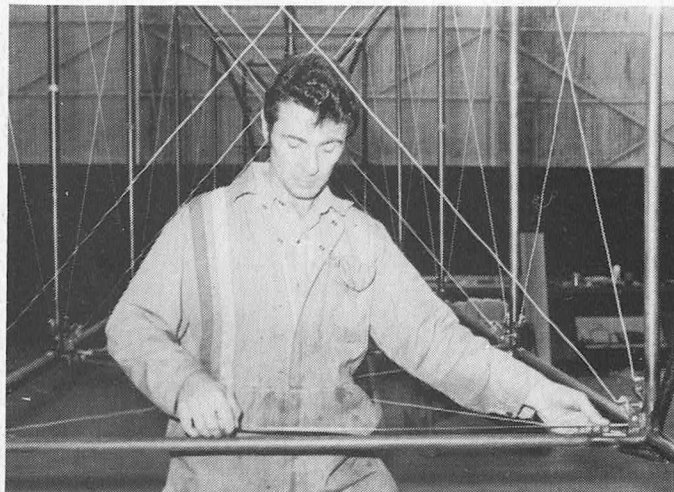
- | | |
|---------------------------|-------------------------|
| 1. RAAF'S premier base | 33. Science |
| 8. That thing | 35. Finish |
| 10. Mystical emanation | 37. Sheltered side |
| 11. Optic region | 38. Tree remnant |
| 14. Belonging to | 40. Previously |
| 15. Still closed | 41. Realm of RAAF |
| 17. Bend | 42. South American city |
| 19. Lice | 43. Civilian title |
| 21. Codes | 44. Small glass tube |
| 24. Definite article | 45. Arms and legs |
| 26. Aircraft control area | 47. Whole of |
| 28. In comparison to | 48. The 'Old Man' |
| 30. Exists | 49. Of bones |
| 32. Man's name | 50. Contained by |
| | 51. Painful |

DOWN...

2. Role of RAAF
3. Naval
4. Cake
5. Unit Routine Order
6. Sharp blow
7. Chicken
9. Annoy
12. Japanese currency
13. Prepare for printing
14. Poem
16. Coarse
18. Corporal to Warrant Officer (abbr.)
20. Belief in God
22. Self tapping screw (abbr.)
23. Horse power (abbr.)
24. One or the other
27. First letters
29. Attack
31. Prophet
32. Dextrous
33. Noblemen
34. Twist
36. Fastens with metal spikes
37. Region between Heaven and Hell
39. Tranquillity
44. Delivery Vehicle
46. Myself
48. Otherwise

Southern Cross Progress

Work on the Fokker Trimotor has now reached a stage where the fuselage tubular frame is complete and ready to be covered. Seats are complete and flight controls are ready for installation. Four 300 h.p. engines have been built, run-in and tested and are awaiting pick up from the Jacob engine factory in the United States. Work has begun on the construction benches which will be used for building the 72 ft timber main-spar. A flying programme is planned for the middle of 1981.



Geoff Snelling, a licenced aircraft maintenance engineer from Elizabeth Downs, works on the partially assembled frame of the Southern Cross replica. A former RAAF tradesman with service with 492 and 11 squadrons, Geoff has undertaken welding on the aircraft.

Not a bad year, so far.



ORLANDO

1980 SYDNEY ROYAL EASTER SHOW.

Orlando wins The J. McCarthy Shield for the most

THE MAGICIANS VISIT EDINBURGH

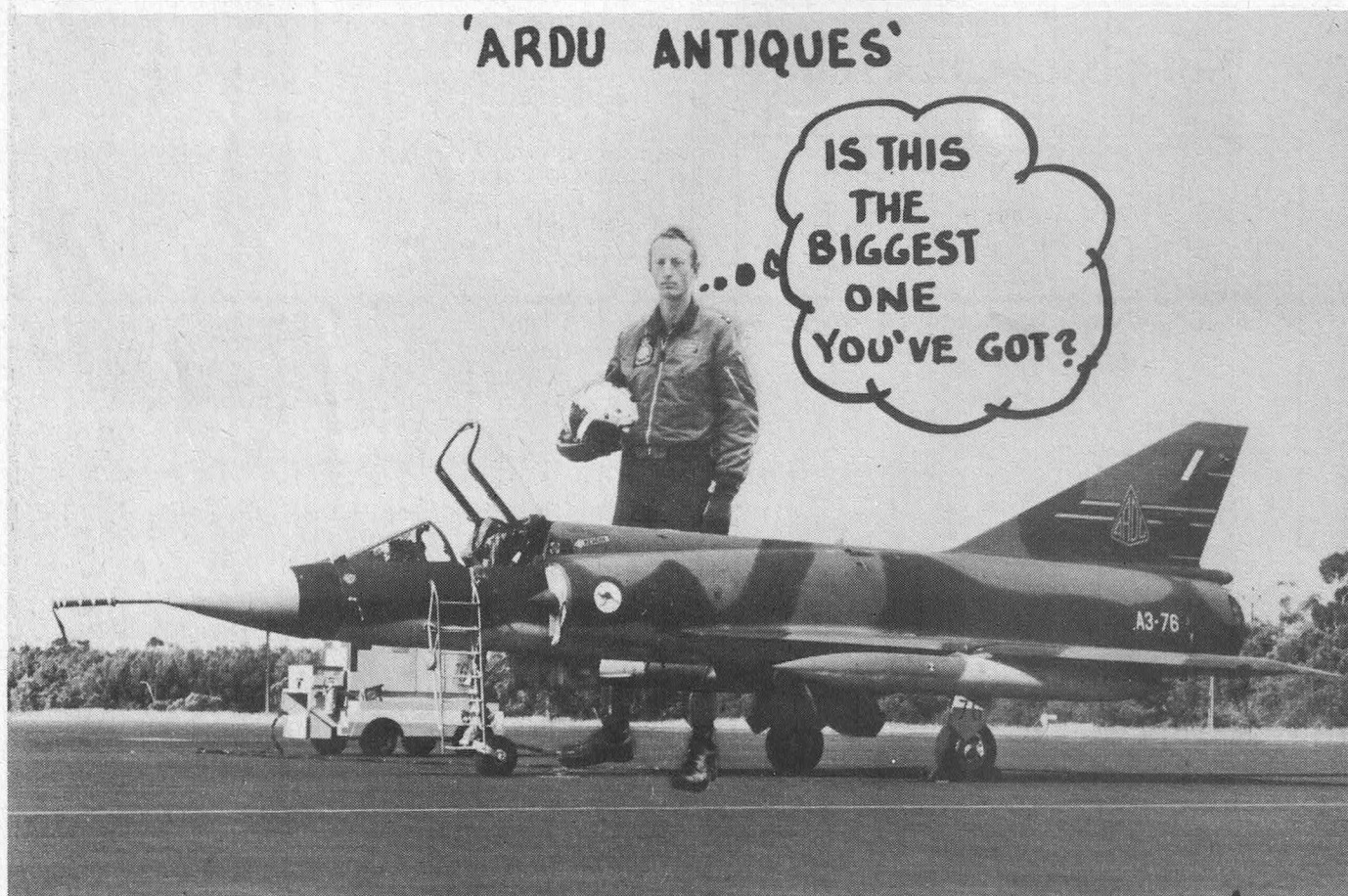
by Flight Lieutenant Ian Pearson

Recent visitors to Edinburgh were the pilots and support crew of a Kaman SH-2F Seasprite helicopter from HSL 35 Squadron, "The Magicians", on detachment with the USS Oldendorf. The Seasprite is a naval ASW and anti-ship missile defence helicopter with a secondary capability for SAR, observation and utility missions. In its ASW role the Seasprite employs a towed MAD sensor and launches sonobouys which can be monitored by the helicopter or the mother ship via a data link. Its normal operational crew consists of two pilots and a sensor operator. Pilots, LTCDR Brian Stecher from Oregon and LTJG Craig Austad from Washington State, flew their Seasprite on several sorties from Edinburgh during the Oldendorf's five day goodwill visit to Adelaide.

The 7,800 ton Oldendorf, a Spruance class destroyer, was on its maiden deployment to the Western Pacific from her home port of San Diego, California. Leaving the USA in May, the ship visited Hawaii, the Philippines and Singapore before arriving in Australian waters to participate in the recent "Sand-groper" exercise. It was while the Oldendorf was off the coast of Vietnam that the Seasprite rescued 33 Vietnamese refugees from a 25 foot boat. Along with the remaining 22 refugees from the boat who were subsequently rescued by the Oldendorf, they were taken to Manila by the destroyer.

Following visits to Hobart, Melbourne, New Zealand, Pago Pago and Hawaii, the Oldendorf completed its cruise when The Magicians returned to their home base at NAS North Island in San Diego.





RAAF OUTPACES SA SERVICES



Members of the successful RAAF Edinburgh cross-country team:
L to R Robert Orlowski, Mark Stafford, Geoff Pearson.

LAC Mark Stafford (INSTFITT) and LAC Robert Orlowski (ELECFTT) both of 492 SQN established the RAAF as the premier Service in distance running in South Australia.

They sensationally captured first and third places in the South Australia Police 10,000 metre cross country run held in Adelaide recently.

Mark Stafford took the title in the brilliant time of 31 min 52 sec. Robert Orlowski recorded a very impressive 32 min 55 sec. Both runners broke last year's winning time of 33 min 12 sec., which was the standing record.

Other RAAF Edinburgh team members to do well were SGT Geoff Pearson, FSGT Mal Welsh, SQNLDR Mal Knott and CPL John Walsh.

YOUR OWN ASSOCIATION

by Mr G. Saunders

A number of people at Edinburgh may not be aware of the existence of an association based on members and former members of the RAAF.

The Air Force Association, fondly known as the A.F.A. has been active for many years helping in the welfare of its many members.

The Association's State headquarters are located at Finnis Street, North Adelaide, but there is a local branch (Elizabeth/Salisbury) which has its own clubrooms at John Rice Avenue, Elizabeth Vale, and any member wishing to join can be assured of a very warm welcome. These clubrooms are very well appointed and have many amenities including a pool (competitions are constantly in vogue), darts and carpet bowls.

The Club is capably administered by an elected management committee and social functions are the responsibility of a specially appointed and efficient social committee. The Club is licenced and is open all nights of the week and on Sunday mornings and afternoons, which is convenient for those who enjoy a weekend noggin.

Children are well catered for and special events are put on where the children become the responsibility of very capable members, allowing the parents to have a quiet drink at the bar.

Bingo nights are always popular. The Club has the best caller in the business and the prizes are well worth winning.

All personnel are eligible for membership: many serving members at Edinburgh are already active members. Anyone wishing to learn more about the A.F.A. is encouraged to ring Mr G. Saunders on extension 2569.



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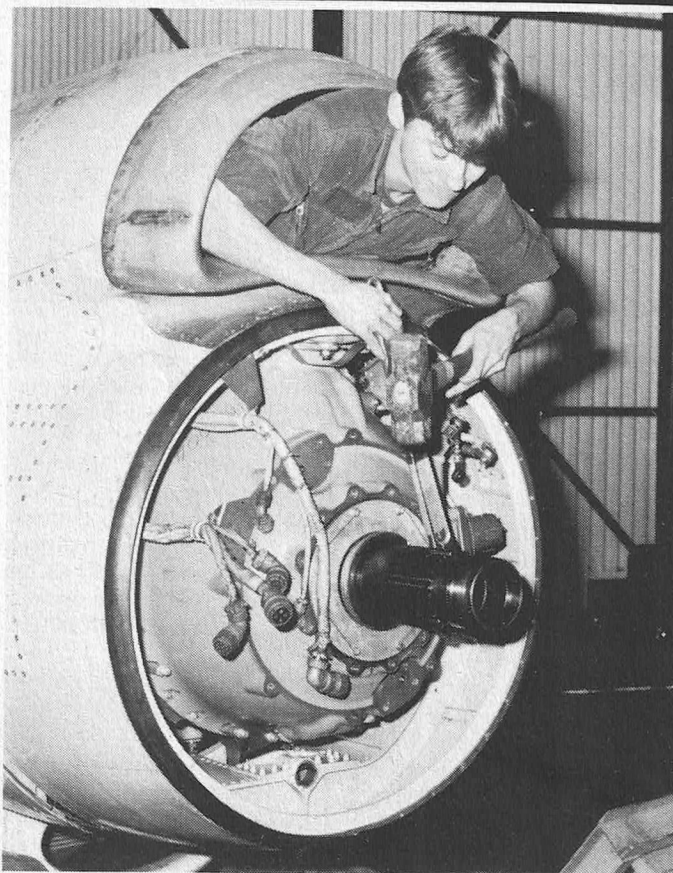
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LAC Mick O'Leary, and ENG FITT from 492 SQN, attempts a fine mechanical adjustment to a P3B Orion engine.

Edinburgh car and cycle club continues growth

by Noel Condon (Club President)

The Edinburgh Car and Cycle Club now has over 65 members and is steadily growing, though it still needs more devotees.

Recent events included a 50 mile observation rally, which ended with a barbecue and trophy presentation. The rally attracted 21 entries including a motor cycle, which took third place.

Several practice and race days have been held at our track. These have proved a great success and some fast lap times have been recorded. The Club caters for all types and sizes of bikes on the scramble track and whether you are a novice or an A grade professional, we guarantee there's something to suit you. Come and see us and let us know your type of racing and we'll see if we can help. We have an outlet for all of you Colin Bond types as well, with several "witches hat" motorkhana layouts and a "lap dash" dirt circuit with lots of corners. Strangely it's a course where large and small cars record similar times. Seat belts must be worn on the lap dash.

We've been delayed moving into the new building as RTU is using it for transit storage while accommodation blocks are being renovated. A new set of car ramps capable of carrying 10 tons has been made and is available for members' use. A monthly newsletter is sent to all financial members to keep them up to date with Club events. If you don't receive your copy let us know. Membership is only \$2 for six months and you can obtain information about how to join from your orderly room. The orderly rooms also have a list of committee members. Contact any one of them for further information. We look forward to seeing you.

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Mine Hosts: Peter and Pat Uppington
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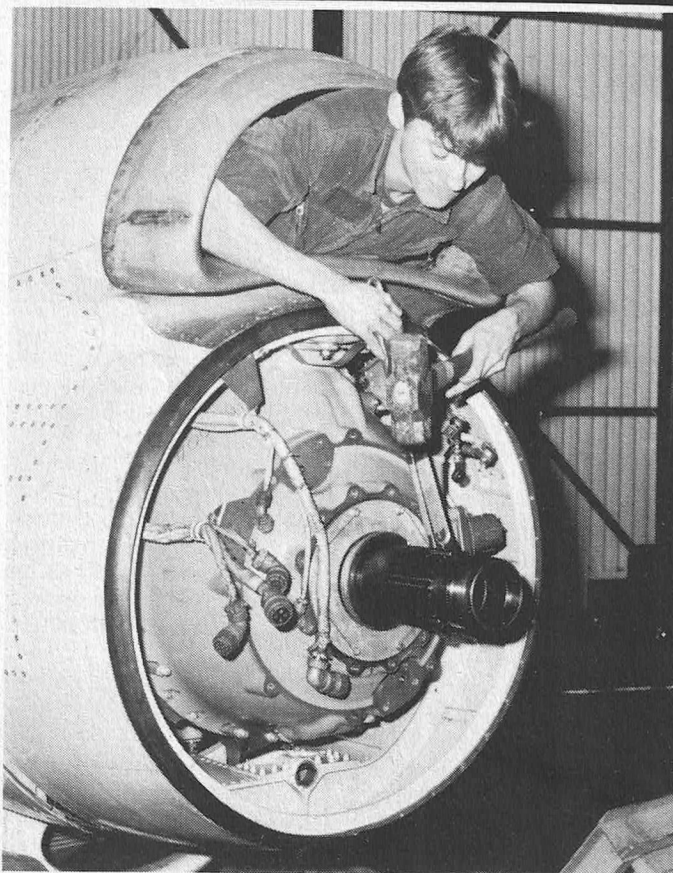
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