

Mari-times

Official Magazine of RAAF Edinburgh

SUMMER 1981/82

Published quarterly in December, March,
June and September



EDITOR:

Flight Lieutenant P. Pearce

Unit Representatives:

HQ92WG

Flight Lieutenant M. Coles

492SQN

Flight Lieutenant R. McIntyre

292SQN

Flight Lieutenant C. Grant

BSEDN

Flight Lieutenant C. Robins

ARDU

Flight Lieutenant G. Browne

1RTU

Flight Lieutenant B. Wooldridge

24(A)SQN

Warrant Officer R. LeBherz

Publisher: Messenger Publications Pty. Ltd.,
254 Commercial Road, Port Adelaide, S.A. 5015.

Printing: Messenger Press Pty. Ltd.,
254 Commercial Road,
Port Adelaide, S.A. 5015.

Advertising: Lionel Bart, Messenger
Publications Pty. Ltd. Phone 47 5722.



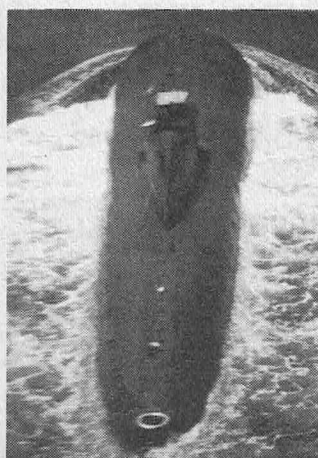
The attention of advertisers is drawn to the Trade Practices Act, 1974, and the provisions in the Act which apply to advertising. It is not possible for Mari-Times RAAF Edinburgh to ensure that advertisements which are published in this magazine comply in all respects with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication.

Messenger Publications Pty. Ltd. and Mari-Times RAAF Edinburgh reserve the right to refuse any advertisement without stating the reason.

MARI-TIMES, SUMMER 1981/1982

CONTENTS

Editorial Comment	2
Letter to the Editor	2
A new era for RAAF Maintenance Management	3
The Queen visits South Australia	4
No. 292 Squadron's new badge	5
Muscle Mechanics	6
Introducing the Elizabeth Community College	7
Orion Tactical Co-ordinators	11
Kluemit's Krossword '5'	12
ARDU goes to sea	13
Fincastle '81	14
Farewell to FLTLT S.K. (Bill) Dean — Ground Defence	17
No. 24 (City of Adelaide Auxiliary) Squadron	18
Aurora Day — Comox 1981	19
Airborne harpoons	20
The Air Force Association (AFA)	21
Dog Ends	21
Bid for the Simpson Trophy	22
RAAF win Interservice Basketball	23
Solution to Kluemit's Krossword '5'	23



Cover Photo: A Charlie Class SSGN of the Soviet Navy Photographed recently by a 10SQN P3C Orion on patrol over the Indian Ocean. The submarine is nuclear propelled and equipped to fire medium-range cruise missiles.

Editorial comment

Many readers may have wondered why there has been such a lengthy delay since the last edition of 'Mari-Times'. At one stage the magazine was almost stranded 'on-the-rocks' after drifting for a time without a publisher. But you cannot keep a good magazine down. Thanks to the support of Messenger Publications, 'Mari-Times' has a new lease of life.

Squadron Leader John Cole, the previous editor, has departed to Bunbury, Western Australia having resigned from the RAAF after 20 years service. We wish him and his family all the best for the future, and I hope that the magazine can be maintained at the high standard set by Squadron Leader Cole.

I would like to reiterate the need for Base personnel to keep articles, ideas and cartoons coming in for "Mari-Times" as the magazine needs your support to survive. Future issues will be published quarterly in March, June, September and December, and as our new publishers only require receipt of copy four weeks before publication, articles will be more current. Don't think that your contributions are not appreciated, and I am sure that contributors will be encouraged when they read the letter of appreciation received from the Commander Patrol Wings, U.S. Atlantic Fleet.

*FLTLT Peter Pearce
Editor.*

Letter to the Editor

Subject: "Mari-Times" Magazine.

1. In issue number 5 of "Mari-Times" Magazine, the "Editorial Comment" requested inputs from readers for your review. The reaction to the magazine within Patrol Wings, U.S. Atlantic Fleet has been most positive. The articles presented reflect many of the day-to-day operations, problems, events and enjoyments that maritime patrol crews experience throughout the world. We look forward to receiving each issue of "Mari-Times" for the articles, commentaries, and "on the target" cartoons. In fact, many of your cartoons have found their way into briefings and local publications so that more personnel can enjoy them.

2. "Mari-Times" is a fine, high quality magazine which speaks well of the pride and professionalism of your force.

*E. A. WILKINSON Jr.
Rear Admiral
U.S. Navy*

A NEW ERA FOR RAAF MAINTENANCE MANAGEMENT

July 27, 1981 saw the commencement of the introduction of Computer Aided Maintenance Management (CAMM) to 492 Squadron. Training of all Squadron technical personnel and the input of details of aircraft and aircraft components was scheduled to take six weeks with the system becoming operational on September 7, 1981.

CAMM takes over the task of maintaining records on aircraft and aircraft components from the present manpower intensive systems. It can then provide much greater assistance for the following maintenance management activities:

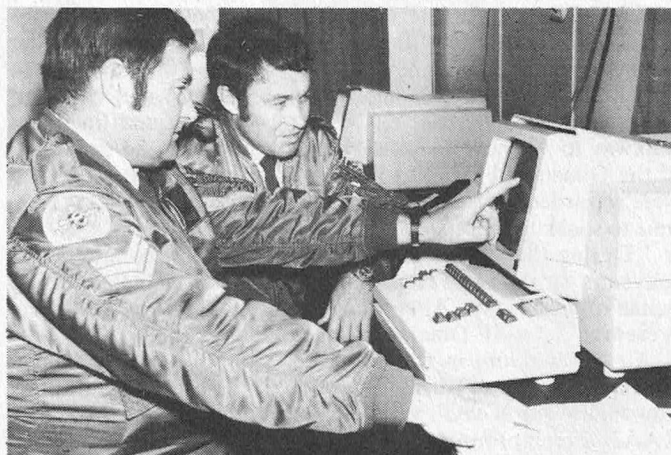
- a. Aircraft Maintenance.
- b. Aircraft Component Maintenance.
- c. Maintenance Forecasting for Aircraft and Components.
- d. Modification (MOD) and special training instruction management.
- e. Job Control.

December, 1981 will see the disappearance of aircraft, engine and component logs as such with all the information stored on, and accessible from, CAMM. The means of input and extraction of information is via a visual display unit (VDU). VDUs are conveniently located in 492 Squadron work areas for use by tradesmen, supervisors and managers. The system uses a conversational (and polite) style for all transactions. Editing of information input occurs so that any apparently erroneous information is detected and the operator is directed to make the appropriate correction.

CAMM is in operation at 38 Squadron and 486 Squadron

and now 492 Squadron. By the middle of 1984, it will be incorporated Service wide.

The introduction of CAMM will give the RAAF a maintenance management capability at least the equivalent of (but more likely better than) any system in use by any overseas or Australian aircraft operator.



CAMM instructor Sgt. Geoff Brand (front) explains the format of an input transaction on the visual display unit (VDU) to Sgt. Ian Cause, a member of the CAMM Data Pick-up team.

The Queen visits South Australia

By Flight Lieutenant Chris Robins

Her Majesty Queen Elizabeth II and His Royal Highness the Duke of Edinburgh made two visits to South Australia during October. The first visit, which for many at Edinburgh was the more memorable visit, took place on October 6.

While on route from Tasmania to Western Australia the Royal party changed from a RAAF BAC-111 to B-707 at Edinburgh for the flight to Perth. During the half hour stop-over at Edinburgh, the Queen and the Duke of Edinburgh were introduced to a number of Edinburgh personnel, and their families. Those fortunate enough to have been selected were presented to Her Majesty and His Royal Highness inside the Airmovements terminal. A large number of other Base personnel with their families, including many small children, were undeterred by the hot, windy conditions and lined the walkway to Airmovements to witness the arrival and departure of the Queen and Duke of Edinburgh. Several of these people were rewarded for their enthusiasm when the Royal visitors took time to speak to them.

During the stop-over, a presentation of Diamond Jubilee souvenirs was made to Her Majesty and His Royal Highness on behalf of the RAAF. Aircraftswoman Recruit Cheryl Lee Craig presented a RAAF Diamond Jubilee Plate to Her Majesty who is Air Commodore in Chief Citizens Air Force. Aircraftsman Recruit David Evan Reynolds presented His Royal Highness, as Marshall of the RAAF, with a leather bound album of the four RAAF aircraft prints and a RAAF Diamond Jubilee tankard.

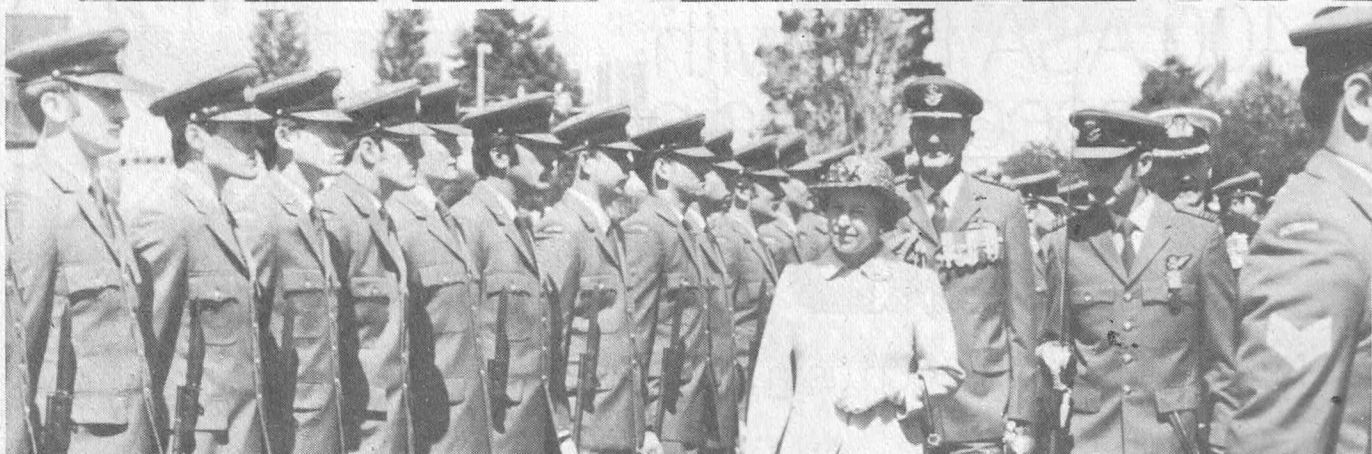
The second visit to South Australia was on October 12. On this occasion RAAF Edinburgh provided a Royal Guard of Honour and Colour Party to participate in the ceremonial departure of Her Majesty and His Royal Highness from Australia. The departure of the Royal couple from Australia

marked the official end to the official opening of the Commonwealth Heads of Government Meeting in Melbourne.

The Honour Guard was composed of airmen drawn from all units at RAAF Edinburgh. Musical support for the Royal Guard of Honour was provided by the Army's Fourth Military District Band while the Forty-Eighth Independent Battery RAA provided the saluting battery.

Few ceremonial occasions pass without a hitch of some kind and this one was no exception. The Guard of Honour was late marching into position due to an unfortunate mishap with a bayonet. Politicians and dignitaries then did their best to complicate matters by arriving at the airport out of schedule. The Governor of South Australia in fact was on his knees at his due time of arrival. It was later confirmed by an eager press that he had been knighted. In spite of such confusion the Guard Commander, Squadron Leader Collin Price, retained his composure, and the Royal Honor Guard and Band their patience, and all performed very well.

Naturally enough the success of both visits would not have been possible without a great deal of preparation. Almost every section on the base was affected by the need to release personnel for practices and for the parade rehearsal. Many of the members of the Guard of Honour must have wished they were elsewhere also during the seemingly interminable practices. One area of the Base which has benefited in the longer term by the Royal visit is Airmovements Section. The interior of Airmovements has been reorganised and redecorated, the VIP facilities relocated and considerably improved and the mobile aircraft stairs fully refurbished. Without the visit it is unlikely if such work would have been carried out for a long time. For the royalists among us, the informal visit by Her Majesty the Queen and His Royal Highness to Edinburgh will be remembered for a long time.



Her Majesty inspecting the Guard of Honour.

No. 292 Squadron's new badge

By FLTLT Colin Grant

Since July 1, 1979, 2½ years after its formation as Maritime Analysis and Training Squadron (MATS), No. 292 Squadron became eligible for its own badge. Since that time, many proposals and suggestions have been discussed with the Inspector of RAAF Badges (IRAAFB). Most of these were rejected due to their over-emphasis of the support training roles conducted by the Squadron. The final design was influenced by, and chosen for, its emphasis on both the training, and operational roles conducted by the unit. In accord with this new emphasis, the Squadron was also recently numbered 292.

The resultant badge design is based around the White-Breasted Sea Eagle (from the Greek for *Haliaeetus Leucogaster* — meaning white belly sea eagle). The grey and white color of the bird combined with its habitat, the wilder coastlines of Australia, made a common relationship with the colour, and area of operations, of 92 Wing Orion aircraft.

The White-Breasted Sea Eagle is found mostly around the coastal mainland of Australia, and often frequents large inland rivers and lakes. It is also found throughout SE Asia and the accompanying oceans. The birds often fly slowly, in pairs, over foreshores, mudflats, sandpits, cliffs and coral cays whilst searching for offal and carrion left by the tides. The bird feeds by scavenging, and rarely destroys domestic animals. The eagles diet consists of mammals, tortoises, sea snakes, fish, eels and crustaceans, and it has a peculiar cackling war cry. A circular nest (7' in diameter) made of large sticks is often located in forks of tall trees or on cliff ledges beside rivers and lakes, and is used for years in succession. Two faint bluish-white eggs are usually produced yearly, between May and October, during breeding.

No. 292 Squadron has adopted as its motto "*Prepare The Hunter*". The word "prepare" alludes to the training and operational support roles of the squadron, whilst the word "hunter" refers to both aircrew and the Orion aircraft. This motto most aptly describes the aim of No. 292 Squadron, and reflects the sentiments of all Squadron members.

The badge description is: "A White-Breasted Sea Eagle (*Haliaeetus Leucogaster*) volant, grasping a belt charged with three stars, and tied about a fish spear, a rapier and a flash of lightning."

The Sea Eagle symbolises the Unit's operational training role, and being depicted volant, or in flight, effects a direct reference to patrolling maritime aircraft. The three stars charged upon the belt held in the bird's talons represent those which from the hunter's belt in the Constellation of Orion the Hunter, and

therefore, provide an allusion to the Orion aircraft operated by the unit. The fish spear, the rapier and the lightning flash are taken from the Badges of No's. 10, 11 and 492 Squadrons respectively in reference to the Units support role to those Squadrons, and also to 92 Wing to which the unit belongs.

The final painting of the badge, signed by Queen Elizabeth II, arrived at the unit on July 6, 1981, and soon all 292 Squadron members will be easily recognised by the wearing and display of their own distinctive badge.



MUSCLE MECHANICS

By Cpl. Jim Wellmore

"It has been said that PTI's have the shoulders of a draught horse, the legs of a race horse and the brains of a rocking horse."

All members of the Service have at some time come in contact with Physical Training Instructors. Apart from these forced encounters, most people are reluctant to approach their unit gymnasium and view PTIs as rather nasty little people, undeserved of their relaxed lifestyle.

The selection process for trainee PTIs is, however, quite demanding. In most cases the prospective PTIs volunteer to vacate former mustering with much faster promotion streams and compete with large applicant listings for a course position. Selectors look for previous success in sporting activities and in particular, instruction or coaching experience. As a result we have a PTI mustering with a broad base of expertise.

The PTI training course involves twenty six weeks of intensive theory and physical training with, as can be expected, a heavy emphasis on instructional technique. Subjects studied include anatomy, physiology, kinesiology, first aid and sports injuries, physical conditioning, diet and sports officiating to mention just a few. Physical activities involve running, swimming, gymnastics, running, team sports and more running. Any spare time throughout the course is devoted to aerobic conditioning (running).

Although parachuting and survival phases are no longer included in the course syllabus, most PTIs complete these courses when and where available. PTIs generally continue to advance their interests in sport and recreation throughout their

careers. As a result the list of achievements for the mustering is quite impressive. To list just a few we have: one Olympian and three Australian champion boxers, a number of runners who have achieved notable success at state and interstate level, state cyclists, footballers of all codes, body builders, state volleyballers and in less notable sports a number of Black Belts are held.

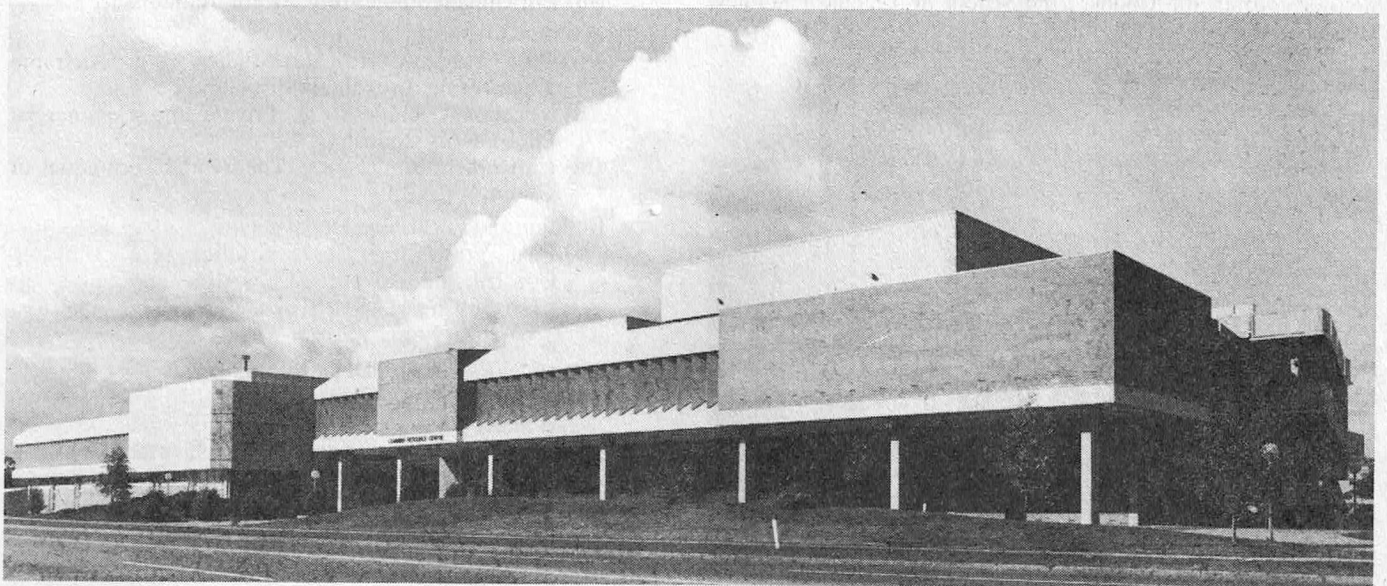
One member holds a Diploma of Teaching with a major in Physical Education and another holds a professional underwater instructor qualification — we even have a PTI who has climbed the Matterhorn.

PTIs are most commonly seen operating unit Welfare Stores and are therefore thought of as storemen in tracksuits. Behind the scenes though, the mustering is involved in numerous areas. Instructing new recruits is a heavy commitment but remedial and rehabilitative training, officiating on unit survival courses, operating unit swimming pools and conducting various sports carnivals are just some of the duties that befall PTIs.

BSEDN has 12 PTIs, most of whom are employed on recruit training. But, the Welfare Store; health promotion programmes and fitness training take up a lot of the section's time. Achievements within the section are many, but most notably, two have completed marathons and competed in the Victor Harbor to Glenelg Inter-service Challenge Run. In 1980 three section members ran in the Ayers Rock to Adelaide charity run, exercise "Burning Sands".

The new Health Promotion Program is slowly taking effect. This much-welcomed approach to the health and fitness of Service personnel promises an interesting challenge to PTIs and give most members a greater appreciation of their unit PTIs.

INTRODUCING THE ELIZABETH COMMUNITY COLLEGE



The new buildings: at left — Business Studies, Matriculation and Cafeteria Building (B.M.C.); at right — Learning Resource Centre (L.R.C.).

by Mr. Rodger Dennis

Situated just to the north of the bridge that crosses the Adelaide – Gawler railway line, on the road from Elizabeth to RAAF Edinburgh, the Elizabeth Community College must present itself to the passing observer as fairly ordinary looking, red-brick buildings, settled amongst well manicured lawns.

With architecture designed late 1960's, the College began in late 1971 as the Elizabeth Technical College, with the main emphasis being on the training of apprentices in a number of basic trades. In the last 10 years, however, many significant changes have been made to the facilities and the programmes of this tertiary education institution.

(Continued over)

As one of the larger metropolitan Colleges of the S.A. Department of Further Education, the Elizabeth Community College now has the responsibility to provide an education program for any person over 15 years old, that is, over school leaving age. This program is provided by the three major divisions within the College, the School of Technical Studies, Business Studies and General Studies.



Video editing is now available for staff use in preparing teaching aids.

The School of Technical Studies. This school, in addition to basic trade courses for apprentices, offers the following range of studies:

- a. Automotive Department:
 - (i) Post Trade Certificate Studies (e.g. Diesel Mechanics, Automatic transmission),
 - (ii) Vocational Studies (e.g. Adult Motor Mechanics, LPG, Motor Servicing),
 - (iii) Enrichment Studies (e.g. Motor Maintenance).
- b. Aviation Department:
 - (i) Post Trade Certificate Studies (e.g. Airframe Engineering, Instrument Installation),
 - (ii) Vocational Studies (e.g. Private and Commercial Pilot Theory Courses),
 - (iii) Enrichment Studies (e.g. Theory and Techniques of Gliding),
- c. Building and Furnishing Department:
 - (i) Post Trade Certificate Studies (e.g. Building Construction, Advanced Cabinetmaking),
 - (ii) Enrichment Studies (e.g. Bricklaying, Woodcarving),
- d. Electrical/Electronics Department:
 - (i) Technician Certificate Studies (e.g. Electrical Science),
 - (ii) Post Trade Certificate Studies (e.g. Electrical Machines, Industrial Electronics),
 - (iii) Enrichment Studies (e.g. Handyman Electronics).
- e. Hairdressing Department:
 - (i) Post Trade Certificate Studies (e.g. Stage Make-up, Men's Hairdressing),
 - (ii) Vocational Studies (e.g. Hairstyling, Manicuring),
 - (iii) Enrichment Studies (e.g. Grooming and Department).
- f. Mechanical Engineering Department:
 - (i) Technician Certificate Studies (e.g. Engineering Mechanics),

(Continued over)

- (ii) Post Trade Certificate Studies (e.g. NC Programming and Practice, Toolmaking),
- (iii) Vocational Studies (e.g. Adult Fitting and Machining, Fluid Power),
- (iv) Enrichment Studies (e.g. Handy Person Fitting and Machining).

g. Metal Fabrication Department:

- (i) Post Trade Certificate Studies (e.g. Fabrication Drawing, Welding Inspection),
- (ii) Vocational Studies (e.g. Vocational Welding),
- (iii) Enrichment Studies (e.g. Handy Person Workshop, Welding and Fabrication).

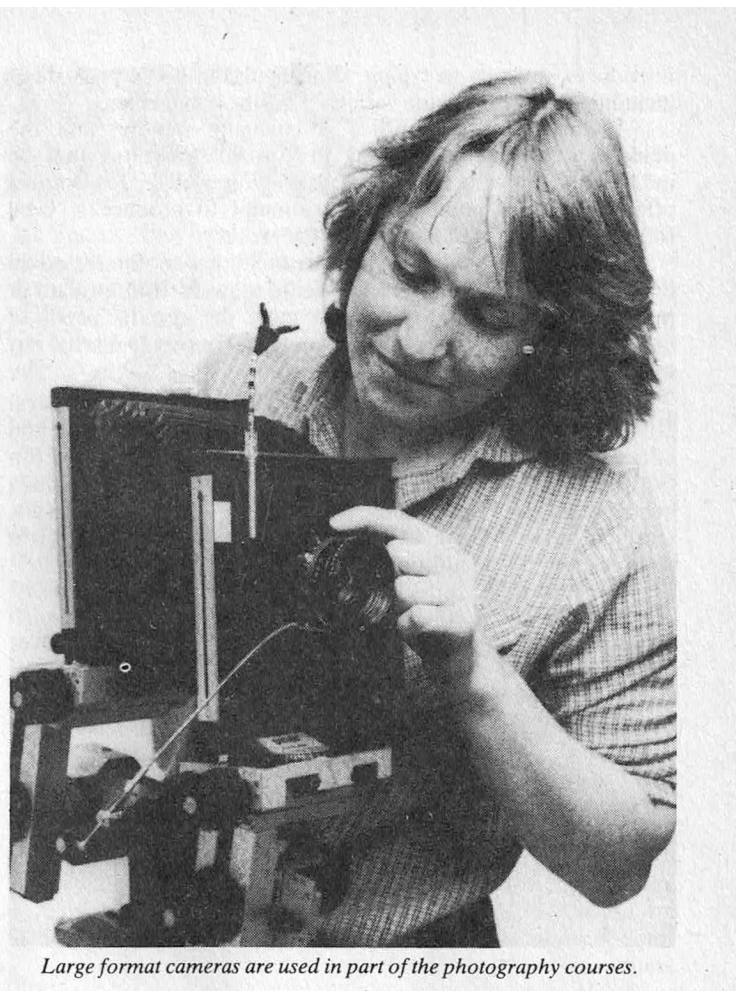
The School of Business Studies. The newest, and still expanding School of Business Studies has three main areas of activity: accounting, data processing and commercial studies. The accounting section is involved in training accountants for membership of The Institute of Affiliate Accountants, which is an Australia-wide body concerned with academic standards of the second tier of accounting in Australia.

The courses, apart from accounting components of financial and cost accounting, has: law, auditing, superannuation, economics, data processing, taxation, business mathematics and communication segments. It can be completed in two years full-time or four years part-time study.

The data processing section caters for a range of interests from computing languages such as: 'basic', 'fortran', 'cobol' and others to a full-time or part-time Data Processing Certificate course. Electronic Data Processing, we expect, will be a major growth area for enrolments as computing equipment becomes more a part of our lives.

The third major area of activity is in preparing school leavers for jobs in offices. The Commercial Certificate course

(Continued over)



Large format cameras are used in part of the photography courses.

introduces students to typing, shorthand and office procedure, including the use of a wide variety of business machines.

Technology in the office is changing rapidly, and the demand of office work today in Australia requires that an individual has a wide range of skills and knowledge. The courses offered in the Commercial area attempt to produce a "well rounded" person in modern day office work.

Finally, the School of Business Studies is interested in developing short courses from specific requests from private or public sector organisations which meet the specific needs of organisations. The School's staff would be pleased to discuss any aspects of courses mentioned.

The School of General Studies. The School of General Studies teaches adult students over a wide range of courses and educational levels. Department of Further Education Certificates requiring some years of full-time or part-time study in such areas as Photography, Commercial Art, Art and Craft, Garment Design and Construction, Music and Child Care involve many of the full-time staff in this School.

In addition, full-time Adult Matriculation students generally complete their course in just one year, although Matriculation can also be taken as a part-time course. Over recent years, the number of adults who begin as students in the Adult Literacy course is now of great concern to the staff, because the need for help in that area far exceeds the resources the College can apply to overcome the problems facing adults who cannot read.

However, by far the largest number of students in the School of General Studies are those who attend the College, or its branches, as "once-a-week" students who enrol to study some area of interest, enrichment or activity. These students may attend: a one-hour yoga class, a two-hour philosophy class, a three-hour woodwork class or any of the very wide range of courses offered by this School.

The number of classes comprises quite a comprehensive list, and are designed to suit almost anyone who has the desire to learn something new or to develop an interest further.

An additional, unique aspect of this School is the appointment of a full-time lecturer, Ms. Gwen Jones, in Women's Studies. Gwen has developed a comprehensive series of inter-related courses particularly for women. These range from the development of good communication skills to the study of women in literature and history.

Members of the RAAF and their families will find staff of the College keen to assist in working out an educational program for them. General Studies staff in all areas can be reached by telephone or by calling at the College.

The visual impact created by the addition of two large buildings on the eastern side of Woodford Road, with their bright yellow facades, has really put the Elizabeth Community College "on the map."

The Learning Resource Centre (LRC) houses a library of books, magazines and journals to cater to a wide range of interests, and borrowers can register at the circulation desk and use the LRC until 9 p.m. each week night, except Friday, in air-conditioned, quiet comfort. In addition, the Learning Resource Centre has a wide range of audiovisual equipment and facilities for the preparation of sound and visual aids and teaching materials.

The most recently completed building to the north of the Learning Resource Centre is the BMC building, which includes the main student facilities of cafeteria and Student Association room in addition to classrooms, lecture theatre and creche for the caring for children of students.

We hope that this "Introduction to" will whet your appetite to seek further information either personally, or by telephone at 255 2044. ●

ORION TACTICAL CO-ORDINATORS

by Flight Lieutenant Ian Pearson

No. 10 Squadron's newest Tactical Co-ordinators, Flight Lieutenants Mick Turton and Al Callaghan are the RAAF's first aircrew members to have been trained to operate all tactical and sensor stations in the P3C Orion.

Flight Lieutenant Turton, from Kumbia Qld., joined the RAAF in 1974 as an aircrew cadet, training to become an Air Electronics Officer (AEO). Flight Lieutenant Callaghan, from Ipswich Qld., enlisted in 1970 serving as a Radio Technician until commencing Air Electronics Officer training in 1973. Since graduation as AEOs, both have served with No. 10 Squadron, initially at Townsville on SP2H Neptunes and more recently, P3C Update II Orions, in which they flew to Australia following conversion courses in the USA.

The progression to Tactical Co-ordinator (Tacco), has seen Flight Lieutenants Callaghan and Turton operating radar and associated detection systems, navigating the aircraft and operating the aircraft's long range communications system and logging between them more than 6,500 hours of maritime flying.

As Taccos, they are now responsible for the tactical direction and safe navigation of aircraft engaged in the wide range of activities undertaken by No. 10 Squadron.

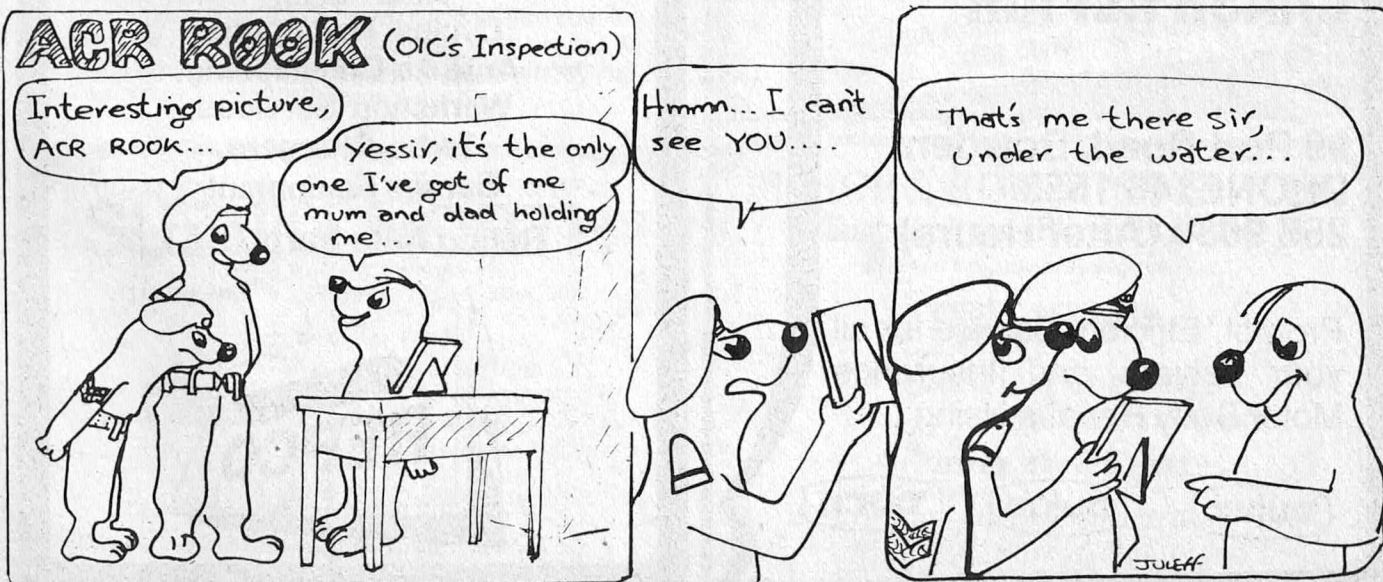
Under their tactical direction, Flight Lieutenants Callaghan and Turton's crews have flown on practice anti-submarine warfare operations, maritime exercises, surveillance missions and participated in overseas deployments to locations which have included Malaysia, Hawaii, the USA and Canada. On the recent Beacon Compass exercise with the Royal Australian and United States Navies, the Tactical Co-ordinators were responsible for targetting the newly acquired Harpoon air launched cruise missiles in simulated attacks against the United States aircraft carrier, USS Midway. However, on the Kangaroo '81 international joint services exercise when on opposing sides in the war game scenario, both flight Lieutenants had their best opportunity to display their skills as Tactical Co-ordinators.



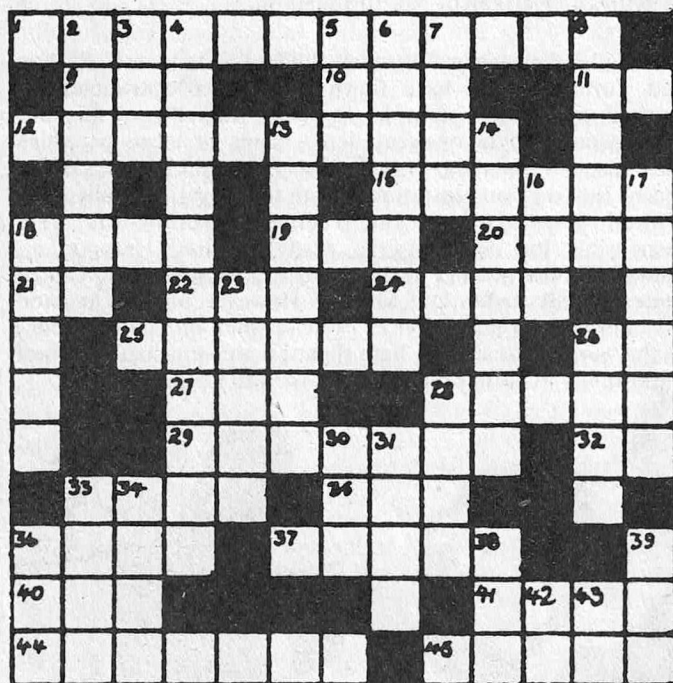
FLTLT Callaghan



FLTLT Turton



KLUEMIT'S KROSSWORD '5'



ACROSS

1. Centre of operations
9. Falsehood
10. Automobile
11. Commanding Officer (abbr)
12. Members of the
Armed Forces
15. Monkey nut
18. True
19. Eggs
20. Pipe
21. Resting upon
22. Tree
24. Precipitation
25. Dash
26. Like
27. Males
28. Breathe noisily in sleep
29. Motors
32. That thing
33. Fish
35. Auction article
36. Founded in fact
38. Group
40. Unit
41. State in U.S.A.
44. Nomad
45. Aids

DOWN

2. Squadron based at
Edinburgh
3. Atmosphere
4. One of ARDU's roles
5. High scoring fighter pilot
6. Fortification
7. Large plant
8. Scour
13. Preparing a meal
14. Countries
16. Sister of a religious order
17. Crockery
18. Regal
23. Stadium
26. Dry
28. Congeals
30. Sick
31. Biblical boatbuilder
33. Melody
34. Employed
36. Profession
38. Weep
39. Distress call (abbr)
42. That man
43. That thing (again)

SOLUTION ON PAGE 23

ARDU GOES TO SEA

By FLTLT Lindsay Ward

Not all of the Aircraft Research and Development Unit (ARDU) tasks are restricted to air operations from a land base. During May-July '81 FLTLT Lindsay Ward, helicopter test pilot, and FLGOFF Nigel Fort, ARDU project engineer, were involved in helicopter operations from the newly commissioned Amphibious Heavy Lift Ship (LSH) HMAS Tobruk. The LSH displaces approximately 5800 tonnes and is about 127 metres long with a beam of 18 metres. The ship is equipped for offshore/onshore unloading of cargo and troops. Helicopter operations from the ship are intended to supplement the other systems for improved operational flexibility and efficiency. The permanent helicopter flight on-board will consist of three Wessex MK3 utility helicopters. A requirement exists for the opportunity utilisation of the ship by Sea King, Chinook, Iroquois and Kiawa helicopters. The Upper vehicle deck forward of the bridge may be configured as a flight deck for day helicopter operations. A helicopter flight deck, located aft of the bridge and funnel area, is designed for day and night operations. A flying control centre is located in the port wing of the ship just below the bridge.

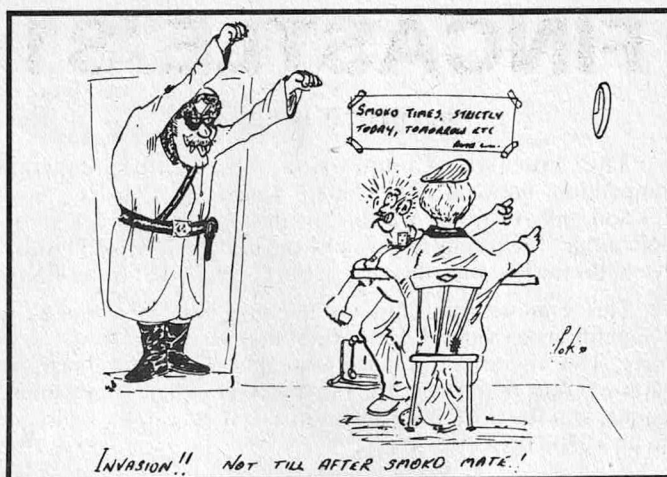
HMAS Tobruk is prone to significant rolling and pitching motions due to the flat bottom design of the hull; this is an



HMAS Tobruk

essential feature for shallow water approaches to beach landing areas. If the sea state aggravates the ships motion the lack of active ship stabilisation equipment makes helicopter operations from the ship a very difficult task.

The purpose of the ARDU investigation was to establish the limitations on operations of the Chinook, Iroquois and Kiowa helicopters from HMAS Tobruk and to identify aircraft and ship deficiencies associated with these operations.



INVASION!! NOT TILL AFTER SMOKE MATE!

CHIKO DISTRIBUTORS (S.A.)

The original distributors of
ALL CHIKO PRODUCTS
Also Frozen Vegetables and Fish.
Suppliers to R.A.A.F. Edinburgh.
Phone 352 6244 — **356 4753**
158 RAILWAY TERRACE,
MILE END S.A.



SMITHFIELD MOTOR CYCLES PTY. LTD.

Specialising in
YAMAHA MOTOR CYCLES
Mechanical & Electrical Repairs

28 Anderson Walk, Smithfield
254 6866 — 254 6393



FINCASTLE '81

by FLTLT P. D. Byrne

The Fincastle Competition, the Anti-submarine competition between the United Kingdom, Canada, New Zealand and Australia, was hosted this year by the RAAF at Edinburgh. The trophy was won by the Canadian Armed Forces flying, for the first time this year, a Lockheed CP140 Aurora.

This year we saw, also for the first time at a Fincastle Competition, a Nimrod MR Mk.2 aircraft of the Royal Air Force. This aircraft has a much more advanced anti-submarine warfare sensor fit than the Mk.1 that we were used to competing against, and the RAF detachment was confident of its ability to put up a good fight.

The New Zealanders and the Australians both fielded P-3B Orions. No. 11 Squadron's G Crew, captained by Flight Lieutenant Dave Hooworth earned its place in the competition by defeating No. 10 Squadron's Crew 4, captained by Flight Lieutenant John Crowe in another ASW competition, the Marconi Trophy. This was held in late July under Fincastle Competition rules, to decide the Australian representative.

The visiting competition crews and ground crew arrived on September 25 to enthusiastic welcomes by their hosts Numbers 10, 11, 292 and 492 Squadrons. Social events abounded throughout the period of the competition and it was rumored by some foreign competitors that South Australian wine was an Aussie weapon, wielded quite successfully they added, by some locals trying to better our chances.

Competition flying began on September 29 and continued until October 2. Each of the four crews flew two sorties against



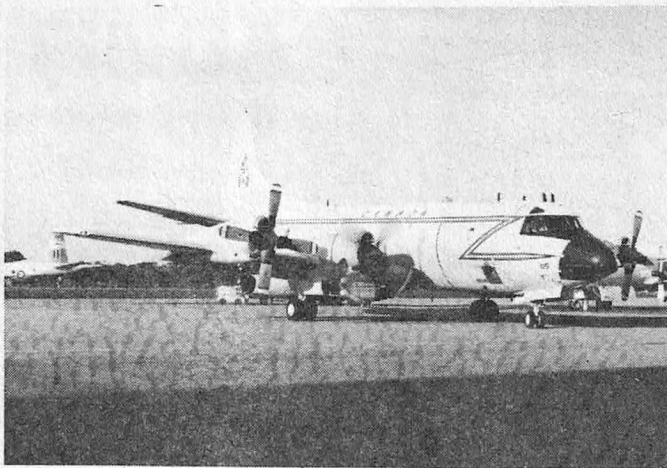
The competing crew captains from left: Flt. Lt. Mitch Lees (RAF), Flt. Lt. Dave Hooworth (RAAF), Sqn. Ldr. Tony Medcalf (RNZAF), Flt. Lt. Barry Collins (RAAF) Canadian crew captain.

HMAS Oxley, an Oberon class submarine, which was somewhere off the northern New South Wales coast. Both a night sortie and a longer day sortie were flown, and though results of the success of crews on individual flights are not released, rumor again has it that most sorties were successful and that the winning margin overall was very narrow. The Australians were particularly hopeful of success, and it took a couple of hours at the presentation function on October 5 to raise the spirits of some of the crew.

(Continued page 16)



Could you think of a better way of greeting the visiting crews? Attractive ACW Christine Braithwaite, a clerk of 92 Wing Headquarters, certainly is a big improvement over the other marshallers.



Canada's CP140 Aurora



RAF's Nimrod Mr Mk.2

(Continued from page 14)

The trophy was presented to the captain of the Canadian crew, Flight Lieutenant Barry Collins (who is an Australian Exchange Officer), by Air Vice-Marshal M. J. Ridgway, the Air Officer Commanding Operational Command. The Fincastle Competition is held in high esteem by the competing air forces, and this was indicated by the senior representatives present for the competition. The RAF was represented by Air Marshal Sir John Curtiss, the Commander in Chief Strike Command, and the CAF by Brigadier General Pickering, who has been in charge of the Aurora program.

Overall, the 1981 Fincastle Competition was a great success due mainly to the dedication and hard work of many people on the Base. From September 25 there was not one spare bed available at the Officers' and Sergeants' Messes. Most of the

Base facilities were stretched considerably by Fincastle. There were some hitches, but nothing major, and our visitors were unanimous in thanking all members of the Base for their contribution. An example of this was the part played by No. 492 Squadron in changing one of the New Zealand aircraft's engines when a problem arose. The New Zealanders were especially grateful, for without 492 Squadron's help they could not have flown their second competition sortie.

The Fincastle Committee also wishes to thank all those who worked towards the success of the competition. Many sections were involved but special mention must be made of all messes and their staff, Motor Transport Section, Catering Section and 492 Sqn. Photographic Section. In conclusion I feel that I am accurate in saying that most of us enjoyed Fincastle, but are thankful it only comes to Edinburgh once every four years. ●

FAREWELL TO FLTLT S. K. (Bill) DEAN — GROUND DEFENCE

by FLTLT Alex Bracey

The Womens Royal Australian Airforce came into existence towards the end of 1950. On hand to greet the first female recruits and to teach them the finer points of drill, was one CPL. S. K. (Bill) DEAN. Thirty years later, Bill was again involved with female recruits when female recruit training became once more the responsibility of No. 1 Recruit Training Unit. Unfortunately for FLTLT Dean, he only had the pleasure of instructing female recruits, on an occasional basis for three months, as he reached retiring age in October, 1981.

Bill saw service at the tail end of World War II as a fabric worker involved in Air/Sea Rescue activities. He was "demobbed" in 1946 and trained as, and became, an architect. A fellow office worker, Gordon Bennett (now Wing Commander Retired) enlisted in the RAAF and talked Bill into joining him in the embryonic Ground Defence organisation.

Bill progressed to Flight Sergeant Airfield Defence Guard and saw service in the United Kingdom, Thailand and Malaysia. He was the first RAAF airman to go into South Vietnam with Squadron Leader SUGDEN. He recounts that Vung Tau was selected as an ideal Australian Base because of its potential for scuba diving. What was overlooked however, was that visibility in the water around that area was almost nil due to heavy river silt.

Many senior officers will remember FSGT S. K. DEAN from the National Service days of the 50's; junior officers will know him from the "firm hand" he displayed whilst Mess Manager at Base Squadron Edinburgh. Even more airmen than officers have received the benefit of his honest counselling during their "rookie" training at IRTU.

Officers and airmen of the Ground Defence organisation will remember Bill in many different ways. However, he will probably be best remembered by them for his ability to "rattle off" identification numbers for any type of equipment for any exigency. Bill must have a warehouse full of RAAF equipment and publications because he can either produce the required item then and there, or, at least advise as to where one can be found.

Bill was commissioned into the Ground Defence branch in 1969, and "Dizzy" as he was then known, for reasons which shall



FLTLT Bill Dean

not be revealed, spent the next 12 years, when not absent on courses or attachments, at Darwin (OIC Tindall), Amberley and Edinburgh.

It is not only the Ground Defence element of the RAAF who wish Bill and Gloria Dean all the best for the future, but a large number of officers, airmen and RAAFWA Volunteers, join in thanking them both for their generous donation of selfless interest over the past 30 years. Enjoy your "brandy and dry" by the pool, Bill, you have earned it.

No. 24 (CITY OF ADELAIDE) (AUXILIARY) SQUADRON

By FLTLT Jim Baker

Currently known by many of the unenlightened at RAAF Base Edinburgh as the SAS (Saturdays and Sundays), No. 24 (City of Adelaide) (Auxiliary) Squadron bears the heavy responsibility of carrying on the fine traditions forged by the earlier members of No. 24 Squadron.

For its part in World War II the Squadron was awarded the following Battle Honors: Pacific 1941-1945; Rabaul 1942; Darwin 1944; New Guinea 1943-1944; New Britain 1943; Markham Valley 1943-1944; Morotai and Borneo 1945. The Battle Honors are proudly displayed on the Squadron Standard, presented on April 23, 1972 by the then Governor of South Australia, Sir Mark Oliphant K.B.E.

Disbanded in 1946, the Squadron was reformed in April, 1951 as No. 24 (fighter) Squadron Citizen Air Force, at Mallala in South Australia and was equipped with Mustang aircraft. The Squadron continued operating as a flying unit until 1960 when it moved to Edinburgh and assumed a ground training role.

Since 1960, 24 Squadron has been affiliated with various Edinburgh units appropriate to its technically oriented objectives. However, 1980 saw significant changes and reorganisations within the Reserve which now consists of three parts:

a. RAAF Active Reserve (RAAFAR)

b. RAAF Specialist Reserve (RAAFSR) (medical, legal, chaplains etc...), and
c. RAAF General Reserve (RAAFGR).

Recent establishment changes have permitted such diversification of trades and musterings that 24 Squadron affiliation is now with the Base as a whole. Squadron members can be found serving in most sections including: Police, Catering, Transport, Barracks, Orderly Rooms, Stores as well as a comprehensive range of technical musterings.

To maintain the Squadron's effectiveness in providing support for the Base we are always keen to hear from members of the PAF who are about to leave the Service and settle in Adelaide. For them the RAAFAR offers an opportunity to keep in touch with the life style they have known, in a way which will be mutually rewarding.

With a resurgence of interest in the RAAFAR, the road ahead promises to be much more exciting and dynamic. Past enthusiasm of its members resulted in 24 Squadron winning the RAAF Association Trophy for efficiency on no less than three occasions in the last four years. Undoubtedly the sense of purpose created by Edinburgh, "where it all happens", will bring the trophy back home again — 22 Squadron take note!

AURORA DAY — COMOX 1981

by FLTLT B. Warner

Canada's west coast maritime squadron, VP 407, is based at Canadian Forces Base Comox on Vancouver Island. After many years of operations using the well known Argus, the Squadron has transitioned to a new aircraft type, the Lockheed CP-140 Aurora. On June 11, 1981, VP-407 celebrated Aurora Day to officially recognize the changeover with a ceremonial parade and flypast of the Aurora and the Argus. The official RAAF representative was Officer Commanding RAAF Edinburgh, Air Commodore R.N. Law who was accompanied by Officer Commanding No. 92 Wing, Group Captain G. C. Smith and Crew 4 from No. 10 Squadron.

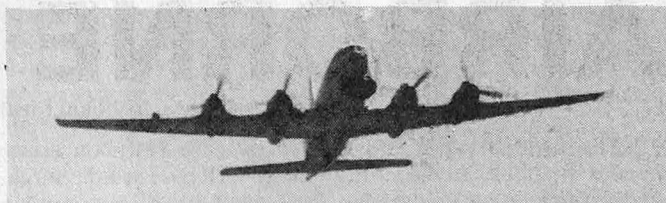
Aurora Day coincided with exercise Silent Pearl in which two No. 10 Squadron P3C Orions engaged in anti-submarine warfare exercises with units of the US Navy based at Barbers Point in Hawaii and Moffett Naval Air Station near San Francisco. Both aircraft departed Edinburgh on June 4th and, after an overnight stop at Fiji, arrived at Barbers Point on the island of Oahu.

A rest day, to aid in overcoming jet lag, saw crew members hiring cars and visiting Waikiki Beach, Honolulu and several Navy Exchanges, shopping for those items 'too cheap not to buy'. Many also visited the USS Arizona Memorial at Pearl Harbour which commemorates the surprise Japanese attack of December 7, 1941, before returning to Barbers Point for the pre-exercise briefings.

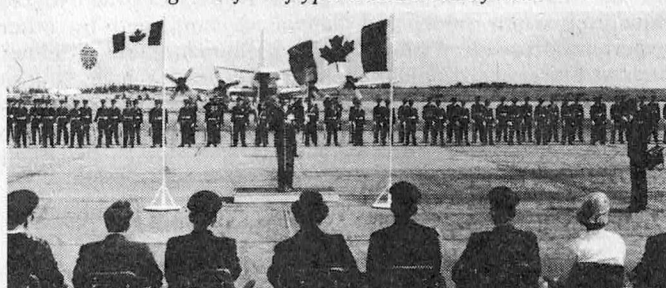
After exercising in the north east Pacific, both crews recovered to NAS Moffett Field where a rest day saw crew members visiting the scenic spots around San Francisco. A hire day drive across the Golden Gate Bridge, wreathed in its traditional early morning fog, followed by a cable car ride through the hills of downtown San Francisco to Fishermans Wharf were common features of most itineraries.

On June 9, Crew 4 departed for the flight up the west coast of the US to CFB Comox which is situated on Vancouver Island in the Canadian province of British Columbia. Most of the scenery was hidden below dense cloud, however, approaching Comox some breaks revealed snow covered peaks reaching to 15,000 feet, a scene never encountered in Australia. Two CF 101 Voodoo interceptors met the aircraft and escorted it into the Comox circuit area and a first landing on Canadian soil for many crew members. A welcoming committee passed out samples of Canadian hospitality before escorting crew members to their respective Messes where ceremonies continued into the evening.

Aurora Day was Thursday, June 11 and ceremonies included a parade, reviewed by the Governor of British Columbia and also attended by the Canadian Defence Minister and a flypast of all aircraft types based at Comox. The flypast of the Argus marked



Argus — final flypast. Aurora Day 1981



The parade on Aurora Day.

the end of an era and was tinged with a little sadness for most Canadian aircrew present, although all looked forward to the new Aurora which is basically a P3 Orion, configured to Canadian Armed Forces specifications using both P3C and S3 Viking technology.

Two free days followed and as Vancouver Island boasts spectacular scenery, all were ready to become tourists again. CFB Comox has an excellent golf course, its own beach and boat ramp and all other amenities usually found on military bases. Salmon fishing is both a major local industry and an important pastime for local anglers so crew members were quick to accept invitations for local fishing trips. All anglers returned successful and a barbecue at the home of Captain Garnett Lucas, a navigator currently converting to the Aurora, enabled all to sample the tasty orange colored flesh of the Coho salmon.

Some of the more adventurous hired cars and drove to Victoria, the largest city on the island, where local architecture and customs are evidence of the regions' British heritage, Vancouver Island being discovered by Captain James Cook. Major local industries are fishing, lumber, agriculture and recently, tourism. Pine forests cover large tracts and huge log rafts can be seen on most waterways as they are towed towards processing centres. The area boasts the mildest climate in Canada, and all the RAAF 'tourist' were unanimous in praising its rugged beauty.

On June 14, the return trip to Moffett was preceded by a coastal flight around Vancouver Island which only highlighted the immensity of the lumber operations in progress and the vast tourist potential of the regions numerous waterways. After an overnight rest at Moffett, Crew 4 participate in more exercises with the US Navy before returning to Barbers Point to prepare for the return flight to Edinburgh.

AIRBORNE HARPOONS

by Flight Lieutenant Ian Pearson

The first RAAF P3C Orion to fly with Harpoon cruise missiles fitted took to the air from the RAAF base at Edinburgh, South Australia on Wednesday, September 30. Aircraft captain for the flight was Squadron Leader Rob Grey, the No. 10 Squadron senior pilot, and he was accompanied by other experienced squadron pilots, Flight Lieutenants Greg Milliner and Al Fraser and Captain Walt Crocker, on exchange duties from Canada. Each pilot took the controls of the Orion as it was flown in a variety of configurations and speeds ranging from the full flap ditching speed up to 350 knots. Although the flight

characteristics of Harpoon fitted Orions have already been proven through exhaustive tests in the United States, the No. 10 Squadron pilots were nevertheless delighted with the performance of the aircraft.

The RAAF's P3C Update II Orions, flown by No. 10 Squadron from RAAF Edinburgh, are capable of carrying up to four of the Harpoon air launched anti-ship missiles. With a range of about 60 miles, the Harpoon gives the P3C Orions and No. 10 Squadron the RAAF's only stand-off strike capability and adds new impact to the Squadron's motto: "*Strike First*".



P3C Orion armed with harpoon missiles.

THE AIR FORCE ASSOCIATION—AFA

By Don Jorgensen, State President AFA (SA) Division

This Association was founded by Sir Arthur Barrett and others on February 27, 1920 and was known as the Australian Flying Corps Association. The Association's primary aim was "To foster friendships created by service at war".

With the advent of World War II by various processes the name of the Association became "The Air Force Association", and by a series of constitutional changes over the last forty years now provides for full membership by serving and ex-serving members of all allied air forces with a minimum of time of service qualification of six months. There is also provision for associate membership to provide for "borderline" eligibility cases and for families of full-time members who have a desire to support the Association and become active members.

Over the years the AFA has been active in many spheres, and a short list would include: employment, housing, education,

community activities, contact with ex-members air training corps activities, legal advice and so on. In addition, the various AFA Branches conduct social events and participate in community events that can bring RAAF personnel, and their families, into contact with their local community.

The AFA has, through its Federal Division, direct access to Cabinet, and I need not stress the importance of this when it comes to updating conditions of service in the RAAF. This brings me to the problem besetting the AFA now and in the future. The bulk of membership is made up of World War II Service personnel who, to put it bluntly, are not getting any younger. If the AFA is to remain a viable organisation which can carry out its duties and support the RAAF, then much more interest needs to be shown by present and past serving members.

If you would like to know more about our organisation or any details on how to become a member, please contact Mr. Don Angus on extension 2304 at Edinburgh. Don is our liaison officer for RAAF Base Edinburgh and the Elizabeth and Salisbury areas, and he will be happy to provide you with any information you want to know about the AFA.

DOG ENDS



Police dog 'Cain' with his handler Lac Kevin Couzner. Cain is shown jumping through the 'hoop of flame'. Cain is 8 years old. Previous winner of the 'Perrett' trophy for top dog in the RAAF 1974.

ASSESSMENT DAY.



MARI-TIMES, SUMMER 1981/1982



Drug Detector dog 'Jay' with his handler Sgt. Ian Wintle after successfully finding marijuana which had been hidden in the underbody of the car. Jay is 4 years old.



BID FOR THE SIMPSON TROPHY

By FLGOFF Juleff

On a cold and windy Saturday morning in June, twenty-six teams of riflemen assembled on the 500 metre range at Dean Range, Adelaide, to compete for the prestigious Simpson's Trophy.

Although originally a competition for the Army only, the RAN and RAAF have been permitted to compete since 1948. This year the RAAF was represented by two teams from 1RTU.

The competition is conducted as a rifle shooting match fired by teams of Service personnel. These three-man teams fire the standard L1A1 self-loading rifle over ranges from 200 metres to 500 metres in deliberate, rapid, and snap-shooting practices at figure targets. Scoring depends on the position of the shot-holes in relation to the centre of the target.

When the day was over, and all the scores were in, it became obvious that 4 Training Group had won well, with the RAAF coming tenth and twelfth overall. Considering that the RAAF team had not practiced, and one of the firer's rifles wasn't even zeroed, they didn't do too badly.

The prizes were excellent: the winners each received a silver champagne bucket (worth around \$200), second placegetters each received silver candelabra, and the third placegetters a wall

barometer each. Top shot of the day received a large silver tray, and there was a silver tankard for the best shot in each practice.

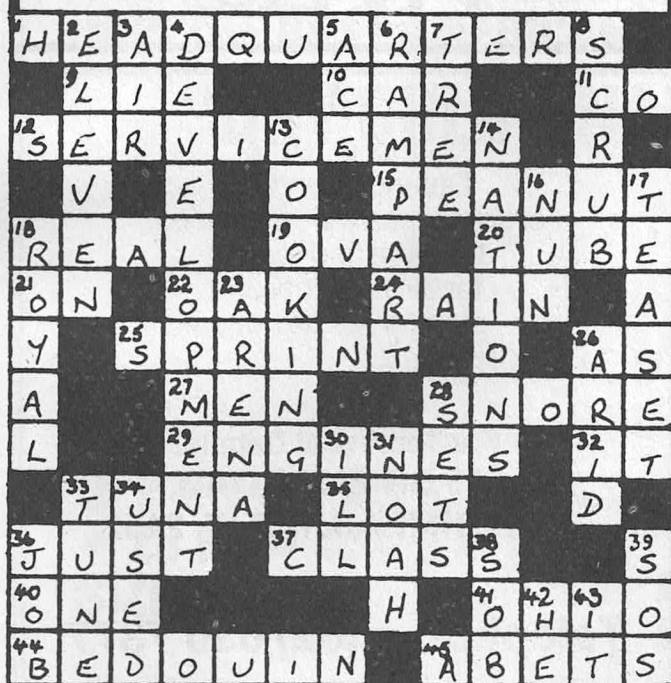
Then there was the magnificent Simpson Trophy. A large silver mounted work, reminiscent of the base of a memorial statue, it depicts the Army of the day (1890) with a mounted soldier on top and dismounted soldiers flanking the base. Meticulous attention was paid to detailed workmanship when the trophy was manufactured. The importance and value of the trophy is indicated by the fact that until 1946 it was in the custody of either the Adelaide Museum or Art Gallery, and was released for specific purposes only. The trophy will now be held by 4 Training Group until the competition is again conducted in 1982.

RAAF Edinburgh intends to try again next year, hopefully with teams more representative of the whole base.

If you're interested in competing, watch FROs around March/April 1982. Next year will give ample notice so that you can zero your rifle and get in adequate practice.

I am confident that between the proven marksmen amongst the ADGs at 1RTU and the potential marksmen amongst the other musterings and branches at RAAF Edinburgh, we can field a team capable of bringing the Simpson Trophy to Edinburgh in 1982.

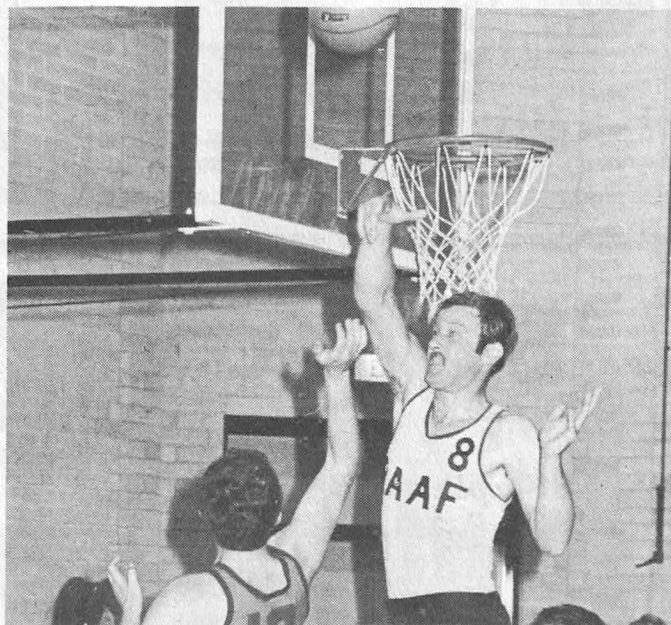
SOLUTION TO KLUEMIT'S KROSSWORD '5'



RAAF win inter- service basketball for second consecutive year

The annual RAAF-ARMY interservice basketball match was hosted this year by the RAAF at the Base gymnasium. As the Army were unable to supply a women's team, a second men's team played a lead-up game to the main match. The game was closely contested although the final score, RAAF 41 ARMY 15, shows the RAAF as convincing winners. Top scorer was LAC L. Clements 13 points.

The main game saw the RAAF build up a handy lead 22-12 by half time owing to strong work by SGT Nick Vermeulen, CPL Brian Thomas and SGT Bill Sinclair under the boards. However, in the second half, the RAAF ran into foul trouble early as the ARMY continued to pressure, but good work by CPL Dave Bowden and FLTLT Mark Harms saw the RAAF win comfortably 51-30. A fine team game. (Others to play well: LAC Paul Caldwell, FLGOFF Paul Caldwell, FLGOFF Paul Arthur, LAC Brian Heaney (5). Top scorer: CPL Brian Thomas 17 points.



CPL Brian Thomas intercepting a shot during the interservice match.

STAR WHOLESALERS PTY. LTD.

- Specialising in Groceries and Paper Products.
- Suppliers to R.A.A.F. Endinburgh.

PHONE (08) 46 6051

**STAR WHOLESALERS PTY. LTD.
57 HOLDEN STREET, HINDMARSH S.A.**

