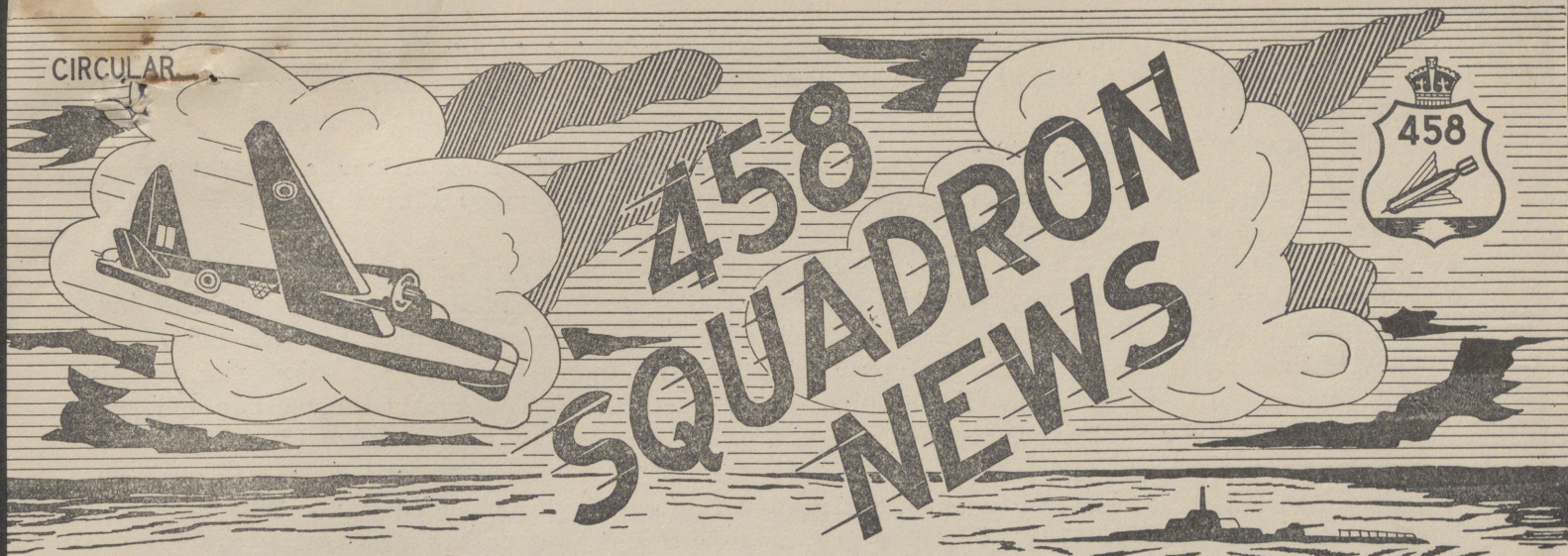


CIRCULAR



THE EDITOR.

Box 5289, G.P.O., Sydney, N.S.W., AUSTRALIA.

Vol. 8, No. 32.

August, 1957.

SINCE OUR LAST ISSUE.....

THE SQUADRON DANCES.

N.S.W. News from Allan Walker.

The N.S.W. Flight held its 8th. Annual Squadron Ball on Friday 26th., July at the Returned Soldiers League Club in Elizabeth Street, Sydney. Although not so well attended as in some previous years we had a very gay time. Eric Munkman arranged the Band for the evening. It was really excellent and we are indebted to Eric for this. Among the 458 Squadron members we saw dancing were Graeme Coombes, Cy. Irwin, Rex Tyson, Fred Strom, Wal Archbold, Kemp Beach, Black-Jack Baker, Sam Barlow, Eric Munkman, Alf. Hammond, Bob Lyndon, Stuart Ricketts, Frank Hickey, Bob Millar, Dick Healey and Peter Alexander.

The Re-appearance of Maurie Crooke.

A great surprise at the Ball was the appearance of a former Squadron member in the person of Maurie Crooke, who came with a group representing the Royal Australian Air Force, Richmond. He is now a Squadron Leader, on Special Duties and posted to R.A.A.F. Station, Willicmtown, N.S.W. It will be remembered that Maurie was in command of a 458 Squadron Detachment at Amiriya in Egypt. It was nice to see him.

The Official Table.

Our Guests for the Ball were Air Force Association and Club personalities John Waddy, Jack Davenport and Ron Levenger and their wives and they were entertained by N.S.W. President Peter and Rita Alexander, Allan Walker and his partner, and Dick and Win. Healey. We were also delighted to have representatives from 3 Squadron. We hope they all enjoyed their evening.

"Reach for the Sky".

A number of us had the privilege, as ex-airmen and members of the Air Force Association, of going to a pre-view of the new Sydney film, made in England, about the career of the famous R.A.F. Fighter pilot, Douglas Bader, called "Reach for the Sky". It is a very gripping and dramatic picture of Bader's early R.A.F. training, the accident in which he lost his two legs, his struggle for normal Air Force life, his wartime Squadron leadership and his prisoner-of-war period. It is on at the State Cinema. The R.A.F. atmosphere is particularly well reproduced.

Compleat Anglers at Sea.

Cliff Hayward organised, and several 458 ers went on, the most recent Squadron fishing excursion. No large catch occurred but it was an enjoyable party. Burley provided by the N.S.W. Secretary. Arising from this trip--which necessitated a start from Sydney in the small hours of the morning--one N.S.W. Committeeman is to be presented with an alarm clock. Awaking at 5.0 a.m. instead of the required 4.0. a.m., he and his travelling companion arrived at Bundeena an hour late. The main party had just disappeared over the sea horizon, so they hired themselves a small boat and set off in valiant pursuit. They failed to catch the main party so concentrated on catching fish. We are all going again soon.

Golf: Golfers: and the President's Cup.

To date this season we have held two golf meetings. Both were at Campbelltown, scene of many a 458 revel. Winners on these two occasions were Frank Hickey and Bob Millar. Campbelltown now has an 18-hole course. Although not yet finalised (tentative date is September 22nd.) the battle for the coveted President's Cup will be on again soon. Alf. Hammond is the present holder. We feel it fair to warn Alf. that the competition is going to be tough next time.

A new Venture in the State Lottery.

Arising from a suggestion made by Dorothy Munkman,

N.S.W. Notes (cont.)

arrangements have been made for the N.S.W. President to draw N.S.W. Special Lottery No. 458. This should be drawn approximately on 10/12 September but could occur a few days either way.

Reunions-in the plural. No. 1. The half-yearly Reunion of the N.S.W. Flight is scheduled for September 20th. (Friday) at 330, George Street, Sydney (Third Floor). Details later. We hope to see you there.

No. 2. The first N.S.W. Country Reunion is to be held at ORANGE. This will be on the week-end October 25/26th. About 16 Sydneyside members and wives have already indicated their intention of going and have reserved accommodation. They intend arriving in Orange some time on Friday evening, thus having a good start for anything that may be doing on Saturday and Sunday. We particularly hope that many other 458ers will go to Orange. Arrangements there are being handled by Junior Hawke (Juncl", 9, Ophir Street, Orange--Orange 4475) and Eric (Rinso) Purcill of 12 Dora Street, Orange. They have kindly consented to attend to any inquiries which may be directed to them. The N.S.W. Secretary will also be glad to answer any inquiries directed to him concerning our first N.S.W. Country Reunion.

The Waratah Festival in Sydney. October will see the annual Waratah Festival in Sydney. Plans are being given effect to for a floral display of the Badges of wartime units around the steps of the Hyde Park War Memorial. We hope to have the post-war 458 Badge among them. It should be particularly effective, being so largely blue in colour.

SOUTH AUSTRALIAN SQUADRON NEWS.

from

Ron Badger.

"Hello, Hello!" --- This is South Aussie speaking over the national hook-up through Station 458. This news comes to you on 14 Kilc-cycles, 10 Mega-cycles, 3 Ladies Cycles, 2 Motorcycles, and a frequency of every now and again.

Activities have been quiet during the winter months. However, the Committee have been making plans for future fixtures now the warmer weather is in sight.

Our Memorial Tree planting project can now be proceeded with as at last we have permission to go ahead at the Edinburgh Airfield. A circular is now going out to call all members to a meeting so that final arrangements can be made, also for our dinner and annual Children's Picnic. A sealed trial is also on the agenda together with a

The Sick Parade. We are sorry to learn that Eric Cox is back in the Repat. Hospital again. Eric has had a long run of sickness and he would be pleased to hear from squadron mates in other States. Eric has now sold his famous Oyster Bay, and on discharge, will be going to live on his new Hills property at Mylor. His good wife has been a tower of strength during his illness and she has always followed the Squadron activities with keen interest.

Allan Dickson has also been in the Repat. Hospital but, by his robust appearance, he appears to be well on the way to do battle with the elements, whatever they may be.

Visitors. How pleased we were to welcome Jack Aitken from Sydney recently. Jack is on loan to C.S.I.R.O. and is over here flying the experimental rain-making Anson in this State. His narrative proved most interesting and informative, after having been plied with questions from all and sundry. A hurried welcome at the Talbot Hotel was arranged and those present included Bill Taylor, Ron Badger, Flash Thomas, Jack Bax, Mel Priest, Nick Bertram, and Arnold Scholar. With the closing of the local we all adjourned to our usual rendez-vous with supplies of "Talking Water" and recalled many incidents of Squadron life during Jack's time. Jack's accident with a motor bicycle, which resulted in a broken leg, has not deterred his spirit of adventure, as he is frequently seen around Adelaide on a Bella Motor Scooter, looking up old Squadron 'Bods'.

Jack also introduced the Squadron Tie which is called a worthy piece of apparel. Arrangements are in hand to obtain supplies for S.A. members.

Bob Drinnan also arrived over from the West Coast of this State the other day in his mighty battered Volkswagen van and made contact with Ron Badger and Jack Aitken and journeyed down to Woodville to see Brian Woodhead and his wife..... a very pleasant evening. Bob Drinnan is in business on his own, and travels the length and breadth of this State, which is a mighty big territory for any traveller, thus the aforementioned Volks., shows the scars of the interesting but rough terrain. Bob is planning a trip overland to the Perth Reunion next year and would be pleased to hear from any S.A. members who can make the trip-----Here's to a full load, Bob.

Reunion Suggestions. Supposing the Squadron Council sends for a ticket in Tatts. for five (5) weeks, representing 1 week for each State. The syndicate name to be called "Reunion" and the cost of the tickets to be shared, including postage, equally by the Flights. In the event of a winning ticket, which could be 210,000, being drawn, the money

South Australian Squadron News (cont.)

would be divided equally to each State which would be sufficient to pay every member's expenses to the West Australian Reunion with enough left over to really PAINT PERTH PINK !!!!!

From the General chatter whenever Squadron coppers foregather emerges some priceless story about one of the "bods" while overseas. Many will recall our good old departed member "Anzac" Douglas. Anzac was one of the two or three Ist. World War members on the Squadron and his wizened face and fund of stories made him the typical digger we normally visualise. Anzac was an armourer on the Squadron and knew very little of the mechanics of a plane. His favourite story of the Ist. World War was that while up in Palestine he was attached to the Australian Flying Corps flying Sopwith Camels. One day, he recalled, he went up in a Camel and the Turks let fly with their Ack-Ack, shooting up the Camel's hydraulics so they couldn't put their undercart down, so had to make a belly flop. Whenever things were dull, Anzac was asked to recount this story, to the silent hilarity of the listeners, and at the end he had the story so embellished with modern Air Force jargon that it became legend and he was still not awake up to the difference. His final narrative of how the Fire Tender rushed out and they had to get the Coles Crane to get them off the concrete runway and bleed the hydraulic system to get her mobile again, really rocked you.

We conclude with:-----

"SHADES OF GIBRALTAR"

SEE YOU LATER, NAVIGATOR-----DON'T KNOCK THE ROCK!!!!

THE WEST PREPARES.

News from

Jack Riseley.

Last night the W.A. Committee met to make initial arrangements for next year's Annual Reunion in West Australia and a lot of work was completed in a very short space of time. No doubt, Butch Power will be publishing details in the very near future but we would like to tell everybody that the Committee's enthusiasm is very high and they hope to have tentative arrangements fully endorsed at a Special General Meeting to be held on 12th. August at Air Force House, Adelaide Terrace, to which all members are invited with their wives.

At this meeting a Ladies' Committee will be formed and have early social functions arranged to help things along a little.

Circulars are to be sent to all members, financial and unfinancial, active and inactive and it is thought that the great event in W.A. Flight's life may be resultant in providing an incentive to some of the chaps who have hitherto not felt inclined to support the Squadron.

We are looking forward in the near future to presenting interstate members with a complete programme and list of billeting arrangements, etc.

That's all for now. Best wishes to all from the Sandgropers.

BRITISH BULLETIN.

from

Sid Thompson.

On a wet and dreary evening (usual U.K. Summer weather) I say a cheerful 'Hello' to you, hoping all are O.K. in Aussie.

Not a great deal going on at the present as it is annual holiday time but our next Reunion is coming up on Sept. 14th. I am hoping for a 100% turn out as it's the last time we will have Johnno Johnston with us. Johnno was married on 12th June and the U.K. Flight presented Johnno and his wife with a set of clocks---a kitchen clock, cooking clock and (as Johnno said in his latest letter), most useful of all an alarm clock which was pressed into use straight away.

Bruce McKenzie has been over here. Harry Bishop contacted him just before he left for Holland. Due to Harry's meeting with him we have contacted another 458 member--S/Ldr. Peter Thompson who is at present working at the Air Ministry.

That is about all for now. There are a few photos of our Anzac Day wreath-laying at the Cenotaph. Cheerio and all the best.

WHO GOES WEST ?

458 Squadron is to gather again next year at PERTH at Anzac time. It is a long way for most of us to the West. But a surprisingly large number of us are going. Plans for the journey---probably by train---are being made with determination by several Squadron families. We hope all our readers will give their serious consideration to achieving the trip to Perth. Those who go can rely on the warmest of welcomes from

CORRESPONDENCE. LETTERS TO THE EDITOR.From Buck Pedersen, II, Redin Street, Nth. Richmond, South Australia.

Dear Peter,

.....I was kind of upside down last year and finished up on the operating table, my nerves blew up and things were pretty topsy turvy here for quite some time but I am at last (I hope) over the hill once more and at least going on cruising revs and boost if not up to max.

Give my regards to any of the old gang you meet,

I remain, yours faithfully,

Buck Pedersen.

From Ron Verity, 3, Ida Street, Blenheim, Marlborough, New Zealand.

Dear Peter, Many, many thanks for the lapel badge.....please send me also a Squadron Tie (ordinary).

My work here keeps me constantly--for eight hours a day and part of the night---busy. Right now we should be engaged in a beautification programme--planting trees and shrubs--but, there is a difference of opinion between the Agricultural people and the Architect as to the type and location of trees. Much of one's time seems to be spent in trying to bring harmony between conflicting points of view, whether of parents, teachers or departmental officers. Yet....there is a wide field for experimentation regarding courses and methods--a study in which I hope to dabble some day. There is nothing static in education.....

Thank you for news of Lofty Chalmers. I think Lofty was 'on course' at Cambridge at the same time as I was; and I believe he spent some time playing bridge, while waiting for the boat.

Here's wishing the Squadron all the best from this side of the Tasman. If you send any of the boys over this way, I hope they will pay us a call.

Regards,

Sincerely,

J. Ron Verity.

From Gordon Ough, Canadian Industries Ltd., Chatham, Ontario, Canada.

Dear Peter,

Under separate cover I have forwarded a money order for 26/- to cover the cost of a 458 Squadron Blazer Pocket.

I certainly enjoy your bulletins, particularly the recent one with a short biography on C.O.s. The reference to Bruce McKenzie doing an attack by flares certainly brought back vivid memories since our crew were unfortunate enough to drop flares behind the Colonel one night and his Wellington was lit up like a Christmas Tree for all to see.

Enjoyed the Christmas cards from several of the boys in your part of the world.

With kind personal regards,

Sincerely,

Gordon.

PERSONAL PARS.ERIC LLOYD.

Eric, who has been Labor member for Kedron, Brisbane, in the Queensland Legislative Assembly for some years, has retained the seat for the Australian Labor Party in the recent State Election. Following the election, which had resulted in the defeat of the Leader and Deputy Leader of the Party, Eric has now been elected Deputy Leader of the Parliamentary Party and will no doubt become Deputy Leader of the Opposition. Our sincere congratulations to him. We are proud of his success;

LEONARD TEALE.

Since his return to Australia in 1946 Leonard has become one of the best known and most versatile actors in the country. His radio performances as "Captain Silver", and in the Nestle's Show as well as his role as "Superman" are well known. He has appeared in eight films, the most recent being "Smiley". Last year he toured Australia with the Elizabethan Theatre in "Twelfth Night" and "The Rivals". A long-playing recording of his speaking of Banjo Paterson's "Bush Ballads" was released last Christmas. He is currently playing the lead in the Independent Theatre's production of Macbeth in which he gives a very polished and dramatic performance;

Personal Pars.(cont.)

FRANK WARD. Frank recently passed his Final Accountancy examinations with highest Honours in New South Wales. He has been appointed Assistant State Registrar of the Australian Society of Accountants and also of the Australasian Institute of Cost Accountants. We saw him recently at a reception at the Trocadero, which he had organised, in honour of Professor Robert Dixon, Professor of Accounting at the University of Michigan, U.S.A.

JOHN DOWLING. Our former Commanding Officer has recently, we understand, been promoted to the substantive rank of Group Captain in the permanent R.A.A.F.;

YVONNE CROMPTON has recently been successful in a Repatriation appeal;

PETER PETTIT is now practising as a Dentist at Fays Buildings, Pitt Street, Sydney;

BOB MILLAR has been on holiday at Orange, where he discussed arrangements for the forthcoming N.S.W. Country Reunion with Junior Hawke and Eric Purcill;

LLOYD TAME is now living at Bulleen in Victoria;

RECOLLECTIONS OF A JUBILEE.The Editor.

A look at the front page will indicate that this is the thirty-second issue of 458 Squadron News. There being four a year, we are now eight years old. Presumably when we are ten we shall make a fuss about it. However that is looking forward and what we have in mind at the moment is to look back a bit. As a matter of fact we did look back on past events at the time of our 25th Issue. But space was tight at the time and the result of our nostalgic research got elbowed out and remained out.

Eight years however is milestone too; and we still think it interesting to survey what we were and how we got to be what we are.

We recall entirely clearly saying at a N.S.W. Committee meeting in, presumably, September 1949, that maybe 458 should have a Newspaper. Alan Piggott said it was an idea and the Committee approved and in October Vol. I, No. I came out. There were three and a bit pages which we typed on a small Corona Portable which was old when Hitler first came into the news. It was run off by the Air Force Association--which donated the paper. We issued 250 copies and the envelopes were addressed and filled by the Editor and his mother in the course of an evening. It was despatched to members in N.S.W. and Queensland.

That was the first year of 458's organisation (in N.S.W.) as a branch of the Air Force Association. Looking at the file copy we see Ralph Bailey was President. With him on the Committee were four of the present day N.S.W. Committee. Sam Barlow--of course--, Eric Munkman, Fred Strom, and Cec. Nation---plus the Editor. We are unable to say that they have altered much in eight years. We had just been holding A Quiz Broadcast over 2 U.W. in which (though in shame we forebore to report it then) we failed to answer three questions out of four. It was presumably our policy to print all the news that was fit to print but it didn't seem fit to disclose publicly that the Squadron's team hadn't known 'On what date and where 458 was formed' or 'What was the target of 458's first op.' Other news? We had had a Reunion.: Alan Piggott and Alf Hammond had been to Goulburn to represent us at an A.F.A. Conference. Getting the beer for the Reunion had been a dire struggle. Beer, Readers may recall, was scarce and this Keg had involved after dark visits to the back doors of small city pubs.

Second Issue followed, of course, and it gave the results of 458's first post-war game of cricket--between two 458 teams. 458 is still playing regular cricket but the only people who played in this first game who are still playing for 458 seem to be Sam Barlow and the Editor. The change in the 458 XI is a monument to the propensity of people to move about or change their sport. For the record, Bert Reynolds and Geoff. Burgess were the two captains and Dud. McKay top-scored. No one succeeded in getting Dud out in two innings.

Two numbers later we had changed publishers. The A.F.A. H.Q. gave us the job of doing it ourselves. So it was done on Sam Barlow's hand machine in one of his shops. We ran it off, took it back to Sam's Flat and four or five of us stapled, folded, inserted and addressed. Numbers issued had continued to rise and it was now a stiff job to get it done. We can recall finally leaving towards mid-night completely fatigued in company with an exhausted Publications Committee.

This way of publication continued for some years. Sam entertained us generously, plied us with beer, and bullied us severely if we didn't keep working.

How did we finance it? Well, some people paid it is true, but mainly it came out of the general profits of Doss and Raffles.

It was made very clear that the News was fulfilling a popular Squadron need. Comment was universally kind from the first and none of the Publications Committee ever felt disposed to grudge the effort involved. Bert Thompson, Cliff. Hayward, Bob Bruce, Jack Baker and Allan Walker, and also Doug. Bennett, were to the fore in those days.

Recollections of a Jubilee (Cont.)

The News has not, on any occasion, missed its quarterly publication date--which we are pleased about. The circulation has continued to rise over the years as, firstly, whole new State memberships came onto the mailing list and later as individual members were brought back into contact with the Squadron. The News, going on with the File copies, chronicles the things attempted and, very substantially, the things also achieved. Cricket was a major factor in cementing together the active element in N.S.W. 1951 saw a series of matches won against other Squadrons--3 Squadron, 460, 466. Cricket caps, 458 Lapel badges were acquired in that period.

Apart from South Australia, where 458 had maintained continuity of activity since the war, things had to be started or revived in the other States. Early 1951 saw the revival of the Victorian branch at a very enthusiastic Reunion in Melbourne, attended by the N.S.W. Treasurer (Sam Barlow) and Secretary (Peter Alexander) as well as other N.S.W. members. Bill Carr became Victorian Secretary.

We took up golf at the suggestion of Lofty Chalmers, at Campbelltown. The comradeship of the early golf days--around the nine holes and afterwards over glasses of beer in the Club--lives in the memory of those who were there. Geoff. Burgess, Bob Bruce, Ray Davies, and their wives; Bob Millar, Tom Mitchell will remember those days.

Calling on members stores of wartime photographs, we had assembled a full record of the wartime 458 and to this we now added a post-war album.

Among so many successes there was one complete failure. Having discovered that our wartime badge hadn't been registered with the Chester Herald, we got up, as a last resort, a Petition to the King for the acceptance of the Badge officially but retrospectively. The Petition went off to Buckingham Palace, came back to Canberra and was there rejected by Air Board and the then Minister (Mr. MacMahon).

October 1951 brought the design of the News Front Page heading, still in use, which was the work of Tom Moore. The block was given by Alf. Hammond.

January 1952 brings the first public mention of the Squadron History in an appeal for suitable information. (Mixing current news with retrospection, readers will be interested to know that now, five years later, typists are doing what the Historian anyhow regards as the final version of the History).

July 1952 records the first 458 Reunion in Brisbane, convened by the N.S.W. Secretary. Well-attended and from the start filled with the determined enthusiasm the Flight has retained, the Reunion did 458 the good service of electing as Queensland Secretary a distinguished Public Servant, Jin Holliday.

The newly formed Queensland Flight suggested the holding of an interstate Reunion and, the idea being taken up elsewhere, the first of such All-States Reunions was held, after some vigorous telegraphing as to location, in Sydney. Attended by Victorians and Queenslanders in great numbers, as well as by N.S.W. members, it decided to set up the world wide 458 organisation, headed by the 458 Squadron Council under the Presidency of our 2nd. C.O., L.L. Johnston.

July, 1953, after a bit of barracking from interstate, saw the first Perth Reunion.

August 1954 saw the first featured article in the News--the story of the Redex Trial told by Dick Healey. The featured article was to become a regular if intermittent part of the News--like 'Run-to-Cover's Cricket commentaries and the Published diaries of the 'Dazed Delegate' at interstate All-States Reunions.

Allan Walker took over the job of duplicating the News on an electric machine. Some months later Dick Healey and more recently Bob Millar took over the duplicating work. Stapling, folding, addressing and inserting, usually in the hands of the same committeemen, have become highly efficient production-line jobs. Sam Barlow has continued to trample heavily, at Publication nights, on any departures from Factory discipline.

In 1955--in February, we reported the first U.K. Reunion, under the aegis of Peter Pettit.

So, we go on. Occasional changes--from black to blue ink--happen. Pages have gone up to 8 and sometimes ten. What the future holds, who can tell? But we have every intention of keeping on keeping on with it.

SQUADRON PRESIDENT IN BRISBANE.

Squadron President Sam Barlow has just returned from an official visit to Q Flight, during which he attended the Annual Reunion. He went up in the company of Bill Cotton, an Air Force friend of his, himself well known to many Sydney 458 Squadron members. Sam's account of his visit, as told to the Editor, follows:

'We went to Grafton on the way up and met Terry Waldon there. We decided to stay at a hotel in Grafton for a night and Terry came along and drank some beer with us that evening. Terry then told us he was going to come up to the Brisbane Reunion.'

Barlow in Brisbane (Cont.)

Next day on to Brisbane where we were booked in at the Railway Hotel by arrangements made by Gordon Postle. It was Show Week and accomodation was hard to come by. Tried to contact Jim Holliday but apparently he was at the Show. Bernie McLoughlin came in and saw us and took us out to a big lunch of Mud Crab. He looks very well. Still very bald; now has a drink again but isn't smoking. After lunch we went for a drive out to Chermside. We had dinner at the United Services Club with Bernie and some of the Associate members, including Lionel List. We missed Erle Hetherington and Len MacDonnell who were in the building at the time, playing billiards. Terry Waldon arrived and joined us.

After dinner, we went on to Bernie's favourite club, the Johnsonian Club, a resort of the legal fraternity and spent a late evening there, finishing around 10 a.m.

Next day, Saturday, we went to the races and lost our money. Came back and had dinner at the Cecil with Bernie. Bernie's latent taste for wines came to the fore and he produced some 1947 French Burgundy which was extremely good. Cigars to finish.

Then on to the Squadron Reunion at the A.T.C. Mess at Parry Park. There seemed to be about 40 in attendance, many of them Associate members. I noticed Erle Hetherington, Ted Hinsley, Jim Holliday, Ned Kelly, Eric Lloyd, Bernie McLoughlin, Len MacDonnell, Ron Russell, Bill Snowden, and Charlie Warren among the members there. My memory is a bit hazy however about the evening. Had to return to the Hotel after a time. Then found I hadn't got the key, so back we went to Parry Park where Bill Cotton was still playing cards. We all drank a lot of beer and had a really good supper--a great deal of food was there to be eaten. During the evening Len MacDonnell was elected Queensland President.

Sunday morning, a bit the worse for wear but Erle Hetherington rang to say we had to go and help finish the keg so out we went to Parry Park again, which just suited us, and sat round the keg in large wicker armchairs until we finished it about 1.30 p.m. Erle, Charlie Warren, Ned Kelly, Jim Holliday and Len were there with us.

On Monday we were due to move on northwards. Bernie McLoughlin rang just as we were leaving the Hotel on our way. He wanted to know how things were going.

We then motored for some time going through Bundaberg and back through Central Queensland and Toowoomba. Then down to Wallabadah where we stayed for three days with Harry Baines at the Hotel. Harry says tell the boys he's still there serving beer.

Had an accident while at Wallabadah. Drove to the Station and turned the car over on soft gravel. No hurts and failed to break one of four dozen eggs in the car, but the bodywork is none the better for it. Most recent quote for repairs £104. However it's still driving alright.

THE SERVICES CANTEN TRUST FUND. What it is and can do.

Squadron members will be interested in some general information about this Fund ---about which not enough seems to be known.

What it is. Briefly, it is a Trust Fund created from the undistributed profits from the operation of canteens during the 1939-45 War.

What it can do. The Fund, under certain conditions, will make educational awards. It will also assist afflicted children with expenses, other than medical, at any age. Its Welfare Officers will give assistance to dependents of distressed ex-servicemen or women.

Who is eligible for assistance. Any man or woman who served in the Australian Navy, Army or Air Force between 3/9/39 and 30/6/47.

Educational Grants. Made to the children of an eligible person (i.e. not to the eligible person himself) to encourage parents to keep their children at school and to enable them to receive Higher Education, including University education.

How old must the Child be? There is no upper age limit. If the child is the child of a deceased ex-serviceman or woman who is not eligible for Repat. benefits--then 12 next year. If the child is eligible for Repat. benefits--then 13 next year. Other children, 15 next year. Special exceptions are made in special cases, where the child's education may be prejudiced.

How much assistance? Grants can vary from £5 to £500 in any one year.

Is there a Means Test? Yes. It works like this: Take the family income from all sources, deduct 10% for each dependent--this gives the "adjusted family income". However, if the family income exceeds £1,200 £120 per dependent is deducted instead of 10%. If the "adjusted family income" is £350, then the whole cost of the educational course is granted.

The Services Canteen Trust Fund (cont.)

up to £ 200 is granted. As the family income increases the "Cost of the course" figure is reduced by 5% for every £25 of "Adjusted family income" over £350. The maximum adjusted family income over which no award will be granted is £ 700, except for orphans or for tertiary education, where the maximum figure is £ 800. Nearly all types of courses have been approved by the Trustees. The awards are not competitive. Any eligible child has a chance to qualify. The Means Test is more liberal than the above for grants other than educational.

Applications to--

The Fund Secretary in each State.
The Secretary, Box 3847, G.P.O., Sydney, N.S.W.

In N.S.W., the address is--

TO THE WEST BY TRAIN.

Those members considering going to the Perth Reunion by train should remember that very early booking is essential (for those going 2nd. Class from Adelaide to Perth--at least six months advance booking is essential). Members should also know that for Convention parties--i.e. groups of at least six travelling together, there is a very substantial fare reduction.

RETIREMENT OF THE N.S.W. TREASURER.

The N.S.W. Treasurer, Graeme Coombes, has resigned from that office since our last issue. He had for some time wished to retire but withheld his resignation until the Sydney All-States Reunion had been successfully completed. Graeme's membership of the N.S.W. Executive in the last three years has been a major factor in the successful functioning of 458 in N.S.W. He has given the Treasurership the careful and exact attention which are to be expected from an Accountant. He has also given the N.S.W. Committee the most loyal and unstinting care in every aspect of its work. Notable for the precision and firmness of his opinions he has also shown the truest "Committee" spirit of co-operation. Graeme, who was a Holme-on-Spalding Moor Pilot with 458 is, in peacetime, Accountant to the Australian Jockey Club. He remains a member of the N.S.W. Committee.

The new N.S.W. Treasurer is Tony Harris who has been an active Squadron member for many years. Those who flew with him during the war and those who have worked with him in 458 affairs since the war alike have the utmost confidence in and the warmest regard for him and are delighted to have him as an Executive of the N.S.W. Flight. Tony was a 458 Pilot from Italy to Gibraltar and is now an officer of the Commonwealth Bank.

EDITORIAL.

I. The Squadron History is now being typed after much revision and many years attention. Its author, anyhow, regards this as the final draft. If this turns out to be the case we shall then have to see about its publication. That means that the Squadron and all its Flights have a major task ahead of them. It is probable, though we have no exact figure yet, that the cost of publication, if it falls upon us as seems probable, will by our standards be quite monumental. By way of example, we understand that another Middle East Squadron, the draft of whose history was complete some years ago is now engaged in raising £ 1000. to finance publication. We hope our figure will be smaller. But nevertheless the Flight Committees will have to raise funds in no small way. And Squadron members will have to be prepared to 'hoe in' in support in no half-hearted way. We have no doubt in the world but that it will be done in the old 458-way: most successfully.

Authorised by the EDITOR (P.C. Alexander, Box 5289, G.P.O., Sydney, N.S.W., AUSTRALIA.

To the Squadron Secretary, Box 5289, G.P.O., Sydney, N.S.W., Australia.

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