

CIRCULAR



THE EDITOR:

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

Vol. 13, No. 49.

November, 1961.

THE ROAD WINDS BACK.

The very long road we all travel upon, and have been moving along together, since the outbreak of war brought us together as members of 458 Squadron, wound suddenly back last month to give some of us a view of the Squadron past. Physically, a close view of Williamtown R.A.A.F. Station. In time, a glance back over twenty years... years which have passed like the proverbial dream.

Officially, 458 Squadron formed at Williamtown on 10th. July, 1941, and on in August 2 Senior N.C.O.s and 37 ^{airmen} marched out to go overseas as members of 458.

The Station now:

The return to Williamtown took place during the Annual Country Reunion in N.S.W., held this year in Newcastle and the Hunter River Valley. On the Saturday morning, October 14th., the 458 convoy of cars drove out of Newcastle, over the Stockton ferry, out to Williamtown. For most of the party it was a sentimental 'return' as Squadron members, but there were two of the original party which left the Station 20 years ago. They were Eric Munkman and Fred. Strom. However other 'Originals' knew about the return and though barred by distance from coming, were keenly with us in spirit.

The party returning found the Station to have become a large one, with all the equipment and buildings of a big permanent Station. Brick living quarters and messes, concreted parade ground, hangars and substantial aircraft hard-standings. There was, in fact, little of the Williamtown they remembered.

Avon-Sabre Aerobatics.

Two young R.A.A.F. officers met the Squadron party and took them round the Station, where they saw the various fighter squadrons' Sabres and Vampires, and where they were shown an enthralling exhibition of aerobatics in a Sabre by a Williamtown pilot, F/O Freeman. This exhibition was arranged, specially for the Squadron, by the Station Commander, G/Capt. Townsend, who joined the party at that stage.

At the Officers' Mess.

After the Aerobatics, G/Capt. Townsend invited the Squadron party to the Officers Mess, where the men of the party quenched the thirst of a very warm day at the bar; and the women and children were given morning tea.

The 458 Squadron President (Peter Alexander) thanked the C.O. and presented the Mess with a 458 Squadron wall plaque to mark the link between the Squadron and the Station and in commemoration of the visit. There are a number of such plaques on the Officers Mess wall and the C.O. said he was particularly glad to have the 458 plaque. He said he hoped 458 would return each year.

It proved thereafter rather hard to leave the comfort of the Mess but in due course the party then moved on to the remainder of the week-end programme. (See the N.S.W. News below).

THE TENTH ALL-STATES 458 SQUADRON REUNION WILL BE IN SYDNEY OVER THE PUBLIC HOLIDAY PERIOD OF APRIL 20th-25th., 1962. BOOK IN NOW WITH YOUR FAMILY. WRITE TO BOX 5289, G.P.O., SYDNEY.

AIR OFFICER COMMANDING, OPERATIONAL COMMAND TO OPEN CONFERENCE.

Air Vice Marshal Frank Headlam, the A.O.C., Operational Command, has accepted the Squadron President's invitation officially to open the Squadron Conference which will be held during the All-States Reunion, April, 1962, at the Air Force Club, Sydney.

CROWEATERS' COMMENTS.

from

Colin Hanlon, 2, Eucla Avenue, Warradale Park,
5th. Australia.Christmas Picnic Plans.

We have held two Committee meetings since our last report, both being very well attended, which is always encouraging. The last one completed arrangements for our big Christmas Picnic which is to be held at Jack Parkin's property, Morphet Vale. Jack is well known to most Squadron members, and the Committee is most grateful for his hospitality in opening his property for this annual event. We could do with a lot more Jack Parkins on the Squadron.

Air Force Commemoration Week.

During Battle of Britain Week members attended a service at the Adelaide Airport, and our S.A. President, Brian Woodhead, laid a wreath on the 458 Memorial Plaque.

Darts, Ring-ins, Bowls and Beer.

Flight members were invited to a social evening held by the 2nd/43rd A.I.F. Battalion on the 12th. October. Six of our crew attended, namely, Brian Woodhead, Bill Taylor, Arn. Scholar, Sid Bartram, Johnny Bax and myself. With the help of two ring-ins our Flight formed two teams and pitted our skill against the 43rd Battalion in a four-way contest consisting of Darts, Indoor bowls, Hooky, and Quoits.

Our No. 1 team performed particularly well, losing only the Bowls. However the No. 2 team did not enjoy the same success, winning only the Darts.

An inquiry was held into the poor form displayed and this revealed that their opponents were particularly good drinkers, and in an endeavour to uphold the Squadron's reputation in this field, their judgment became a little impaired.

Paddles on the Murray.

Another member to hit the news is Ian Showell of Renmark. He has built himself a 16' x 12' Paddle steamer. It was launched recently on the River Murray and, from all reports, this pleasure craft is really something. Modern amenities include a shower with hot and cold water, a modern kitchen including a gas stove and refrigerator. It is fitted with three two-berth cabins and is powered by a petrol engine which drives two six-foot paddles.

Personalities.JACK RISELEY

has been transferred from Western Australia to take up the position of Advertising Manager of the News Ltd., one of Adelaide's Daily papers.

JUNIOR DAVIES

He attended the last meeting and was immediately appointed to the Committee; arrived down from Port Pirie to play in the Country Golf Carnival and made renewed acquaintances with Arn. Scholar and Ron Badger; speaking of

RON BADGER,

we regret to say, he has been ill of late with, guess what? You're dead right! Gout. However he has made a rapid recovery and is back on deck again;

SNOW DICKSON

has been ill for some considerable time, believed to be a Coronary attack; but he is making a slow recovery at home.

VIC. FLIGHT NEWS.

from

Shorty Wilson, 78, Carnarvon Rd.,
Strathmore, Vict.Show Week Reunion.

This was held on 28th. September. The A.T.C. Mess at Preston was the venue, and this could be the venue for future similar gatherings. It was most successful and though attendance was not large, a good ear-bash was had by all. Those present were:

Ern. Laming, Ron Yates, Lyle Wurr, Norm. Cugley, Jack Fleming,
Ted. Love, Harry Jenkins, Blue Firth, B. Bailey, Jim Munday,
Yank Martin, Kev. Guiney, Ian Allison, Bill Carr, Shorty Wilson;

Apologies were received from John Jenkins, Gordon Cuthbertson, John Bilney and Harry Ashworth.

The Terrors of T.V.

Melbourne late-night T.V. Viewers were recently held chair-bound by an interview between a TV newshawk and our leading taxi-driver and horseman

Vic. Flight News (cont.)

Yank Martin, who described his exciting experience of capturing a bolting milkcart horse. Yank also managed a payola for his taxi service. Good show, Yank.

Bill Carr Overseas.

Bill Carr returned from his business trip overseas, on behalf of Kodak, just in time for the Reunion. He held a group quite interested in his conversation about general trends in the countries he visited.

Accident to Peter Firth.

It was nice to see Bluey Firth look in during the Reunion, even though the reason for his being in Melbourne was that his son, Peter, is in Melbourne Hospital as a result of a lamentable car accident. We sincerely trust that he is progressing satisfactorily, Blue.

Ernie as Chef.

Chef Laming is to be congratulated on the very efficient way in which he furnished the supper table. Supper was a feast. Our thanks, particularly, to Nancy Cugley for the sausage rolls, etc, which she gave.

Among the many subjects discussed at the Reunion were the recent barbecue and the prospect of our Squadron Dance early next year. The barbecues are very popular and everyone is looking forward to the next one.

I met Gerry Abraham and Tom Primrose in town. Both looking fit and well and shewed interest in the barbecue when I mentioned it. Hope to see both of you, and your families at the future family gatherings.

Williamtown.

In reference to the Originals of 458 at Williamtown, you may not be aware that in those days Williamtown was just completed and one street on the Station was named, with due ceremony, 458 Squadron Avenue. Of course, it is twenty years now but I think it was somewhere near the clothing store. (Editor:--Alas, it exists no more !)

With all best wishes from Vic. Flight.

THE WILLIAMTOWN ORIGINALS.

From two different members of the Original Party, we have received lists of the party. Both lists being identical except for one more name on one of them, we may take the list as pretty definitive. It is:

F/Lt. R. Angove (M.O.)	Sgt. A (Butch) Power	Sgt. Bill Hamilton	Cpl. B. Hutton
Cpl. J. Bax	L.A.C. J. Quigley	L.A.C. G. (Buster) Balmer	L.A.C. Stone
L.A.C. A. (Jock) McGowen	L.A.C. J. Mackenzie	L.A.C. N. Trewartha	L.A.C. M. White
L.A.C. Bill (Tom) Catts	L.A.C. M. (Hoot) Gibson	L.A.C. F. Strom	L.A.C. D. Kessler
L.A.C. D. Cattenach	L.A.C. Noel (Tich) Griffith	L.A.C. G. Hyles	L.A.C. Geoff. Grubb
L.A.C. N. (Chippy) Osbeiston	L.A.C. (Bluey) Mellor	L.A.C. Eric Munkman	L.A.C. Junior Davies
L.A.C. (Ned) Kelly	L.A.C. (Red) Mac Rae	L.A.C. Bob Pollock	L.A.C. Fred Ray
L.A.C. (Lou) Silbereisen	L.A.C. Len Stewart	L.A.C. Cliff Tillack	L.A.C. P. Pigford
L.A.C. Ted O'Leary	L.A.C. Col. Braysey	L.A.C. Jim Palmer	L.A.C. Ron Usher
L.A.C. 'Shorty' Wilson	L.A.C. Jack Wilson		

The extra name is rendered in one list as 'Startin'. This is interpreted by Fred Strom as one way of spelling Robinson. A Squadron member who, it is surmised, left 458 in Canada on its way to Europe.

CORRESPONDENCE: Letters to the Editor.

From Bill Carr, The Beverley-Hilton, California, U.S.A.

Dear Peter,

I have been meaning to write you a few lines for many weeks now. As you can see I am now on the West Coast of the States, having come over from Rochester and New York via Atlanta, Georgia, where I spent a week; my stay on the East coast was of eight weeks duration. During this time I had a five day break in New York, then seven weeks up in Rochester which is the location of my company's world headquarters. I worked a full day every weekday but then rented a car--either a 1961 Chevrolet Impala or a 1961 Ford Galaxie (neither of which has been seen in Australia yet) and drove to some other area such as New York City, Boston, Toronto (Canada), Niagara Falls, Buffalo, etc. I returned twice to New York City after the first occasion when I landed from Europe.

These excursions were usually in company with an American I had become friendly with. He was a British West Indies representative of an English mustard company in Rochester on an Administrative Course of some type. He, of course, knew New York very well and was also familiar with the other cities I have mentioned. We drove alternate two hour shifts. As I had previously driven on the wrong side of the road in several European countries I was by then used to this type of driving. I have been told several times I drive like a cab driver--this is excellent experience for these superhighways and city thruways, etc. Everybody 'belts' along bumper to bumper--no room here for the timid individual. Of course, one has

Correspondence (cont.)

power steering and (best of all) power brakes as well as a large amount of vehicle. All helps to give you that confident feeling when behind the wheel. A point of interest, nowhere in Europe or America that I have been to do the authorities require hand signals; just the stop lights and turn blinker indicators (which must be at the rear of the vehicle only).

Whilst speaking of driving, I have driven over 5,000 miles in the following countries--England, Spain, Norway, Sweden, Germany, France, America, and Canada, and I will, of course, be driving in Hawaii, and I found commonsense to be the only real requirement (apart from an international license) necessary. All signs and road laws appeared to me to be standard. Rates of auto rental however varied greatly. The only language I speak is now quite generally spoken by all business people in Europe and, as this was so, I experienced no trouble in this regard, except once in Spain when I was required to draw what I wanted. Had two waiters at a roadside cafe go into a conference after each of my sketches, and when I thought they looked as if they had decided what I required I went on with the next sketch---I got what I wanted. Does that prove I am an artist or were they good waiters?

There seems so much to say. I have yet to have lunch and then drive out to Santa Monica districts to call for an ex-secretary of mine who has been living over here for 4 years. She met me at the Airport and has been my escort daily (and nightly during the week days). We are going to try out the famous Californian beaches this afternoon.

You will know that this hotel is the hotel of all such establishments. I could spend a full hour talking of its facilities. Have dined and danced here twice. Haven't any idea who the other guests were, but they sure looked an elegant bunch. My partner and I didn't exactly look like 'slobs' either. Naturally I have put their swimming pool to very good use. Got wet on both sides of the skin too.

Whilst in England I met Harry Bishop, Bert Sleight, Sid Thompson, Leo Armstrong and about three others who I am having trouble in recalling at this moment. Harry Bishop put out a call for an evening in a pub off Trafalgar Square; about half a dozen turned up; Harry had hoped for more. I had a long talk with Leo Armstrong and also with Sid Thompson. Leo had his log book with him. He and I sat in one corner and went through it, recalling all manner of incidents as we progressed through the log.

We also were able to get Bert Sleight and his family down for a weekend at Harry Bishop's home. I had already met Harry and his wife at my London Hotel. An excellent time was had by all. Again there is so much to say. Both Bert and Harry asked me to remember them to Pete Campbell and Lofty Chalmers.

I have now collected over 500 slides...to give you an idea of their coverage I have been in the following cities: London, Gibraltar, Cadiz, Cordoba, Granada, Seville, Jerez, Madrid, Oslo, Stockholm, Hamburg, Dusseldorf, Cologne, Mainz, Frankfurt, Paris, New York, Rochester, Boston, Buffalo, Toronto, Washington, Atlanta, Los Angeles, and will be in San Francisco and Honolulu before returning.

It has been really great but am now quite ready to return to Melbourne and settle down. I found it a great advantage to be an Australian--particularly here in the United States. This even more so here on the West Coast. California is very much like Sydney but I doubt that it gets as hot even though it is hot enough for my liking. It would be much drier here. I believe the rainfall averages about 15 inches. Normally not raining at all during July through September, so I am given to understand.

Well, Peter, I hope I will be able to see you and some of the boys shortly. Perhaps I could write a section for the News, covering some of my impressions while on the trip. My regards to yourself and the other 458ers.

Bill Carr.

From Alf. Rubidge c/o Ohlssons Cape Breweries, P.O. Box 12, Claremont, Cape, Republic of South Africa.

Dear Peter, I am rather disappointed at not yet receiving a pocket Squadron badge or Squadron pocket Badge....I sent off the money some time ago...I wonder if you would go into the matter?

My wife, self, and family, are moving to Cape Town at end of this month. We are all looking forward to the move, or, rather, settling in that part of the country. The only drawback down there is the southeaster, which blows with great violence at times. But it's not as bad as the tornadoes the Yanks get. They are so clever I cannot understand that they haven't solved that problem yet--by redirecting the tornadoes to Russia. Will write again later..if I don't at some stage get that badge then I've had you Aussies in large chunks.

I can't imagine why some of our people are emigrating to you down under...

Correspondence (cont.)

We have got everything...cheap labour,lots of gold,beautiful scenery,
magnificent beaches,plenty of food;and Alf.Rubidge.

Please see what you can do,Pete,

yours sincerely,

Alf.Rubidge.

(The Squadron Secretary (Bob Bruce) has sent the blazer pocket off-Editor.)

Q.FLIGHT NEWS.

from

Jim Holliday, 43, Stella Street,
Holland Park, Q.

Annual Reunion.

The attendance at the Annual Reunion on 2nd. September was very poor,probably due to the change of location to Air Force Association rooms at Edward Street. However, the refreshment flowed freely, conversation likewise, raffles were run and games of chance played. All attenders reported headaches next morning, proving that a good night was had by all.

New President and Committee.

Gordon Postle was elected President for the ensuing twelve months. This was not only a popular choice but also an honour well earned and long overdue. Jack Lewis is again Flight Treasurer; the office of Secretary, for which there was tremendous competition among all present to put forth the best reasons why they shouldn't be saddled with it, was again awarded with tumultuous cheers of relief, to your sweaty and swearing scribe.

Air Force Ball.

The Air Force Ball, the first ever held in Brisbane and organised by a committee of delegates from all ex-Air Force Associations, was a 50 megaton success. There was no fall-out. Expectation 300; realisation 500. We even had grog at the Ball, which, for strangers to our strange Queensland laws, is a remarkable achievement. Fired with the glow of this success, already a Ball Committee has commenced planning next year's Ball. Incidentally, 458 members played a major part in the organisation of the Air Force Ball. (Editor: Jim Holliday himself was the Ball Secretary).

Christmas Social.

Planning is well ahead, while this is being written, for the Christmas Social and Dance at the A.T.C. Mess on Saturday 25th. November. Following the custom of the last three years a special raffle of 2/- (one ticket per guest) is being arranged with the prize being a children's Xmas toy. This year it is an electric motor race track. The track is being donated by Bernie McLoughlin and the transformer by Grodn Postle. In addition, the manager of a large toy concern has donated a walking talking bride doll for raffling in a like manner. Please hold back on Xmas gift buying until the raffling is over!

Visit Overseas.

The first member of Q.Flight to go overseas since "V" Day, is Kel Kellam. It was on Wednesday 11th. October that Kel left by air from Sydney with his wife, Anne, of only a few weeks. (Anne's first husband, a pilot in the R.N.Z.A.F., was killed over Europe). The happy couple will spend 3 days in Singapore, 3 days in Cairo (Groppi's is going to cop it) and several days in Rome. They intend to tour England and the continent. Kel is a partner in Hi-Way Ads, who control the majority of Hoardings on the main highways out of Brisbane.

Q.FLIGHT COMPETITION, RESULTS.

Dhaulagiri	969	C.Wyman, 140, Adelaide St., Brisbane,
Sky High	844	J.Garland, Seventh Avn, St. Lucia,
Valerius	1788	S.Barlow, 252, Beamish St., Campsie, N.S.W.,
Blue Lodge	543	J.Holliday, 43 Stella St., Holland Park, Brisbane,
Sir Blink	230	N.J.Couche, 30, Amarina Ave., Ashgrove,
Bargoed	429	L.Stenzel, Palmers Garage, Toowoomba,
Sharply	1185	H.Crowther, 14, Russell Ave., Norman Park;
Choctaw	8	Terry Bull, 28, Wyena St., Camp Hill;
Hi Jinx	206	C.Hansen, Heliopolis St., Mitchelton,
Oreka	361	G.Wilks, 302, Hume St., Toowoomba;
Sparkler	436	H.Dorge, 11, Roessler St., Toowoomba;
Correct	102	J.Warren Brown's Dip Road, Enoggera,
Reinsman	585	T.Noon, 26, Lennor St., Stafford;
High Society	88	Mary Anderson, 91, Kennington Rd., Camp Hill,
Action Packed	413	N.Lindley, 58, Coonara St., Holland Park,
Far Away Places	692	D.McQuaid, Yew St., Barcaldine,
Grand Print	231	J.H.Stevens, 26, French Street, Booval, Ipswich,

Q. Flight Competition (cont.)

Baroda Gleam	827	Dolores Garland, Seventh Avenue, St. Lucia,
Boran	71	Mrs. J. Norris, Kennington Road, Camp Hill,
Lord Fury	314	E. Snowden, c/o Brisbane City Council,
Donna Caloona	1166	W. Storor, c/o Eagers Retail, Newstead,
Twilight Glow	875	Vera Garland, Gregory Terrace, Brisbane,
Blue Era,	196	P. Edwards, 64, Yabba Street, Ascot,
Tempura	515	McClancy, M.R.D., Brimbane,
Minta Lad	831	Dolores Garland,
Sometime	101	C. Warren, Mayne Road, Bowen Hills,
Rural Loch	975	C. Wyman, 140, Adelaide St., Brisbane,
Summer Smile	89	C. Warren, Browns Dip Rd, Enoggera,
Dalriada	1	C. Bull, 28, Wyena Street, Camp Hill,
Moorbridge	1402	Y. Brady, 9, Perrott St., Bardon,
Torrid	430	L. Stenzel, c/o Palmers Garage, Toowoomba,
Chatoul	836	K. Garland, 9, Garden St., Ashgrove,
Comic Scout	221	J. Guilfoyle, 602, Vulture Street, East Brisbane.

CORNSTALK COMMENTARY.

from

Bob Bruce, Mt. Wilga, Hornsby, N.S.W.

The Newcastle Reunion. This was held over the weekend 13-15th. October, and in bigger and better numbers. It was voted an outstanding success by all who were able to be present. Most Sydney members arrived in Newcastle on Friday evening; they were met by the Newcastle members and put up at Stone's Federal Hotel, where the accomodation was superb. Numerous drinks and all to bed at midnight.

Saturday Morning, and Saturday Afternoon.

After proceeding in convoy to Williamstown R.A.A.F. Base (see Page 1), we moved on to Shoal Bay. On the way we looked at the really beautiful panorama of the area from the top of the Post Office Repeater Signal Station Hill—an inspection Lofty Chalmers organised for us. The Coastal waters in the area, very blue, are dotted with small islands, and the coastal area itself is dotted with hills, all resembling the Sugar Loaf hills for which Rio de Janeiro is famous. At Shoal Bay we had lunch, rested and enjoyed this holiday resort. Lofty Chalmers is Headmaster of one of the Schools in the area. On the way back we called at Soldiers Point and had another look at the great sheltered waters of Port Stephens. From there we returned to Newcastle and had a look at the new Water Storage Lake under construction for the city. That brought us to

Saturday Evening.

for a Dinner-Dance at the Tattersalls Club where Jack Pomfrett had organised things for us. We had a party of four tables;

Sunday Morning.

The convoy of 13 cars travelled through the Hunter Valley, a very green valley. Maitland, Kurri, Cessnock—all coalmining country but with the mines nowhere spoiling the countryside. The first destination was Tulloch's Pokolbin Vineyards. Here the Squadron party saw how wine was made in the dark wine shed filled with large casks. They sampled several of the local white table wines. Mr Wine (Bob Lyndon) organised the acquiring of some bottles, including some Pokolbin Red. From Pokolbin the convoy moved east to Wangi on the inner shore of Lake Macquarie. Here not far from the great power station, they had a barbecue lunch. Frank Mullane organised the bottled beer for us 'on the house'. By invitation, we spent some time afterwards at the new Wangi R.S.L. Club, in which Tony Harris has godfather-like interest. About five p.m., we all started homewards. A long day with a lot of driving but of fascinating interest. It is hard to thank those individual members who contributed so much to the successful weekend but special mention should perhaps be made of Ross Burgess for his organisational work, Frank Mullane, Chappie, Jack Pomfrett, Loftus Chalmers, and Tony Harris; and not least of all Sam Barlow and the Newcastle members of his family who also devoted much of their time to the success of the Reunion and honoured us by coming to several of the functions. Those attending included:

Sam Barlow	M. Kerr	Eric Munkman	D. Munkman	R. Munkman	B. Munkman	C. Nation
F. Strom	A. Macmaster	M. Macmaster	F. Saddler	L. Saddler	J. Pomfrett	Mrs. Pomfrett
T. Harris	A. Harris	C. Irwin	Y. Crompton	G. Crompton	P. Crompton	R. Burgess
P. Burgess	B. Lyndon	P. Lyndon	P. Alexander	B. Chapman	A. Chapman	L. Chalmers
R. Pomfrett	C. O. Mann	Mrs. Mann	F. Mullane	Mrs. Mullane	J. Fennell	Mrs. Fennell
K. Beach	N. Spurling	B. Bruce	and Sam Barlow's sister Marie and brothers Kevin and Paul.			

Civil Defence

As 458 Squadron branch Secretary and as nominee of the N.S.W. Division of the Air Force Association, I recently had the privilege of attending the School of Civil Defence at Mt. Macedon, Victoria. I was very impressed by the course generally and the information as to the part Civil Defence should be playing in our present rather troubled world which was strongly put home. Obviously the time for planning is now and the N.S.W. Division of the Air Force Association, with Peter Alexander at the head of its Civil Defence Committee is

Cornstalk Commentary (cont.) playing a leading part in trying to engender action by responsible Government and local government bodies.

Guessing Competition. Attached for the benefit of those who disposed of tickets is the result of the draw of the Annual Guessing Competition. Congratulations to the winners and many thanks for the support given to Flight funds.

Social Activities. 458 was represented at the Air Force Ball held in Air Force Week, by a large party of members and friends who had an enjoyable evening.

Recently Peter Alexander and Graeme Coombes and their ladies were guests at Double Bay branch Annual Dance. Peter Alexander represented the Air Force Association at the Summer Ball held by Operational Command of the R.A.A.F. at Penrith in November.

Personalities.

Squadron members will wish to congratulate "Maca" and also Ron Pomfrett on their recent marriages. Good luck and good fortune to them and their wives!

458 members will be delighted to hear that 458 member Dick Healey (A.B.C. Sports Cavalcade compere) was recently successful in gaining Liberal Party preselection for the Wakehurst seat in the N.S.W. Legislative Assembly. Dick, as members know, is a Vice President of the Air Force Association and has served on the 458 Flight Committee for a number of years.

SO MUCH TO BE DONE. Australia and the Nuclear Weapon. V.

Four previous articles, written in what I sought to make emphatic language, dealt with the cataclysmic dangers which hang over humanity in this modern world and over our small section of humanity in Australia. And I have tried to deal with the things, by way of Civil Defence, which we could do in the face of these dangers.

These dangers are vast with the overriding menace of nuclear explosion, the unseen poison of radiation for which there is no antidote once taken, and the old enemy of fire. These, also, are dangers to which humanity in Australia is quite unimaginatively indifferent.

I have said as much as seemed justified about the little bit of organising our masters in seven parliaments have arranged for us by way of civil defence. I have written of the things a man can do for the protection of his own family when---dare I write if---the day or night of horror comes out of the clear and peaceful sky....the home shelters, the week's store of tinned food and the rest of it. (How much of it have you done, o faithful reader, who has followed me through five articles?)

Conjure up in your own minds, please, the aftermath of a nuclear explosion one dark night. Wreckage and ruin beyond the power of words to exaggerate, smoke and dust, wounded humans (perhaps your children) crying for help; and impenetrable darkness except perhaps for the moon and the light, flickering and sinister, of burning homes.

The Part of an Airman. This picture has taken clear form in the minds of some of us. We have acknowledged a duty as ex-servicemen to help in the Civil Defence of Australia. In N.S.W., for some reason the most advanced State in Civil Defence, we of 458 have worked through and with the Air Force Association to try to push Civil Defence. The Association has asked its branches and members to get in touch with the Local Civil Defence Controllers, themselves volunteers battling with monumental municipal indifference, to see what they could do to help. Several branches are playing notably useful parts. Others have reacted with the "Who? Me?" response to the suggestion that Civil Defence is their business. The Association has matched its city branches with suitable country branches for the purposes of Strategic Evacuation of non-essential personnel from target zones to reception zones when the signal is given. There they will find shelter, food and friendship. 458 Squadron has been assigned to Orange, for this purpose.

On the more positive side, 458 has been held in reserve to play its part in the inner area of the City of Sydney. It is one of the tragedies, as it is one of the scandals, of the situation that in that area where 750,000 people spend their working hours and there are many families resident, there is no Civil Defence organisation for the Squadron and other non-geographical branches of the Association to co-operate with. That matter is receiving constant and anxious attention. Recently the writer accompanied the State President of the Association (Mr. Claude Vautin) to interview the Lord Mayor on this subject. Sooner or later---one hopes not too late,---there will be work for us there in Civil Defence.

Elsewhere in Australia.

Elsewhere the position is much less advanced than it is, Heaven help us all, in N.S.W. It is Squadron policy to support Civil Defence throughout Australia and no doubt the Flight Committees will do what they can. For now, it is for each Squadron member to look after his own family. No one else will.

So Much to be Done (cont.) For the rest we have to take care that the wry note that creeps into our thoughts when we realise how little progress is being made and how much remains to be done, from turning into disillusioned cynicism, which helps no man.

What is wanted. Generally, and apart from the special task which 458 may be asked to do in Sydney, what is needed is for more of us to take some personal interest in pushing civil defence out of the slough of inaction. God is said to fight on the side of the big battalions; certainly governments take an interest in the things the public makes a noise about. Lets make a noise.

Why ? Why should we be bothered? Because, for one thing, we have some personal interest in being able to cope with the situation following a nuclear attack. Because, for another, we could well recognise a job to be done which, if ex-servicemen won't do it, will probably not get done. ---P.C.A.

IN THE U.K. FLIGHT. U.K. Secretary Sid Thompsett writes that the U.K. Flight has arranged a Reunion for November 11th, at the usual location the "Feathers" in Westminster.

He tells us he is making some notes on the full history of the Peanut Club, the support organisation of the East Grinstead Hospital, which 458 endowed with a bed, in the children's ward, during the war.

458 SQUADRON NEWS WISHES ALL ITS READERS A HAPPY CHRISTMAS AND THE BEST OF NEW YEARS.

458 SQUADRON ADDRESSES IN VICTORIA: T-Z

L. Tame	1, Greta Road, Wangaratta;
S. Tarczynski	c/o David Syme and Co. Ltd., 233, Collins Street, Melbourne,
N. L. Taylor	181, Burgundy Street, Heidelberg,
B. Tipping	396, Victoria Parade, East Melbourne,
S. F. Varcoe	8, Parkland Crescent, East Brighton, Vic,
T. Weir,	102, Kenmare Street, Box Hill,
B. F. Wheatley	Flat 4, 9, Adams Street, South Yarra,
F. G. Wilson	78, Carnarvon Road, Strathmore,
G. C. Wise	6, Anderson Street, Caulfield,
L. Wurr	3, Cowderoy Street, St. Kilda,
T. Wishart	Lot 233, Moore Road, Niddrie,
J. Wythicombe	c/o Ansett-A.N.A., Essendon,
R. Yates	13, John Street,
H. Young	Lot 90, Brady Road, East Bentleigh.

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.

I am coming to the All-States Reunion in Sydney next April, accompanied by,
.....members of my family. Please book me..... Double/single rooms at the Hotel
Metropole for the nights of April..... I enclose a deposit of £..... at
£1 per head. I shall arrive by..... at..... a.m./p.m. on
I am anxious to meet..... while in Sydney.

Name.....

Address.....

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