



THE EDITOR:

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

Vol. 13, No. 50.

February, 1962.

50th. ISSUE OF 458 SQUADRON NEWS.

458 Squadron News was first published 12½ years ago. This is the 50th. issue, as the News is published quarterly. We are proud of not having missed an issue in that time and we feel it not a small achievement to have passed our first eighth-century. That it has been done is due, of course, to the endeavours and loyalties of various people and, elsewhere in this number, we have included a chronicle of our "News" history--which is very nearly the same thing as our post-war Squadron story.

Anniversaries are proper occasions to pause and look both forward and back, seeing, as well as we can, where we are, relative to the past; why; and where we would like to go next. As part of the process this issue also includes some "Flight" histories of the post-war 458. For the future--that should be a matter for the forthcoming Squadron Conference to consider in Sydney. For the Squadron--and therefore for its voice, the Squadron News--what does the future hold? Are there fresh fields into which we can move, as the postwar preoccupations with home making and family raising begin to lift a little? If so, are enough of us interested? Or should we concentrate on holding and enriching the fields of friendship we have now quite successfully sown for ourselves and our families?

The "News" has views on these things, needless to say. Here we shall limit comment to saying that as we see it the price of an organisation like 458's retaining the active interest of its members is--variety. It is a oneway ticket to oblivion to go on doing the same old things year in year out. Someone has to go on producing new ideas--either in the existing fields or in new ones.

PREPARATIONS BEING COMPLETED FOR ALL-STATES REUNION IN SYDNEY.

The N.S.W. Committee is completing with the greatest care the final arrangements for the All-States Reunion called for Sydney at Anzac time, 1962. All that is now needed is news from interstate members of their intention to come. Will members please notify the Squadron Secretary (Box 5289, G.P.O., Sydney, N.S.W.) of their wishes as to accommodation?

Souvenir Programme booklets have been distributed to Flight Secretaries and also to N.S.W. members direct. Members attending should please have their booklets with them. Full details of the programmes are in the booklets but to refresh readers' memories, this is a summary:

Friday April 20th	Social Evening at Home of Joan and Kemp Beach;
Saturday April 21st	Morning--Squadron Conference;
	Afternoon: Free for Royal Show, Race Carnival, Beaches;
Sunday April 22nd	Scenic Tour to Blue Mountains
Monday April 23rd	Free day; evening: Squadron Ball;
Tuesday April 24th	Squadron Golf Day. Evening--wreath laid on Cenotaph;
Wednesday April 25th	Anzac Day March; All-States Reunion.

It's a first-class programme lasting over five holidays (if you can manage the Tuesday)--don't miss it.

The South Australian Story.

from

Col. Hanlon, 2, Eucla Ave., Warradale Pk.

Squadron activities here have been at a standstill since the Christmas Picnic--which, by the way, was a great success and well attended.

I am sure all Flight Secretaries are with me when I say it is quite a difficult task to write the Flight's newsletter, when in fact there is nothing to write about.

However, in an endeavour to meet the request of Peter Alexander, we will turn back the clock some 16 years to the very first meeting of 458 S.A. Flight.

This meeting took place in the Cycle Club rooms, 4. W.O. Building, Flinders Street, Adelaide, and was called together by Ron Badger and the late Eric Cox. The exact number attending is unknown but is believed to have been in the vicinity of 15/20 members.

Eric Cox was appointed first President and Mel Priest the first Secretary. It must be a great satisfaction to the members who attended this meeting that the effort they put into the early days of the Flight was not wasted. That through their hard work and self-sacrifice they formed 458 S.A. Flight which has gradually built up in strength and is held in high repute by all sections of the community.

We believe that S.A. Flight was the first 458 Flight formed in Australia as it marched as a unit in the Victory March early in 1946 and later that year in the Anzac March.

First Anzac Reunion. The first two Anzac Day reunions were held in the Adelaide Oyster Bar of which Eric Cox was the proprietor. However, due to the increase in the numbers attending, it was decided to hold future reunions in the King's Ballroom. The move proved a great success and our numbers increased again. We were able to bring in 460 Squadron to the Reunions. The ultimate result was more money in the bank. Many members have put a lot of work into organising various functions, particularly the All-States Reunions. I am not going to name any member individually because there have been so many over the period of years who have directly and indirectly contributed towards the success of these functions--not forgetting the women (God bless them) without whose loyal support we could not have carried on. Our achievements compared with other Flights have not been great but we are especially proud of the 458 Squadron plaque which was unveiled by Padre Davies in 1958. The unveiling was a great milestone in our Flight's history and will not be forgotten by the big crowd which attended.

#### Legacy.

From time to time the various committees have donated generously to Legacy--making a cot available at the Adelaide Childrens' Hospital.

#### The Future.

Our future plans are quite simple. We will endeavour to hold the interest of members so that in the years to come we can still enjoy the friendship and good will which exists in the S.A. Flight to-day.

VICTORIAN FLIGHT NEWS.

from

'Shorty' Wilson, 78, Carnarvon Rd.,  
Strathmore, Vict.

#### Christmas Party, 1961.

Sixty children and their Vic. Flight parents descended on "Woozle" Wurr and his good lady at their Tooradin home on the 17th. December, to enjoy our first Christmas Party for the children. This was the childrens day; everyone present hopped in to make it an outstanding success.

The children enjoyed every minute of it. All the trimmings were supplied free; toys, soft drinks, lollies and icecream in large quantities. Father Christmas Wurr acted like a veteran by giving a first-class performance of that jovial and benign character--and how everyone present lapped it up! Surplus energy was shed by participation in the races and games and a day of plenty was had by all. There were plenty of weary but happy people wending their way home at the end of a very successful day.

Prominent happenings were the efforts of the Betty Jenkins-Iank Martin team which won the Egg throwing competition; Nell Ashworth's winning of the Ladies Race; and the appearance of Ken Brown and family who travelled all the way down from Katunga for the event. Nice work, Ken. Thanks also to Harry Ashworth and Ian Allison for obtaining the costume for Father Christmas and many thanks indeed to Nancy Cugley who always works so hard to make these functions successful.

#### Cugley in Orbit.

I overheard that Norm Cugley met up with Wal Archbold and his family before Christmas. Wal was paying a visit to Melbourne from Ourimbah in N.S.W. and Cug with his usual hospitality invited them home for tea and a good old earbash about

Victorian Flight News (cont.)

old times. Also, Gugs' car 'broke down' at Kyneton, in the vicinity of Les. Boyer's home. Have you squared off yet, Norm?

Victoria Now and in the Years to come.

The present position of the Flight is one of confidence. Although we don't have a large number of regular supporters of our functions there is a small band of very solid and close knit enthusiasts who are keeping the banner flying. We have two regular reunions each year and quite a number of family barbecues and picnics which are highly successful and to which our wives and families look forward. All our functions are run on a non-profit basis, their main purpose being to keep alive the spirit which welded us together 17 years ago. We raise our affiliation funds and other expenses by conducting small raffles at the various functions.

Our future plans are:

- (i) to continue on with our present functions;
- and (ii) to attempt to bring back to the fold the mates who have drifted away.

By so doing we hope to be able to conduct an Annual Ball or Theatre Night and be able to continue with the Childrens' Christmas Party.

The Committee has been anxious to institute a Vic. Flight Personal Welfare Fund to be made available to ease the burden of our members families in the event of an unforeseen emergency. The regular members are fairly secure but unfortunately we do not seem at present to have the strength of membership to fulfill this ideal. At present, also, no one is known to be in need of aid.

Annual Subs., Please. It would be appreciated if the Vic. Flight members who are recipients of the Squadron News would kindly forward their subs to the Secretary as early as possible. His address is J. Jenkins, 38, Kelvin Avenue, Seaford, Victoria.

NEW SOUTH WALES FLIGHT NOTES.

from

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

All-States Reunion.

Feverish activities are at present being made by the N.S.W. Committee to ensure the success of the All-States Reunion to be held in Sydney over the period 20th. April to 25th. April, 1962. As host State, New South Wales intend to leave no stone unturned to make this the best ever Reunion. Itineraries have been sent to all N.S.W. members and to Flight officers in each other State for distribution amongst those likely to attend. As indicated elsewhere, accommodation arrangements for those desiring them can and will be willingly made on receipt of your requirements in this regard. Do make the effort as we know your friends will want to see you in Sydney and renew those precious Squadron friendships.

Christmas Party.

At the kind invitation of Bob Lyndon, a large number of members and wives and friends were fortunate enough to spend a most enjoyable evening at the Cronulla R.S.L. Club on Saturday 9th. December, last. Whilst everyone is getting a bit old for "twisting", the night was really enjoyed by all attending--a hearty vote of thanks to Bob for his efforts on this occasion.

War Service Loans Limit.

There is a saying that "Big Trees from little Acorns Grow", and in this regard perhaps 458 can take a little credit for the recent rise in the maximum loan for War Service Homes applicants, from £2,750 to £3,500. Some three years ago the 458 Squadron branch of the Air Force Association put forward a motion at the N.S.W. Annual Assembly of the Association a motion that the loans available to ex-servicemen be increased by just the amount that the Government has now decided. Whilst pressure has also been applied from other ex-service bodies it is pleasing to note from the branch's point of view that such a good thing has now come to pass.

Air Force Association Trophy.

Peter Alexander has just returned from a trip to Western Australia where, as Federal Secretary of the Air Force Association, he accompanied the Federal President, Sir Richard Williams for the first presentation of the A.F.A. Trophy to the most efficient Citizen Air Force Squadron, which, for 1961, was No. 25 Squadron, stationed at Pearce Station, W.A. This trophy also was first suggested to the A.F.A. by the 458 Squadron branch.

PERSONAL PARS."Farmer" GILES

from Victoria has paid a visit to Sydney with his wife. He was entertained in the Air Force Club by several N.S.W. members;

JOE JOELCLOUGH

is now with Rothmans of Pall Mall fame. We thank him for the Christmas parcel which arrived unexpectedly!

GORDON CUTHBERTSON

has been holidaying at Brighton in South Australia, being over from Victoria. He ran into Arn. Scholar.



Annual Meeting.

We held this at the "Feathers" on November 11th. It was quite a good evening but quite a few, even regulars, couldn't make it. Those who did make it were:

L. Armstrong M. Mason with his wife and daughter H. Bishop S. Thompson and wife  
C. Humbles W. Allen and wife F. Nieman W. Anton and wife E. Brown.

Elections for the year 1962 were:

Chairman C. Humbles; Vice Chairman F. Nieman; Treasurer H. Bishop; Secretary S. Thompson.  
There was a discussion of the years activities. We have arranged our annual dinner to take place as near Anzac Day as possible.

Eric Brown's Move to Australia.

At the Reunion, Eric Brown told us of his plans to move to Aussie. He was then awaiting his medical, which has since taken place for all three of the family. They are now awaiting the date of departure. We shall of course arrange a farewell get-together with the boys when the date is fixed.

Story of the Peanut Club.

(Editor: Readers will recall that 458, when in North Africa, raised a considerable sum of money as a gift for the East Grinstead Hospital in England--where the famous MacIndoe Plastic Surgery unit was, so valuable to many airmen. The Peanut Club (was the fund-raising organisation of the Hospital. Run by "Aunt Agatha", it issued its (members with a lapel badge in the form of a peanut on a blue background)

It was in the middle 1930s that each year the local paper, the "Kent and Sussex Courier" used to hold a special week for appeals for the local hospitals. One of the staff--"Aunt Agatha"--put in an item that anyone taking a shilling to the local bank would receive a peanut. To the surprise of the bank manager, a little boy walked in, put a shilling on the counter and demanded his peanut. The manager, not knowing what to do on the spur of the moment, took the little boy's money and promised to send his nut along to him. In despair he phoned the paper, explaining what had happened--as he didn't know anything about it. Apparently it was put in the paper more as a joke than anything else. The Editor thought if one person would contribute, so would many more. Accordingly the next day they put a much bigger item in the paper and put it on the front page--and actually did give a peanut. Money came in steadily and it was then shared equally among all the local hospitals, as in those days all hospitals had to pay their own way. This continued until the war came and the East Grinstead Hospital started as the Plastic Surgery Unit with the great Sir Archibald McIndoe in charge. The world knows the marvellous work that was done for burnt servicemen. Nowadays they send anyone badly burnt there. Aunt Agatha is now the big boss of the paper and she employs two secretaries to deal with the Peanut Club mail with no expense to the hospital. To date approximately £70,000 has been collected and each week about 1,000 new members are enrolled. Most of the U.K. Flight have sent in their shillings again--though made life members on the Squadron. Every penny that is sent in goes towards improvements at the hospital. New additions are being done all the time to the Peanut Wing. Just before our visit in July, the Club paid for a new laundry to be installed in the Wing. The Peanut Wing is a simply marvelous place. It has separate cubicles and every cot has been donated with the name on a plaque placed above it. Though you might be thinking that all our hospitals are now state-supported, the position is that each hospital gets a certain amount each year but this does not allow for all the little luxuries and many other items.

TO wind up, may I wish you all in Aussie a very happy New Year.

SANDGROPPERS SAY.....

through

Butch Power, 145, Gildercliffe St.,  
Scarborough, W.A.

Flight in Doldrums.

The position here, I am sorry to say, is not good. All the enthusiasm is vested in the solid nucleus which has carried the Flight for a number of years. We did arrange a river trip immediately prior to Christmas but it had to be cancelled because of lack of support. Only six chaps and their wives accepted the invitation. The Annual General Meeting is scheduled for Tuesday 27th February.

Passing of Len Gibbons.

I regret to inform you of the death of Leonard B. (Gibbo) Gibbons who died of a heart attack at the Royal Perth Hospital on 23rd November 1961. His funeral was very well attended and the Squadron was well represented. Gibbo had been in very shaky health for the last couple of years subsequent to a heart attack in 1959. His passing leaves another gap in the ranks of the four five eighters.

Tony Stone Around.

I met Tony in Perth a couple of days ago. He is still the same old Tony and wishes to be remembered to all the chaps in the East. On behalf of the W.A. Flight I should like to take this opportunity of wishing all Squadron members and their families all the very best of everything for 1962.

Christmas Passes.

Again we had a most enjoyable Christmas Party. Each year, the party seems better than the last. Held on 25th. November--naturally at the A.T.C. Mess--we had 149 bodies--mixed, of course. The odd bod was Santa Claus who dispensed largesse, particularly to wives and female relatives. Liquid refreshment flowed (among other things we served 11½ dozen soft drinks!); the supper was delightful, delicious and d. plentiful; and the band played on until 3.0. a.m.

Among the most entertaining items during the evening was the Men's "Best Leg" Competition--won by a youthful giant of 6' 4" and ex-R.A.A.F. pilot Norm. Lindley. The women judges of this competition were then judged themselves, and Mrs. Forbes--by acclamation--was declared winner. The Jittergug rock'n'roll contest was won by Mr. and Mrs. David Horn.

Flight President Gordon Postle presented Norm with a bottle of "Old Parr" whisky and Mrs. Forbes with a liqueur gift in the form of a stork carrying a baby.

Raffle for the Scalex Electric Motor racing set donated by Bernie McLoughlin (transformer by Gordon Postle) was won by Wally Bryan. Second prize of a walking talking bride doll, presented by the local manager of Cyclops, was won by Mrs.

Gemmell.

Altogether it was a happy cheerful night well in keeping with the Xmas spirit, and worthy of repetition.

Personal Pars from Q. Flight.

To Maureen and Ken Cahill--a pre-Xmas gift of a beautiful bouncing baby girl;

Bob Coles health hasn't been at all what it should be lately. However, Gordon Postle was able to put wheels in motion that have helped Bob considerably.

PASSING OF LEN GIBBONS.

458ers who were with the Squadron from Holme-on-Spalding Moor to North Africa will remember Len Gibbons. He served with the Equipment Section--and was one of the many men who the War left with a keen and unfading loyalty and affection for the Squadron. Being one of the older members of the Squadron he returned home earlier than many of us but never lost his sense of being part of 458.

He worked after the war with the Royal Perth Hospital and attended 458 functions with all the regularity his health permitted. Heart trouble had incapacitated him for some time.

We shall miss Gibbo very much--and we shall not forget.

THE COMING INTO BEING OF AN IDEA.

Some five years or more ago the 458 Squadron branch of the Air Force Association, to which it seemed, and seems, desirable that the wartime spirit of the R.A.A.F., embodied in part in the Air Force Association, should be linked with the young Air Force of the postwar years, moved in the N.S.W. Assembly of the A.F.A. that the A.F.A. should present a Trophy to the Air Force for annual competition and award to the most efficient Squadron. This was designed to be one way of augmenting the links between the A.F.A. and the R.A.A.F.

The motion was carried and referred on to the Federal Conference of the A.F.A. There also in due course it was carried and referred to the Department of Air as a suggested trophy for the best Citizen Air Force Squadron.

The department accepted in principle but, as the Citizen Air Force was at that time being reorganised in a major way the matter was deferred.

A couple of years ago the writer of this article, who had in fact originally suggested the idea to the Squadron branch, happened to reach Federal office in the A.F.A. and became in a position to raise the matter again. This time department of Air felt able to go ahead. A method of evaluating the C.A.F. Squadrons was worked out by the R.A.A.F. The trophy, a substantial one, surmounted by an eagle with outspread wings, was made and, in 1961 No. 25 (City of Perth) Auxiliary Squadron became the first winner of the Trophy.

Presentation to the Squadron was made by Air Marshal Sir Richard Williams, Federal President of the A.F.A. He, and the present writer, accompanied Air Vice Marshal Headlam, currently A.O.C. Operational Command, to Pearce R.A.A.F. Station in Western Australia, where 25 Squadron has its H.Q. They travelled by R.A.A.F. Metropolitan (Convair), arriving at Pearce on February 3rd, where there was a very distinct heat wave in being (up to 108° in the shade and a jolly sight more in the sun). After attending an enjoyable "At Home" at the W.A. H.Q. of the A.F.A.--where this writer was delighted to see Shorty Long, Ray Turley, and Gordon Jones of 458--on that day,

the party spent the night in Perth and went out to Pearce again the next day.

Here after an inspection of the Squadron at work the presentation parade took place in the afternoon, when after a formal inspection, 25 Squadron marched past after its 1961 C.O. received the trophy.

Watching the parade, the distinguished officers, the Squadron marching, the presentation itself, the writer felt strongly conscious of witnessing the coming into being of an idea which he had seen growing from its very beginning.

The party, after a very hot night at Pearce, took off next day for Melbourne and Sydney and had a very pleasant and uneventful journey home. It must be commented that the R.A.A.F. gave the Association party a reception of the highest courtesy and hospitality. -P.C.A.

#### DICK HEALEY STANDS FOR PARLIAMENT.

458 Squadron member Dick Healey is a Liberal Party candidate for the N.S.W. Legislative Assembly at the State Elections being held early in March 1962. He is standing for Wakehurst, a new seat which covers north of Sydney Harbour areas such as the newly settled French's Forest. By the time this News reaches its readers the results of the election should be known. Dick is, we are glad to say, speaking squadron-wise, odds on. Dick (Richard Owen, in full) was a W.A.G. in Buck Pedersen's crew on the Squadron. After the war he joined the Australian Broadcasting Commission and has risen to senior rank in the A.B.C.'s Sporting Service and Television in N.S.W.

Dick married an English girl and they have three children--two boys and a girl. He lives in his electorate. He is a leading figure in the Air Force Association, being a N.S.W. State Vice President.

#### CORRESPONDENCE: Letters to the Editor.

From Peter Thompson, King's Ride House, Camberley, Surrey, U.K.

Dear Peter, A letter out of the blue is probably not unusual, but I have been inspired to write, having just received the May 1961 issue of 458 Squadron News. It was sent to me by Bruce McKenzie after he had stayed with us for a few days last summer. He also lent me the book "We Find and Destroy" which revived many memories of my tour with 458.

Apart from Bruce, with whom I've kept in touch since the old days, I ran into the old Adj. in Hong Kong in November 1960---looking much the same old Baird and we much enjoyed a convivial talk about life in Malta and at Protville.

Seventeen years (!) had elapsed since we last met. I also briefly saw and spoke to Wg.Cd. Dowling in Singapore a year or so ago.

I was very upset to read of Gordon Ough's death--we exchanged news at Christmas each year. He took over the Flight from me when I left the Squadron.

I am still in the R.A.F. .... I left 458 as a Squadron Leader and am now, nineteen years later, a Wing Commander! However it has its compensations and I have just been appointed to command a jet P.R. Squadron--my second command.

With my family I recently returned from the Phillipines where I was the Air Attache. I had hoped that duty would take me to Australia, but no such luck.

Should very much enjoy receiving copies of the 458 Squadron News if this is possible. And if anybody still remembers me, I would like to hear from them. To Dave Firth and many others, including Jack Riseley, whose names have been mentioned, and to yourself, all best wishes for the New Year,

yours sincerely, Peter Thompson.

From Air Marshal Sir Richard Williams, Donvale, Victoria.

My dear Alexander, Just a note to say that I have received a copy of "We Find and Destroy". I am, of course, finding it most interesting. The same old story of Dominion personnel being "pushed around". I was amazed at the way you were kept aboard transport in harbour on the way to the Middle East via the Cape.

Kindest regards, yours sincerely, R. Williams.

From Mr. Derek Erskine, M.L.C., Nairobi, Kenya.

Dear Mr. Alexander, I was glad to have your letter.... I expect you know that Bruce McKenzie and Peter Marrian are in England at this moment with the K.A.N.U. delegation led by Jomo Kenyatta. We have great hopes that as a result of this visit Kenya will be on its way to Independence and prosperity in the New Year.



Correspondence (cont.)

I think there is a very good prospect that Kenya, Uganda, and Tanganyika will federate and become another loyal Dominion in the British Commonwealth of Nations. Our main problems include poverty and to overcome this we shall need substantial help from the more developed countries of the world.

yours sincerely, Derek Erskine.

CHRISTMAS AND THE NEW YEAR. The Editor acknowledges, on behalf of the Squadron, of the "News" and of himself, with many thanks, greetings for Christmas and for 1962 from the following: Tony and Adrienne Harris, Allan Walker, Ernie Laming, Eric and Dorothy Munkman, Lock and Marg. Simpson, Graeme and Dulcie Coombes, Jim and Peg. Holliday, Cec. Nation, Eric and Honor Brown, Sid and Merle Bowen, Jim. Palmer, Laurie Crowley, Harry and Nita Baines, Peter and Amy Power, U.K. Flight, Geoff. and Gwen Burgess, Jim. Plunkett, Theo. Ravenscroft, John Preston, Black Jack Baker, Stan. Parker, Ken and Peggy Mercer Harry Jenkins.

FIFTY NUMBERS AFTER.....

by The Editor.

We remember, as though it were last year, saying at a N.S.W. Committee meeting in, presumably, September 1949, that maybe 458 should have a Newspaper. Alan Piggott said the idea was good and the Committee approved and, so, in October, 1949 Vol. I, No. I came out.

We felt a great pleasure at sending out our voice, for the Squadron, to large numbers of former 458ers who had been out of touch since the war and who we felt sure, would share our thrill of pleasure at hearing again, out of the past, a voice speaking in the name of 458 Squadron. Who has not, at times, returning unexpectedly from interstate or overseas, after a long absence, picked up the phone, or knocked on the door of friends long unseen, and anticipated the joy of their surprise and pleasure? Our feelings with the first "News" were like that. It is front of us now, with its opening words:

"Who remembers the snowy winter of 1941 at Holme-on-Spalding Moor? The "tropical sun and sand of Shallufa and Amiriya? Malta and Protville and the mud of Bone? "The bare hills of Sardinia? Foggia? Or the Rock of Gibraltar? Remembrance and "greetings to everyone of you!"

That issue, of  $3\frac{1}{2}$  pages, was duplicated for us by the Air Force Association. The typing we did ourselves, for subsequent issues, on a small portable Corona typewriter of more than vintage status--in fact we have seen precisely the same model in the War Museum in Canberra as having been used in the first war by Dr. Bean, the Historian.

458 was organised in N.S.W. and S.A., only, at the time. Bill Taylor and Brian Woodhead were Chairman and Secretary of the S.A. Club; and in N.S.W. there was a committee of ten, Ralph Bailey being President. Of that ten, six are still on the N.S.W. Committee to this day--being Sam Barlow, Fred Strom, Eric Munkman, Bob Bruce, Cec. Nation and myself. Publication was transferred soon to Sam Barlow's flat. The duplication was done on his hand machine and the sorting, stapling, addressing and inserting done by the Publications Committee. As numbers grew it became a stiff job to complete. We recall leaving, regularly, around midnight, staggering with exhaustion, in company with an exhausted committee. This method of publication went on for some years. Sam entertained us nobly, plied us with bottled beer and bullied us if we didn't keep working. How did we finance it? Well, some people paid it is true, but in the main we relied--and still do through the Flights--on raffles and the general profits of do's.

Sordid financial problems apart, it was made very clear to us that the News was wanted. Comments were always kind and none of the Committee ever grudged the efforts involved. Bert Thompson, Cliff. Hayward, Jack Baker, Allan Walker and Doug. Bennett were to the fore in those days.

Following the activities of the post-war Squadron through the file copies of the "News" we, who have lived closely with these activities, are struck with the way people have come and gone on the scene--human beings are quite remarkably restless and given to changing their activities and addresses--and by the way in which common service with 458, at one time or another in the war, served as a link strong enough to bind people who never met each other on the Squadron. To bind in friendship the pilot of Holme to the Fitter of Gibraltar.

The News chronicles the way in which playing cricket together gave 458 in N.S.W. great fun and a strong link. It notes the beginning of the Squadron Albums, with their remarkable photographic record of the war and post-war years.

Fifty Numbers After.....(cont.) It chronicles the growth of the post-war organisation--which by anyone's standard was striking and steady. 1951 saw the rebirth of the Victorian Flight, which, after the war, had flourished for a while and then lapsed. 1952, Q.Flight met. A well-attended and enthusiastic meeting elected Jim Holliday as first Secretary, and, as is well known, the Flight has prospered in his hands since then. 1953 saw the first Reunion in Perth; the Sandgroppers had been on the receiving end of some urging from their interstate brothers; but though reluctant dragons in calling the first Do, shewed all the usual 458 spirit of squadron cohesion when once organised. 1955 completed the picture with the first U.K. Flight Reunion in London, under the aegis of Pete Pettit, who, before going to Britain, had played a prominent part in 458 organisation in Sydney.

From the newly formed Q.Flight came the suggestion of an All-States Squadron Reunion and, the idea being taken up elsewhere, the first of the All-States Conferences was held--after some vigorous telegraphing as to location, in Sydney. Attended by Victorians, Queenslanders and New South Welshmen, in large numbers, it decided to set up the world-wide 458 Squadron organisation, headed by the 458 Squadron Council, of which the Squadron's second Commanding Officer, Wing Commander L.L. Johnston, was, exceedingly fittingly, chosen, unanimously and with enthusiasm, as first President.

Allan Walker, then N.S.W. Secretary, took over the duplicating from Sam Barlow, on an electric machine which gave a considerable relief to the sweating Publication Committee; they, briefly, became quite relaxed. They even printed the News with one page upside down on one occasion. The Editor can recall how, with calm (he thinks) he said almost nothing about it. Dick Healey, with the kind if perhaps unwitting co-operation of the Australian Broadcasting Commission, was publisher for some issues and from that point on Bob Millar, to whom the Squadron's debt is immense in the matter, took over this responsibility. In August, 1959, still with thanks to Bob Millar, we ceased to duplicate, and issued the news in Rotaprint--an undeniably better process which we still use.

Apart from all that, the detailed work of addressing envelopes folding and inserting the news, etc., is still performed by the Publications Committee--among whom we shall mention Fred Strom, Kemp Beach, Noel Spurling, Bobs Smith and Lyndon, Stuart Ricketts, Eric Munkman, Cec. Nation and, of course, Sam Barlow. Sam continues to trample heavily, on publication nights, on any departures from factory discipline--and in fact with years of practice we have a highly skilled production line. N.S.W. Secretary Bob Bruce carries, as Secretaries do, the burden of much production organisation; and without Cy. Irwin's help in transport from printing works to despatch centre to post, publication would be a nightmare.

Just to touch on the movement of Squadron life from the 1955 mentioned atop this page, each year since has seen an All-States Reunion somewhere in Australia. They have all been notable. If one can be picked out, for the Editor the most striking was the Perth Reunion. The distance to the West made the occasion a fairly heroic undertaking and it was heroically done. Not only did a sizeable party of 458ers and their wives make the journey round Australia by train, at their own expense, to attend and meet again that essential part of 458 living and thriving in the West; but the West put on unsurpassable hospitality. Truly a Squadron highpoint.

1959 saw the long-awaited publication of the Squadron's history "We Find and Destroy". The Squadron throughout the world united to make this venture a considerable success commercially. While the degree of impact of the history on the world at large could be over-estimated, nonetheless for 458 it was very satisfying to have its story on record and in print. Other events? Continued Flight reunions --though in some

Flights the traditional all-male get together around a keg of beer has tended to wane in attractiveness. In fact, the years, the wives, the financial commitments, the plain disinclination for a hang-over, have begun to diminish the beer intake. A new tendency has been the Country Reunion--a weekend voyage to a Country town in family parties. 458 has returned to visit the Australian R.A.A.F. Station of its initial assembly--Williamstown in N.S.W.

For the future--that is in the Squadron's hands. We say, with every hopefulness, that "the best is yet to be". As long as 458 wants to keep together and its members will make the small endeavours that this calls for--and there are enough of us still above-ground--there can be a 458 Squadron Association with a wealth of friendship the years can only increase. So long as there is a Squadron Association there will, we hope, be a Squadron News flying in formation with it.

THE EDITOR (Peter 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 shall be at the All-States Reunion, Sydney, April, 1962. Please reserve me accomodation for.....persons.

NAME.....ADDRESS.....