



JOURNAL OF THE 458 SQUADRON COUNCIL, Box 5289, G.P.O., Sydney, N.S.W., 2001, AUSTRALIA.

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VICTORIAN VIEWPOINT.

DEATH OF JIMMY MUNDAY.

LADIES AUXILIARY.

PERSONAL ITEMS.

Ian Alison is making a good but slow recovery after his recent second heart attack.

It seems that Jack Fleming may have to give up his job as the Senior Flight Engineer with Ansett due to a deterioration of health.

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CROWEATER NEWS.

PERSONAL ITEMS.

Croweater News (cont.)

Laurie Crowley has sold his interest in his Airline and has teamed up with Sid Bartram in the opal business. Laurie is managing the mining side of the business and is located at Glengarry, N.S.W.

Doc. Angove is back on the job again and assured me in a note from him that he is feeling much better, although he has had to slow down considerably. Sent a cheque for \$5-00 for the Squadron News (Acknowledged with many thanks, Ed.).

Bob. Williams:--a Wimpy Navigator who became an Associate many years ago, has been re-admitted to the Repat. Hospital with an old heart complaint. Bob, who is T.P.I., is in Ward 17 and would welcome visitors.

That about winds things up as far as S.A. Flight is concerned. I am trying hard to shake off a bout of bronchitis which has kept me home for a fortnight. Regards to Shorty Wilson. All the best,

Lofty.

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SANDGROPPERS SAY.....

from Bill Clues, 179, Kooyong Road, Rivervale, W.A., 6103.

News?

News from the West, this is at a premium. One would think that in a go-ahead State like ours, there would be no end to the information we could pass on about mates over here, but unfortunately this is not so. Possibly, when one gets right down to it, those three words "Go-ahead State" have a lot to do with it. For how often, having met one member or the other in the street, and asked what happened to you at such and such a turn has the answer been "Oh, I was out of town." or "I was too busy". Yes, too busy to spend an evening now and again renewing old friendships and having a laugh over old times, with mates who haven't changed all that much over the years. For we still have lots of things in common, be it Bowls, Golf, Football, or just the ability to laugh at the scrapes we all seemed to be able to get into in those early years of our friendship.

Well, fellow West Australians, having read this far I trust we will see many more familiar faces at our next get-together, which, incidentally we hope will take place some time early in December in the form of a Christmas party. You will be notified in due course.

Why ?

No doubt you will be wondering why, after 22 years, I should put pen to paper and endeavour to fill the space allocated to us, and you would be so right. Someone is sick. Henry Etherton our Secretary and Scribe has been in Hollywood Repat. Hospital for the past couple of weeks, no doubt worrying what to write about. We all hope to see him up and about again soon.

A Do.

A very pleasant evening was spent at Yours Truly, over a few jugs and a tasty supper to welcome Peter, our Editor, who was over here for a few days on business. Pete, you never seem to alter. It was great seeing you again, and thanks to those members who turned up to make the evening a success.

Butch Goes East.

Peter and Amy Power have left for Sydney to visit with their daughter. I trust the train trip was up to expectations.

Ron Gannaway.

I saw Ron and his good wife rushing around a few weeks ago preparing for their son's wedding. He had joined the Army and was taking the plunge into matrimony before he left. I heard through the grapevine that the wedding was a great success. Congratulations to your son and his bride, Ron.

Jubilee.

Joan and I, with Ray Turley and his wife, spent a very enjoyable evening a few weeks back, helping Henry and Vera Etherton celebrate their 25th. Wedding

Q.Flight News (cont.)

London shortly to visit her folks.

Clive Wyman has bought a residence on Hervey Bay and has wishful thoughts about turning his back on the metropolis. Clive and crewman President Don Brandon are at the time of writing getting away from it all on beautiful Fraser Island, one of the last strongholds of natural scenery and where thousands of giant fish have yet to see a baited hook.

Passing of the "Gentle Giant".

The news of the death of Jim Munday, about which Peter Alexander has advised us, has stunned many of us here. Eric Lloyd, Len MacDonnell, Keith Campbell, Bert Garland and myself trained with Jim. in No.4 Course Aircrew. We saw a lot of each other in Australia, Canada and Britain in Training Schools, before being posted to Holme-on-Spalding Moor to found 458. Perhaps of all I got to know him best. He was our second dickie. The only time we didn't fly as a total crew was the night we went for a Burton and Jim was left behind to take up a captaincy.

So passes the "Gentle Giant"--a gentleman. Our sincere condolences to Joan. "Johnno" Johnston sends his special regrets.

Sad news also. Molly Johnston lost her mother recently. Q.Flight forwards its sincerest sympathy.

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RETURN TO CONTACT.

458ers will be glad to know that we have re-established contact with two members long on the "Address Unknown" List.

Len "Tick" Thick, of Jimmy Sargeant's crew, now living at 47 Lowther Road, Bournemouth, England.

Gordon Vale, D.W.O. and Adjutant of 458 Squadron, returned from South Africa some years ago and now living in Randwick, Sydney.

We shall hope to be in contact through the News and also personally with them. We understand that Gordon Vale has sickness in his family. He tells us that he himself walks with a limp following poliomyelitis in South Africa.

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JOTTINGS OF A JOURNEY AMONG 458ers.

Your Editor's occupation and means of earning a crust are with the Commonwealth Department of Trade and Industry and, within that department, in the Office of Secondary Industry. Specifically, he is responsible for the organisation of facilities for Australian manufacturing industry to use the modern management technique of Interfirm Comparison. This recently involved him in visits in all the mainland States to a substantial number of Iron or Steel Foundries. It also permitted him to see quite a few 458ers in these places.

His visit to Ballarat was briefly mentioned in the last issue of the News. Ballarat a fascinating and historic city of Victoria was cold and rainy but he found things made very much easier by Ted Kennedy's loan of a car for the day. Ted has a garage and motor repair business and does repair work for the Army. He is well and not much changed from 458 days in appearance. First port of call was the large firm John and Hattersley where Lloyd Simpson works and the Editor had a chat with Lloyd while walking through the factory. At lunch with Gordon Cuthbertson and Ted the talk was about the recent Sydney All-States Reunion and the next (1973) to be in Victoria and possibly partly in Ballarat. After work that afternoon a few beers in the Pub. with Ted and Lloyd and more 458 talk, your Editor departed by train for Melbourne. In Melbourne some talk with Flight Secretary Shorty Wilson about the 1973 Reunion.

Next place of landing was Adelaide. This too like most of Australia in this

After his resignation as Minister of Agriculture (a job he did with outstanding success and with little enough recognition), I wrote to Bruce McKenzie to thank him for his work. I had a customarily thoughtful and nice reply from him.

..... My younger son is now in Ballarat with M.A.F. AIR (at the (Airport) doing aeronautical engineering. Having taken a degree at Cambridge in engineering and then done 2 years with Rolls Royce he wanted to take his A.R.B. tickets. He found that the best and quickest course in the world was in Aus. so he went there a year ago. He has just spent part of his annual leave in Adelaide with Mel. Priest who, like all the others he met in S.A., was exceedingly kind and hospitable. He met Bill Taylor and other ex-458 people and has entirely lost his heart to Adelaide and the people who live there.

My wife and I grow no younger but we still manage to enjoy life in East Africa. I think however that our time here will not be prolonged.

I keep in touch regularly, of course, with Bert. Thompson, Ron. Miller, Mal Goers, Mel. Priest, Jack Cruttenden, Bill Taylor, et al. Although I don't write often, I think of my friends in Australia. Warmest greetings to all,

Yours sincerely,

Robin Knight.

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REQUIESCANT IN PACE.

Jim Munday.

Jim returned in the post-war years to his family business in Melbourne which made and sold industrial belting. His heart may well have remained in Geelong and the memories of his Football days. After the business was taken over he returned there for a while. During his Melbourne days, apart from his business, he, like so many of us, found that his Squadron days and Air Force friends remained an inescapably important part of life and he continued to play a major role in 458's affairs, being both Flight and Squadron President. He and Joan saw their family grow to maturity. His crewmate Jim Holliday has, earlier in this issue, described Jim as we knew him--as the Gentle Giant. His friendship was a rich part of the lives of his friends. We shall miss him.

Roy Bell.

Roy was a 458 Squadron pilot of the R.D.A.F. from Suez to Malta, being a contemporary of Mick Reid, Jim Munday, Maurie Crooke, Lofty Kernot and Darky Goodwin. He also served with 458 on detachment from 221 Sqdn at Protville. After the war he graduated as a chartered accountant in 1950 with Price Waterhouse and commenced in public practice in Vancouver. He was married with two daughters and his hobby was thoroughbred breeding.

Far away though Canada seems in the postwar years, for him as for so many others 458 remained a commanding memory. He re-established contact through Bruce McKenzie and Mick Reid in 1967 and joined the 458 Sqdn. branch of the Australian Air Force Association, got a 458 badge and became a regular reader of the Squadron News. He wrote to us, about his return to 458 at Protville,

"I recall this period in North Africa as a particularly happy time...I actually was "with 458 again sharing the same mess and bunked in with some of my 458 friends...."

Though he has now "flown on", we who knew him, served with him, and valued his friendship and loyalty, will always remember him.

Gordon Wise served with 458 as a Fitter for a number of months and was well known to and liked by his Squadron mates. In postwar years he returned to Melbourne and worked there until his recent death from a coronary. Our sincere sympathy to his family.