

CIRCULAR



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458 SQUADRON COUNCIL---OFFICE-BEARERS.

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	Bill. Clues (W.A.)		

Editor of 458 Squadron News: Peter Alexander.

TO THE WEST IN 1975.

Following a meeting recently of the 458 Squadron Council in Sydney, the Squadron has accepted the invitation of the Western Australia Flight to hold the 1975 All-States Reunion and Squadron Conference in PERTH. The W.A. Flight has already started planning and organising and, as those 458ers who have previously been to a 458 All-States in Perth know, a wonderful Get-Together there is assured for Anzac time, 1975.

Members and their families are also asked to start planning now to make the trip. We are told that bookings on the India-Pacific Train have to be made anything up to a year ahead, so don't miss !

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CORNSTALK COMMENTS: N.S.W. Flight News. from Arthur Jollow, 40, Nicholson St. Chatswood.

Everyone will be sorry to hear that Jack Nicholls is in poor health, following a stroke some fourteen months ago. He has not progressed as well as hoped and Mrs. Nicholls writes to say that Jack is going into hospital. She had nursed him at home until now. All who were with 458 in the Middle East and North Africa will remember Jack who was a Fitter IIE Sergeant. I am sure all will join me in wishing him an improvement in health.

World Veterans in Paris.

Peter Alexander, when you read this, will be on the way to Paris, to represent Australian ex-servicemen at the World Veterans Federation triennial Assembly. We of 458 are proud that one of us has been chosen as a delegate, reflecting honour on our Squadron. Do not fear: at our last Committee meeting he was well briefed on the dangers to a young man in Paris.

Lofty Outdone ?

I thoroughly enjoyed Lofty's par in the last Squadron News about Ding Conway, whom I remember very well. He could supply enough copy for several issues. Our unit was blessed (or otherwise) with some very outgiving and unusual characters.

I recall a rugby match at Bone in which a certain wild man from the West, not well versed in rugby, was marking an R.A.F. type about 6' 6" tall. In the line-outs this man towered over our boy, leaping into the air and getting the ball every time with the greatest of ease. This caused a certain exasperation, until at one such leap he pulled the tall one's shorts down around his ankles, causing him to trip and fall on his face. By his reaction I think he contemplated murder but, as Confucius say, "Man running with 'trousers down, experience difficulty"--and our boy escaped injury.

100th. Issue of 458 Squadron News. In 1975 we expect the 100th. Issue of Squadron News.

Cornstalk Comments (cont.)

This will be a great achievement. To our knowledge, it will be the first Air Force Unit publication to reach the century. Many people have contributed time and news to it over the years but it would not, in my opinion, have survived without the prodigious efforts of the Editor, Peter Alexander.

---Arthur Jollow.

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VICTORIAN VIEWS. from Jim Timms, 39, Frank Street, Vermont, Victoria, 3133.

Vic. Flight has been rather quiet since the last issue of the News. However the Ladies Committee has a couple of functions coming up before Christmas. Firstly, the Melbourne Cup Day B-B-Q in Doncaster at the home of Ken and Phyl Morkham--and, no doubt, there will be a couple of "Bookies" operating swoops on various races to aid their funds.

Secondly, there will be our Christmas Party in December at the home of Roger and Jean Rodwell.

Norm Cugley, Ken Morkham, Ernie Laming and myself attended the R.A.A.F.--Europe Dinner at the Chevron Hotel and who should we meet whilst having a pre-dinner drink but Jack Cruttenden. Guest speaker this year was Douglas Bader. It was a good dinner and Douglas a down-to-earth speaker.

Personal Pars. Our Flight President John Fleming had a nasty fall from an engine stand last month sustaining a bad gash to his face and two fractured wrists. He has had the plaster removed recently and is now receiving therapy treatment. A speedy recovery, John.

As mentioned in the last issue Norm and Nance Cugley were off to New Zealand this month; they were joined on the trip by Wal and Betty Archbold--perhaps I am stealing N.S.W. news.

Yank Martin informs me that John and Betty Jenkins have left Victoria and are now hosts at the Zebra Motel in Randwick--148, Belmore Road. Val Alison underwent surgery recently and has been having treatment since. We all wish you a speedy and complete recovery, Val. Roger and Jean Rodwell have been holidaying, but I don't exactly know where.

Had a note from Colin Hutchinson last week together with a cheque for his sub. Said he met George Cowan (his skipper) recently. Colin is now his own "skipper" with the National Parks Service. Says he is tied up in so many things it is impossible to participate in Squadron affairs. Good to know that some Vic. members who cannot attend functions realize their financial responsibilities in this ever-increasing inflationary period.

Jack Cruttenden who I mentioned earlier has a son who is a Fitter in No.9 Squadron, stationed in Canberra. Vic. Flight has not seen Jack for some time; we hope to see more of him in future. Shorty Wilson is now retired and living in Rye. Spends most of his time doing welfare work for the local R.S.L.

Kath Martin has not enjoyed the best of health this winter, tells me she is feeling better now that the weather is getting warmer. Hope you continue to improve, Kath. Elaine and I have had a hectic year. The All-States; my 50th birthday on 13th June; our 25th Wedding Anniversary on 22nd September; and we joined the ranks of grandparents on 24th August--a grandson.

A Merry Xmas and a Happy New Year from President John Fleming and all Vic. Flight.

Regards, Jim Timms.

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IN HOLLIDAY MOOD: Q. Flight News from Jim Holliday, 43, Stella St. Holland Park, Q.

Despite the lack of news in the last Squadron news--which, by the way, is only due to members being too lazy to pick up a telephone or too lousy to buy a 7c. stamp--there seems to be quite a lot going on. As we reported in a newsletter or two ago, Don Brandon, Flight President and our youngest grandfather, has burst into business in Beenleigh which, for the non-tourist, is half way between Brisbane and the Gold Coast and where our best and freshest bread comes from. Not that Don needs the staff of life or even a staff. He's still bubbling all over with bon homme and, in addition, is doing very well thank you in hardware and builders' supplies. Don't fail to drop in on him when passing. He's well supplied with cement and there's a drop of the golden brew--Queensland's best--right opposite--with which to mix it.

Ages Past. Len MacDonnell tells me he's reached the age of 60 this week

Hughes' Sure Spring from Emerald. Heard from Bernie Hughes the other day. Back at Springsure from Emerald. Writes that he's going to have a bit of a look round early next year. So, if you find someone having a little peek at you in the first few months of 1974--that'll be Bernie.

Bouquets for Garlands. We've learned where Isla and Bert Garland go on Friday nights to the Italian Club. I have, on the authority of my night-clubbing son, that the foods are fine and the wines finer. A bouquet for the Garlands for their discrimination in dining and wisdom in wining.

Jim. Holliday.

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Shorty writes: Now that the hectic activities leading to and during the All-States Reunion are over and news for the Newsletter may be in short supply, I am taking this opportunity to wish you all the best of health and to advise the change of address. It is also to advise that I have been boarded out of the Central Office of the Department of Civil Aviation due to war-caused disabilities. On 31-1-73. It seemed that I was heading for my third heart attack within a period of five years and the decision was wise I think.

Prior to the war I was a motor mechanic and modestly entered into motorcycle racing in 1930. Racing licence no.885. Resisting persuasion to become a professional, nevertheless from about 1934 on I was always offered and purchased the latest works model of a KTT Velocette at a most embarrassingly low price. Apparently my successes were satisfactory and I am still proud of my amateur status. After the war whilst on leave, I was offered a position as Aircraft mechanic with A.N.A., Melbourne, and I accepted. By work and examination, I passed the apprenticeship exams as a Qualified Aircraft mechanic and ground engineer and in addition as a Licensed Aircraft Maintenance Engineer. I was licensed for both airframes and engines and worked on DC 2, DC 3, DC 4, DC 5, DC 6, and Bristol Freighters. In 1950 I was 2I/C of the group that operated the Air Beef Scheme

Life of a 458er. (cont.)

in the Kimberleys in NW Australia. You may have seen the documentary film. The success led to better things. In 1951 I became Senior Engineering Instructor for A.N.A. Engineering Training School. I also lectured evening apprenticeship classes at the Royal Melbourne Institute of Technology-- among those to whom I lectured were ex-458ers Joe Elliott, John Withecomb and Jack Fleming.

In 1955 I joined the Department of Civil Aviation setting examinations for Aircraft Maintenance engineers to obtain their licences. This coincided with my election as an Associate of the Royal Aeronautical Society. From there to the Aeronautical Engineering Branch, D.C.A., to work on design and assessment, and to assist in accident investigation. A most challenging and interesting field. To sum up, I have become an A.R.Ae.S., T.Eng (C.E.I.), L.A.M.E., A/C Mech and Ground Eng.

It is difficult to give a precis of 28 years of aviation experience--at least I find it so.... So, Peter, back to the painting and the garden for me, and, in closing, I must confess that being retired is the best job I have ever had. I am looking forward to seeing you and other interstaters at the Victorian All-States Reunion in 1982. Kind regards to all, Frank (Shorty) Wilson.

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THE WORLD VETERANS FEDERATION.

Australian ex-servicemen and women co-operate not only on the sub-branch, State, Federal and National levels but also on the International level--though regrettably not all that amount of news gets through very often about the international work that is done--to enable ex-servicemen with rehabilitation news, knowledge of what is being done in other countries, developments in treatment of war-caused disabilities; and, importantly, to help keep the peace for new and younger generations. This work is done through the World Veterans Federation-- which with major American support over the years, has its H.Q. in Paris.

For nearly a quarter century, Veterans leaders from 50 or more countries have met together every two or three years (usually in Europe) to get to know each other and discuss common interests--often forceably but also co-operatively. Very early, the Australian Air Force Association joined as did various other Australian Associations. However, the numerical strength of W.V.F. in Australia was lessened by the long-standing policy of the R.S.L. not to join--for various reasons which are a matter of history and perhaps not useful to recall. But this is to change; the very recent National Congress of the R.S.L. in Perth has decided that the R.S.L. should apply to join W.V.F. This follows discussion between the National Secretary of the R.S.L. (Bill Keys) and the Federal Secretary of the Air Force Association; and it means that Bill Keys of the R.S.L. will be joining Fred MacKay of the Armoured Corps, and Peter Alexander, Tom Marsh, Barry Brooke and Royce Neville all of the A.F.A. in Paris. That they travel there nearly all at their own expense is their tribute to the importance of the work of W.V.F.

W.V.F. has consultative status with U.N.O. and its members come from both sides of the World Wars and to some extent from both sides of the Iron Curtain. Egypt, Israel, Syria, India and Pakistan all send delegates to sit together and work in the interests of ex-servicemen--the footsloggers and the erks of all the world's forces.

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FOR N.S.W. MEMBERS.

I forward herewith my annual subscription for 1974, as follows:

Air Force Association--458 Sqd, branch	\$3-00 + 70c for Wings;
458 Squadron Association	1-00
458 Squadron News	75
Total	

Name.....

Address.....
