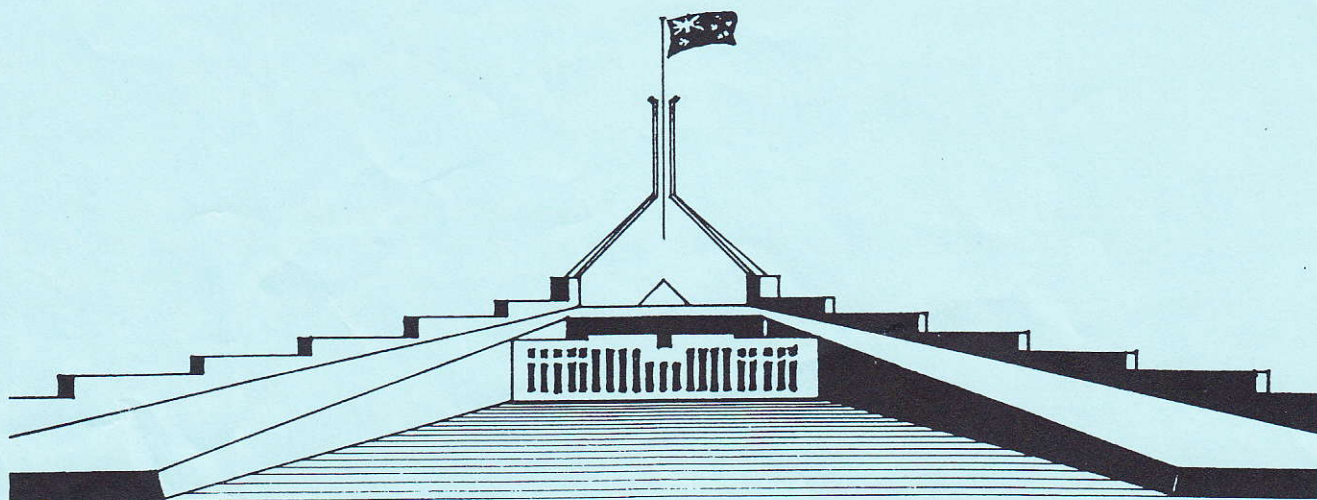


**WELCOME
TO**

CANBERRA



**458 SQUADRON RAAF
HOSTED BY THE N.S.W. FLIGHT**

458

REUNION PROGRAMME

SUNDAY

WELCOME TO YOU ALL, WE OF THE N.S.W. FLIGHT TRUST YOU WILL HAVE AN ENJOYABLE TIME WITH US AND YOUR MATES. PLEASE DON'T FORGET TO PICK UP YOUR NAME BADGE, SOME EVENTS REQUIRE THE PRODUCTION OF THE NAME BADGE FOR ADMISSION, ALSO IF THERE IS ANY MONEY OWING THEN WE WOULD BE PLEASED TO ACCEPT THIS AT THE CHECK-IN.

THE FUNCTION TO-NIGHT STARTS AT AROUND 6-30 P.M. AND CONTINUES THROUGH TO AROUND 8-30 P.M., BEER, SOFT DRINKS AND WHITE WINE WILL BE AVAILABLE, OTHER DRINKS WILL BE TO YOUR ACCOUNT, AS WILL ALL DRINKS AFTER 8-30 P.M.

IF THE WEATHER IS INCLEMENT THEN THE FUNCTION WILL BE HELD INDOORS.

MONDAY

COACHES WILL BE PICKING UP FROM THE FRONT OF THE MOTELS AT 9-00 A.M. FOR A TRIP AROUND CANBERRA, YOU WILL VISIT TELECOM TOWER, LAKESIDE, DUNTRON, THE EMBASSY AREA, YARRALUMLA AND THE HIGH COURT, FINISHING THE MORNING FOR LUNCH AT THE REGATTA POINT RESTAURANT, THIS IS A SHORT WALK FROM FLORIADE AND THE CANBERRA PLANNING CENTRE. DRINKS AT THE REGATTA LUNCH STOP ARE TO YOUR ACCOUNT. AND AT AROUND 3-30 P.M. BUSES WILL TAKE US TO OUR MOTELS.

TUESDAY

TO-DAY THERE WILL BE A MEMORIAL SERVICE AT THE WAR MEMORIAL AT 10-00 A.M., THE WREATH LAYING AND BUGLER WILL PLAY THE LAST POST, SO PLEASE WEAR YOUR MEDALS, AS THE WAR MEMORIAL IS A SHORT DISTANCE FROM THE MOTEL THERE WILL BE NO TRANSPORT, BUT THERE WILL BE PLENTY OF PRIVATE CARS FOR THOSE WHO CAN'T MAKE THE SHORT WALK.

THIS IS RECOGNISED AS ONE OF THE MOST FAMOUS WAR MEMORIALS IN THE WORLD AND IS WELL WORTH THE TIME SPENT IN BROWSING AROUND AT THE EXHIBITS BOTH OLD AND NEW. LUNCH CAN BE TAKEN AT THE CAFETERIA, OR BACK AT THE MOTEL.

WEDNESDAY

THERE WILL BE A 10-00 A.M. PICK UP AT THE MOTELS BY BUSES TO TAKE US TO NEW PARLIAMENT HOUSE, AFTER A LOOK AROUND THIS INTERESTING BUILDING A LIGHT LUNCH CAN BE TAKEN IN THE CAFETERIA, OR IF YOU PREFER, BUSES WILL PICK US UP AT 12-30 P.M. IN THE UNDERGROUND CAR PARK AND TAKE US OUT TO COCKINGTON GREEN, WHERE A LIGHT LUNCH CAN BE OBTAINED IN AN OLD ENGLISH PUB ATMOSPHERE THIS IS A MOST INTERESTING AREA, WITH A MINIATURE VILLAGE, MODEL TRAIN, GOLD CREEK GALLERY, GINIMDERRA VILLAGE AND OTHER ATTRACTIONS. PLEASE WEAR YOUR NAME BADGE HERE FOR ENTRY.

AROUND 3-30 P.M. BUSES WILL COLLECT US AND TAKE US BACK TO OUR RESPECTIVE MOTELS.

THURSDAY

TO-DAY IS OUR ALL DAY BARBECUE DAY, OUR COACHES WILL COLLECT US AT 9-00 A.M. AND WE WILL VISIT SOME OF THE OUTER AREAS OF CANBERRA, HISTORIC LANYON HOMESTEAD, TIDBINBILLA NATURE RESERVE, THE TRACKING STATION, (ONE OF THREE IN THE WORLD.) COTTER RESERVE AND MOUNT STROMLO OBSERVATORY.

WE WILL HAVE A COUNTRY STYLE BARBECUE WITH A FEW DRINKS IN THE RESERVE AND THEN RETURN BACK TO THE MOTELS AT AROUND 5-00 P.M.

FRIDAY

THIS WILL BE A RESTFULL DAY FOR ALL BUT THE SQUADRON CONFERENCE DELEGATES. OTHERS WILL BE ABLE TO TAKE A WALK DOWN TO CIVIC FOR THE ODD BIT OF SHOPPING OR PERHAPS A HAIRDO, THE SQUADRON CONFERENCE SHOULD CONCLUDE AT NOON.

THE SQUADRON FINAL DINNER WILL COMMENCE WITH PRE DINNER DRINKS ON THE TERRACE AND THEN WE WILL ADJOURN TO THE DINING ROOM FOR A THREE COURSE DINNER WITH DRINKS CONSISTING OF HOUSE WINE, SOFT DRINKS AND BEER, SHOULD YOU REQUIRE ANYTHING ELSE THEN THESE WILL BE TO YOUR ACCOUNT.

DURING THE DINNER THE RAFFLE WILL BE DRAWN AND THE THREE PRIZES GIVEN OUT, THANKS TO HARRY BAINES FOR THE WINES AND WE WOULD ALSO LIKE TO THANK BERT OLIVER FOR TWO DOZEN REDS AND TWO DOZENS WHITE WINES WHICH ADORN THE TABLES NOT FOR LOOKING AT EITHER, THANK YOU BOTH.

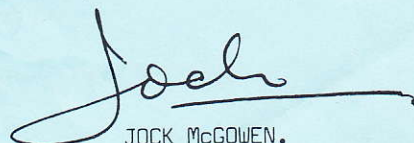
WE WILL HAVE A GUEST SPEAKER, WELL KNOWN TO ALL THE SQUADRON BOYS, HE WILL KEEP US ENTERTAINED FOR A WHILE TO BE SURE.

SATURDAY

TO-DAY IS GOOD BYE DAY, TO ALL THOSE BEAUT PEOPLE WHO MADE THIS RE-UNION SO SUCCESSFUL WE SAY THANKS FOR COMING, YOU HELPED US ENJOY OURSELVES AND IT WAS GREAT TO SEE YOU ALL AGAIN, SOME LOOKING A LITTLE OLDER NO DOUBT. SEE YOU ALL NEXT TIME, LOOK AFTER YOURSELVES, A SAFE JOURNEY HOME AND A HEALTHY 1995..

FINALLY LET ME SAY THANK YOU TO THE FOLLOWING PEOPLE FOR THEIR HELP IN GETTING THE RE-UNION ORGANISED. ERIC MUNKMAN, NOEL WALTER, GRAEME COOMBES, COL FEREDAY, GEOFF HYLES AND TOM MOORE FOR HIS ARTWORK CONTRIBUTIONS, LAST BUT NOT LEAST TO MY WIFE ANNE FOR PUTTING UP WITH THE MESS, THE TANTRUMS, THE BAD TEMPER, THE LACK OF USE OF THE DINING ROOM TABLE FOR NEARLY TWO + YEARS. AND HER SUPPORT TO ME.

THANKS TO YOU ONE AND ALL.



JOCK MCGOWEN.

9th. October 1994.

458

WHY CANBERRA ??, THE N.S.W. FLIGHT AFTER A LOT OF THOUGHT CONSIDERED CANBERRA TO BE THE BEST LOCATION FOR A REUNION, AS A MATTER OF INTEREST THIS WILL BE OUR THIRD VISIT TO THE CITY OF CANBERRA, AND THIS CITY IS NOW ONE OF THE LEADING TOURIST ATTRACTIONS IN AUSTRALIA. MANY OF OUR PEOPLE WILL NOT HAVE SEEN THIS FAIR CITY FOR MANY YEARS IF EVER, SO WE HOPE YOU AGREE WITH OUR CHOICE.

WE HAD TROUBLE WITH ACCOMODATION IT WAS JUST NOT POSSIBLE TO FIND A MOTEL THAT COULD PUT US ALL UNDER THE ONE ROOF, THAT IS AT A PRICE WE COULD AFFORD SO IT BECAME NECESSARY TO DIVIDE THE GROUP, THIS DECISION WAS ONLY MADE AFTER CAREFUL THOUGHT.

WE WILL USE OLIMS HOTEL/MOTEL FOR OUR HEADQUARTERS AND THE ACACIA MOTEL WHICH IS JUST DOWN THE ROAD, EVEN ERIC AND I CAN WALK IT IN 6 MINUTES, AND ERIC HAS NOT LONG HAD A KNEE REPLACEMENT !!. NO MEALS OR LICENCE AT THE ACACIA, BUT THERE ARE SO MANY PLEASANT AREAS AT OLIMS THAT THOSE WHO FEEL LIKE A DROP OF THE DOINGS OR FOOD WILL BE HAPPY TO WALK THE DISTANCE. BOTH MOTELS HAVE EXTENSIVE CAR PARKS, SOME ARE EVEN COVERED AT THE ACACIA.

BOTH MOTELS ARE ON AINSLIE AVENUE AND BY WALKING STRAIGHT DOWN THIS AVENUE, ABOUT A MILE BRINGS YOU RIGHT INTO CIVIC WHICH IS THE OLDEST AREA OF CANBERRA, BUT IS NOW BEEN UPGRADED TO A REALLY MODERN SHOPPING AREA WHICH HAS ALL THE TYPES OF MODERN SHOPS THAT A GIRLS HEART COULD DESIRE.

WE WILL ALL BE HONARARY MEMBERS OF THE AINSLIE FOOTBALL CLUB, THIS CLUB IS ABOUT 2 k.m. WALK FROM OLIMS PROBABLY A BIT FAR TO WALK, BUT WE ASSURE YOU THE SERVICE AND FOOD AT THE CLUB IS FIRST RATE, THERE ARE PLENTY OF POKER MACHINE IF ONE FEELS LIKE A FLUTTER, A GREAT PLACE HIGHLY RECOMMENDED.

WE GAVE MUCH THOUGHT TO THE ACTIVITIES, TRY AS WE COULD IT BECAME MORE DIFFICULT AS WE WENT ALONG TO FIT IN WHAT WE WOULD HAVE LIKED TO FIT IT, SO WE MADE OUR CHOICES AND THEN LEFT YOU TIME TO HAVE A LOOK AROUND ON YOUR OWN, THERE IS A BUS CALLED THE CANBERRA EXPLORER AND THIS DOES TRIPS AROUND CANBERRA, DROPPING OFF AT MANY POINTS AND PICKING UP AGAIN IN 1 HOURS TIME, IT LEAVES THE FRONT OF OLIMS AT 10.59 a.m. AND THEN ON THE SAME HOUR TIME THROUGHOUT THE DAY UNTIL 4.59 p.m., IT TAKES IN SOME 19 POINTS OF INTEREST.

WE LIST HERE SOME OF THE PLACES OF INTEREST WHICH COULD BE ON YOUR SCHEDULE TO VISIT :-

OLD PARLIAMENT HOUSE	THE MINT	THE FILMARCHIVES	NATIONAL MUSEUM
NATIONAL LIBRARY	THE SPORTS ACADAMY	THE CARILLON	THE NATIONAL GALLERY
THE SCIENCE MUSEUM	HIGH COURT	CAPTAIN COOK FOUNTAIN	LAKE BURLEY GRIFFIN CRUISE

AND MANY OTHERS, WHEN YOU ARRIVE THERE WILL BE DETAILED INFORMATION FROM THE TOURIST COMMISSION IN YOUR ROOM. AND DONT FORGET IF YOU ARE SO INCLINED THERE IS THE CASINO, THIS IS AN EVENING AFFAIR AND MAYBE YOU COULD PAY FOR THE TRIP BY HAVING A LITTLE GAMBLE.

AN IMPORTANT POINT IS THE WEATHER, WE HAVE HAD A TALK WITH THE WEATHER PEOPLE IN CANBERRA AND THEY GIVE US THIS INFORMATION FOR EARLY OCTOBER 1994:-

IT CAN BE EXPECTED TO BE COLD IN THE EVENINGS, AVERAGE DAILY TEMPERATURES WILL BE AROUND 16 to 18 C A MAXIMUM AS HIGH AS 19.C, AS IT IS SPRING TIME THERE COULD BE SOME SHOWERS, SO BRING A RAIN COAT JUST IN CASE AND A WOOLEY JUMPER.

BELOW WE WILL GIVE YOU A SMALL MAP OF THE GENERAL OUTLAY SO YOU KNOW WHERE TO HEAD FOR WHEN YOU ARRIVE, NOT HARD TO FIND REALLY, COMING IN FROM MELBOURNE/ADELAIDE ANDSYDNEY, YOU COME DOWN THE NORTHBORNE AVENUE AND THAT IS ABOUT IT, ANYWAY LOOK AT THE MAP.

SHOULD YOU REQUIRE MOTEL ACCOMODATION BEFORE THE START OF THE RE-UNION OR AFTER WE WILL REQUEST IT FOR YOU BUT THERE IS NO PROMISE THAT WE CAN HELP AS WE HAVE INDICATED TO YOU EARLIER ACCOMODATION IS PRETTY DIFFICULT AT THIS TIME IN CANBERRA, WE WILL ONLY TRY WITH THE TWO MOTELS THAT WE ARE USING BUT PLEASE DO NOT ASK US TO LOOK FOR ACCOMODATION AT OTHER MOTELS, THE N.R.M.A. WILL HELP YOU THERE.

WHEN WE RETURN YOUR RECEIPT WE WILL SEND YOU A SMALL MAP OF CANBERRA, THIS WILL HIGHLIGHT THE POSITION OF OUR TWO MOTELS, WITH REGARD TO THE ROADS IN FROM THE SOUTH AND THE NORTH, SHOW THE AIRPORT AND RAILWAY STATION AS WELL AS THE COACH TERMINALS.

IF YOU NEED MORE HELP OR DETAILS, PHONE UP JOCK MCGOWEN ON (02) 502 1689 or ERIC MUNKMAN ON (02) 451 0824

it is later than you think so come along and join us with your mates.

we hope we have given you enough detail to help you with your decision to join us.

★ SUNDAY 9th. OCTOBER 1994.

ARRIVAL WILL BE FOR MOST PEOPLE AFTER LUNCH THIS DAY. RECEPTION WILL BE IN THE RECEPTION AREA OF THE OLIMS HOTEL/MOTEL, THERE YOU WILL BE GREETED BY SOME OF OUR N.S.W. LADIES, YOU WILL GET YOUR NAME BADGES, AND IF ANY MONEY IS DUE TO US WE WOULD ASK YOU TO PAY HERE, YOU WILL ALSO BE SUPPLIED WITH DETAILS OF YOUR MOTEL AND GIVEN THE NECESSARY DIRECTIONS.

STARTING AT 6.00p.m. / 6.30 p.m. WILL BE THE MEET YOUR MATES FUNCTION, THIS WILL BE HELD OUTSIDE IN THE GARDEN, WEATHER PERMITTING, SHOULD IT BE INCLEMENT WEATHER, WE WILL COME INSIDE TO A LARGE ENTERTAINMENT AREA, THIS FUNCTION SHOULD CONCLUDE AT ABOUT 8.30 p.m. BUT SHOULD YOU WISH TO CONTINUE THE BARS WILL BE OPEN AND THE BEER COLD.

★ MONDAY 10th. OCTOBER 1994.

TO-DAY WE WILL DEPART FROM THE FRONT OF OLIMS HOTEL/MOTEL IN COACHES, THESE WILL BE FULLY EQUIPPED, AND WE WILL DO A TOUR OF CANBERRA, WHICH IS AN INTERESTING CITY. WE WILL DEPART AT 9.00a.m. IN ORDER TO HAVE THE TIME TO FILL IN ALL OF OUR ACTIVITIES THIS DAY, WE WILL TAKE IN THE TELECOM TOWER, LAKESIDE, DUNTRON, THE EMBASSY AREA, YARRALUMLA, HIGH COURT, AND WE WILL FINISH UP FOR LUNCH AT RAGATTA POINT, WHERE A VERY NICE LUNCH WILL BE SUPPLIED, WE CAN THEN LOOK AT FLORIADE AND THE CANBERRA PLANNING CENTRE. SOMEWHERE ABOUT 3.00 p.m. WILL RETURN TO OUR HOTELS BY BUS. THIS SHOULD BE AN INTERESTING DAY AND WILL GIVE THOSE WHO HAVE NOT VISITED CANBERRA EVER OR EVEN FOR A LONG TIME, IT SHOULD LIVE IN OUR MEMORIES.

★ TUESDAY 11th. OCTOBER 1994.

AT 10.00 a.m. THIS MORNING WE WILL HAVE A MEMORIAL AND WREATH LAYING CEREMONY AT THE WAR MEMORIAL, OUR PRESIDENT STAN LONGHURST WILL LAY THE WREATH AND PETER ALEXANDER WILL MAKE A SHORT SPEECH ILLUSTRATING THE SQUADRON HISTORY IN ITS WAR YEARS, THERE WILL BE BUGLER FOR THE LAST POST, AND ALL MEMBERS AND WIDOWS ARE REQUESTED TO WEAR THEIR MEDALS.

AFTER THIS EVENT THERE WILL BE AS MUCH TIME AS YOU WANT TO LOOK AROUND OUR WORLD FAMOUS MEMORIAL TO OUR WAR HEROES. LUNCH CAN BE OBTAINED AT THE WAR MEMORIAL IF REQUIRED OR BACK AT THE HOTEL. THE WAR MEMORIAL IS ONLY 1.5 Km. FROM THE HOTEL OR THERE WILL BE PLENTY OF PRIVATE CARS AVAILABLE FOR TRANSPORT, IT WAS JUST NOT POSSIBLE TO ARRANGE A BUS DUE TO THE VARIOUS TIMES THAT MEMBERS WILL LEAVE THE MEMORIAL.

★ WEDNESDAY 12th. OCTOBER 1994.

ANOTHER 10.00 a.m. PICK UP AT OLIMS MOTEL/HOTEL TO TAKE US TO NEW PARLIAMENT HOUSE, A LIGHT EARLY LUNCH CAN BE OBTAINED AT PARLIAMENT HOUSE, OR AT 12.30 p.m. WE WILL HAVE TRANSPORT TO TAKE US OUT TO COCKINGTON GREEN, WHERE A LUNCH CAN BE OBTAINED AND FOR THOSE WHO PREFER IT AN OLD ENGLISH PUB, IT IS GREAT, ALSO AT THERE ARE OTHER ATTRACTIONS IN THE SAME AREA, A MODEL TRAIN AND GINNINDERRA CRAFT CENTRE, FEDERATION SQUARE, THE DINOSAUR MUSEUM AND AS MENTIONED EARLIER THE OLD ENGLISH PUB. YOUR PAYMENT WILL INCLUDE ENTRY INTO COCKINGTON GREEN BUT DOES NOT INCLUDE LUNCH, AN INTERESTING OUTING TO BE SURE. WE WILL THEN HAVE BUSES TO TAKE US BACK TO THE HOTEL.

★ THURSDAY 13th. OCTOBER 1994.

WE WILL DEPART FROM OLIMS AT 9.00 a.m. FOR WHAT WILL TAKE IN AN INTERESTING TRIP. IN THE BACK BLOCKS OF CANBERRA, WE WILL VISIT THE HISTORIC LANYON HOMESTEAD, TIDBINBILLA NATURE RESERVE, THE TRACKING STATION, (ONE OF THREE IN THE WORLD.), COTTER RESERVE AND THE MOUNT STROMLO OBSERVATORY, DURING THIS TOUR WE WILL TAKE IN A BEAUT BARBECUE LUNCH WITH A DRINK OR TWO IN THE NATURE RESERVE WHERE WE WILL HAVE ALL THE NECESSARY CREATURE COMFORTS !! WE WILL THEN RETURN TO THE HOTEL AT ABOUT 5.00 p.m.,

★ FRIDAY 14th. OCTOBER 1994.

TO-DAY WILL BE A PRETTY EASY RESTFULL DAY, THERE WILL BE SOME WHO WILL LIKE A GAME OF GOLF, OTHERS WILL NO DOUBT WANT TO DO A TRIP AROUND UNDER THEIR OWN STEAM, AND OF COURSE MOST OF THE LADIES WILL WANT TO GET A HAIRDO FOR THE EVENING DINNER. THE SQUADRON CONFERENCE WILL TAKE PLACE IN THE MORNING FOR THE NOMINATED DELEGATES, THIS SHOULD FINISH BY AROUND LUNCHTIME. THEN WE HAVE THE SQUADRON DINNER THIS WILL COMMENCE WITH PRE DINNER DRINKS ON THE TERRACE AND WILL BE FOLLOWED BY A THREE COURSE MEAL, THERE WILL BE A MENU CHOICE AND THIS WILL BE MADE KNOWN AT THE TIME YOU BOOK IN, DRINKS WILL BE SERVED, BEER, HOUSE WINES AND SOFT DRINKS WITH ORANGE JUICE IF REQUIRED, OTHER DRINKS WILL BE AVAILABLE AT YOUR COST. WE ARE SURE THAT THIS WILL BE AFITTING FINAL TO GREAT WEEK AND WE WILL HAVE A GUEST SPEAKER WHO IS WELL KNOWN TO ALL THE OLD SQUADRON IDENTITIES AND HE SHOULD BE VERY INTERESTING, NO DOUBT TELLING US THINGS WE HAVE NEVER HEARD ABOUT THE SQUADRON IN THE MIDDLE EAST.

★ SATURDAY 15th, OCTOBER 1994.

TO-DAY IS GOOD BYE DAY, WE HAVE BEEN SO PLEASED TO HAVE YOU WITH US, AND HAVE ENJOYED YOUR COMPANY AND LISTENING TO THOSE STORIES WE HAVE HEARD SO OFTEN, NEVER REALLY BELEIVED THEM BUT THEY WERE GOOD JUST THE SAME. BEST WISHES AND LOVE TO YOU ALL.

FOR THE N.S.W. COMMITTEE FROM ERIC

AND JOCK

15-10-1994

458 ORIGINALS

THE ORIGINAL MEMBERS OF 458 SQUADRON R.A.A.F.,

FORMED AT WILLIAMTOWN R.A.A.F. BASE N.S.W. on 8th. JULY 1941.

departed WILLIAMTOWN 4-30 a.m. BY BUS AND TRAIN 8th. August 1941.

departed SYDNEY by R.M.S.AWATEA at 4-00 P.M. the same day for

AUKLAND, FIJI, VANCOUVER, HALIFAX and LIVERPOOL U.K.

then by various R.A.F. Stations to HOLME ON SPALDING MOORE YORKSHIRE.

where the Squadron became operational under W.Cdr Mulholland D.F.C.

our first operation was against German Targets on the night of 20th. October 1941.

1.	ANGOVE R.C.	"DOC:	MEDICAL OFFICER
2.	* POWER A.R.	"BUTCH"	STORES CLERK
3.	HAMILTON BILL		PAY CLERK.
4.	* BAX JOHN		STORES CLERK.
5.	HUTTON BRIAN	"CRUTCHIE"	PHOTOGRAPHER.
6.	* BALMER GORDON.	"BUSTER"	PHOTOGRAPHER.
7.	RAY FRED	"PAPPIE"	ELECTRICIAN.
8.	CATT TOM		ELECTRICIAN.
9.	GIBSON A.M.	"HOOT.	ELECTRICIAN.
10.	KELLY	"NED"	ELECTRICIAN.
11.	* KESSLER DAVE		ELECTRICIAN.
12.	McRAE C.W.	"RED"	ELECTRICIAN
13.	SILBEREISEN LOU.	"SILVER"	ELECTRICIAN.
14.	PALMER JIM	"BALDY"	ELECTRICIAN
15.	GRUBB GEOFF		ELECTRICIAN.
16.	TILLOCK CLIFF		ELECTRICIAN.
17.	* O'LEARY TED	"ACE"	ELECTRICIAN.
18.	CATTANACK DICK		ELECTRICIAN.
19.	PIGGFORD P.	"PIGGY"	ELECTRICIAN.
20.	* POLLOCK BOB.	"POLLY"	ELECTRICIAN.
21.	* TREWATHA N.	"LOFTY"	FITTER IIE.
22.	* WHITE MURRAY	"WHITEY"	FITTER IIE
23.	* WILSON	"SHORTY"	FITTER IIE.
24.	* STROM FREDDIE.	"STROMMY"	FITTER IIE.
25.	STONE A.L.	"TONY"	INSTRUMENT MAKER.
26.	McGOWEN ATHOL	"JOCK"	INSTRUMENT MAKER.
27.	STEWART LEN.	"BINGI"	INSTRUMENT MAKER.
28.	QUIGLEY JACK.	"QUIG."	INSTRUMENT MAKER.
29.	* DRAYSEY COLIN	"DRAYS."	INSTRUMENT MAKER.
30.	HYLES GEOFF.		INSTRUMENT MAKER.
31.	* GRIFFITHS NOEL.	"TICH"	INSTRUMENT MAKER.
32.	McKENZIE JACK		PAY CLERK.
33.	* USHER RON.		STORES CLERK.
34.	DAVIES	"JUNIOR"	MOTOR TRANSPORT.
35.	* OSBEISTON N.	"OSSIE"	
36.	MELLOR R.W.	"RED"	ORDERLY ROOM.
37.	WILSON JACK		ARMOURER.
38.	STARTON or ROBINSON.	(left draft in Canada with ear problems.)	
39.	MUNKMAN ERIC	"MONKO."	ORDERLY ROOM.

MANY OF THESE ORIGINAL MEMBERS STAYED WITH 458
RIGHT THROUGH TILL THE SQUADRON DISBANDED IN GIBRALTAR IN 1945.

FREDDIE STROM WENT ON TO GO TO GERMANY WITH THE OCCUPATION FORCES.

NO DOUBT THERE ARE OTHERS WHO HAVE PASSED ON, THEIR NAMES ARE NOT KNOWN AT THIS PRINTING.

Jock McGowen,

9th. October 1994.

SOME OF THE IDENTITIES OF 458 SQUADRON.
MY THANKS TO BOTH MELBOURNE AND ADELAIDE
FOR THEIR ADDITIONS TO THE OCTOBER 1987 LIST.

Jock McGowen 1994.

ANGOVE doc
ARCHBOLD boong
ANDERSON bruno
BAIRD ceasar
BALMER buster
BAKER tear arse
BAKER black jack
BAKER red jack
BARTLETT goldie
BATTON flash
BIRD tweetie
BOTH boozie
BOYER charles
BAILEY faffy
BEER bum bum
BARLOW snow
BROWN sweet pea
BROWN scoop
BRAIN curley
CONWAY ding
CUGLEY ugley
CHALMERS lofty
CURRINGTON trapper
CARPENTER nundy
COOPER ppppy
CAREY little digger
COBB cobby
DANIELS donga
W/COR.DOWLING dicer
DAVIES junior
DEAN dizzy
DRAYSEY drays
EDWARDS sharkey
FABIAN champ
FIRTH bluey
FOOTE massa
FENNELL snowy
FIDDES gentleman welder
FLEMING the white wog
GRIFFITHS tich
GILES farmer
GLASSFORD tony
GANNAWAY moya
GARLAND judy
GEDDES mum
GRIGSBY pops
GALE windy
GIBSON hoot
GORE snowy
HUTTON crutchie
HAMMOND slappy
HOLLAND dutchy
HOPEWELL hash knife
HENRY boong
HANSELL tex
HOLMES hydraulic jack
LOU JOHNSTON johnno
JENKINS matron
JEWELL pedro
KELLY ned

BLESS EM ALL

Le GRAND frenchie
LEWIS HUGHES pop
LAMING the little king
LOVE topaz
LYNDON olod
LOCKHART locky
LONG shorty
BRUCE McKENZIE the colonel
RODNEY McKAY the big dig
MANN otto
McCARATHY unk
McRAE red
MARTIN yank
MELLOR red
MERCER chico
MERIDITH pud
MILLAR dusty
MUNKMAN monko
McLAREN porridge
McGOWEN jock
MILES trapper jack
NATION pop
NOBBS nobby
O'CONNOR curley
O'LEARY ace
ORCHARD orch
OSBEISTON ossie
POWER butch/bubbles
PIGGOTT pontoony
PIGGOTT snowy
PURCILL rinso
PERKINS polly/pedal wireless
PRICE cut
PARKIN horsey
PRIOR uncle dick
PALMER baldie
QUIGLEY quig
RAE pappy
RAVENSCROFT smiler
RODWELL / RABONE the terrible twins
RICHARDSON boof
RUSSELL tubby
RHODES dusty
STAVELEY skeeta
STEWART bingi
STONE tony
SLATER snowy
SMITH slim
STROM strommy
SINGE the chow
SILBEREISEN silver
TREWATHA lofty
TAYLOR two pot/ toosie
TARCZYNSKI tarz
THOMAS flash
TAYLOR shorty
VALE the black panther
WOOD timber
WILSON shorty
WURR woozle
WHEELER trike
WARREN spider
WHITE whitey
WATTS digger

ARTICLE XV SQUADRONS

TAKEN FROM AN ARTICLE BY LEN BARTON ex 458 SQUADRON R.A.A.F.
A FELLOW OF THE N.S.W. HISTORICAL SOCIETY.

WHEN THE SECOND WORLD WAR COMMENCED THERE WERE LESS THAN 5000 MEN IN THE R.A.A.F., MADE UP OF PERMANENT AIR FORCE, CITIZEN AIR FORCE AND THE AIR FORCE RESERVE, WITH A TOTAL COMBAT STRENGTH OF 10 SQUADRONS. WHEN THE WAR FINISHED THERE WERE 154,511 MEN ON STRENGTH WITH 74 SQUADRONS- 20 OF THESE WERE OUTSIDE THE OPERATIONAL CONTROL OF THE R.A.A.F. AND THESE 20 SQUADRONS WERE KNOWN AS " THE ARTICLE XV SQUADRONS."

THE INFORMATION GIVEN HERE IS A BRIEF OUTLINE OF THE VARIOUS UNITS, AS MANY EVEN AT THIS LATE STAGE HAVE NEVER REALLY HEARD WHAT THE ARTICLE XV SQUADRONS DID AND FLEW DURING THE WAR AND WHERE THEY OPERATED FROM.

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- ➔ No. 10 SQUADRON. PROBABLY ONE OF THE BEST KNOWN OF THE R.A.A.F. WAR TIME SQUADRONS, IN ENGLAND AT THE OUT BREAK OF WAR TO COLLECT SUNDERLAND FLYING BOATS FOR USE IN AUSTRALIAN WATERS, LOANED TO ENGLAND FOR THE DURATION BY THE AUSTRALIAN GOVERNMENT, No.10 HAD A FINE RECORD.
 - ➔ No. 3 SQUADRON. DESPATCHED TO THE MIDDLE EAST TO OPERATE AS ARMY CO-OPERATION WITH THE 6TH. DIVISION A.I.F., THEY OPERATED WITH KITTY HAWKS AND FLEW THROUGHOUT THE WHOLE OF THE MIDDLE EAST AND ITALY, BUILDING UP A FINE RECORD AS FIGHTER BOMBERS.
 - ➔ No.1. AIR AMBULANCE. FORMED IN THE MIDDLE EAST EARLY IN THE WAR TO ASSIST WITH WOUNDED FROM THE 6th. DIVISION, FLYING D.H. 86 AIRLINERS, BRISTOL BOMBAYS AND LATER ON LOCKHEED LODESTARS THEY OPERATED EXTENSIVELY THROUGHOUT THE MIDDLE EAST AREA.

UNDER THE TERMS OF THE ARTICLE XV SCHEME IT WAS AGREED THAT AUSTRALIA WOULD SUPPLY AIR AND GROUND CREW FOR ANOTHER 18 SQUADRONS, TO MAKE UP THE 20 AS AGREED TO EARLIER, AIR AMBULANCE BEING A NON COMBAT SQUADRON, WERE NOT TAKEN INTO THE COUNT OF THE 20 SQUADRONS, THESE SQUADRONS WERE TO BE KNOWN AS 450 R.A.A.F SQUADRON THROUGH TO 467 R.A.A.F SQUADRON AND WERE TO SERVE UNDER R.A.F. COMMAND.

THESE SQUADRONS WERE ALSO KNOWN AS " INFILTRATED SQUADRONS," AND ONLY TWO OF THE SQUADRONS WERE WHOLLY AUSTRALIAN THEY WERE 450 AND 451, THE OTHERS HAVING SUBSTANTIAL AUSTRALIAN CONTENT WHERE IT WAS POSSIBLE, THE BALANCE BEING MADE UP OF R.A.F. PERSONEL.

-
- ➔ No. 450 SQUADRON. THIS WAS THE FIRST OF THE ARTICLE XV SQUADRONS AND STARTED LIFE FLYING HURRICANES IN SYRIA. IN EARLY 1942 THE SQUADRON WAS RE EQUIPED WITH KITTYHAWKS AND QUICKLY BECAME KNOWN AS THE " DESERT HARRASSERS.", A NAME THEY RETAINED DURING THEIR SERVICE THROUGHOUT THE WESTERN DESERT, TUNISIA, SICILY AND LATER ON ITALY.
 - ➔ No. 451 SQUADRON. JULY-AUGUST 1941, SAW THIS SQUADRON START OPERATIONS, FLYING HURRACANES THEY OPERATED FOR THE TOBRUCK GARRISON. LATER THEY RE-EQUIPPED WITH SPITFIRES, Mk V, Mk IX and LATER ON Mk XVI, THE SQUADRON OPERATED FROM CORSICA AND TOOK PART IN THE INVASION OF SOUTHERN FRANCE, AFTER ALL THESE OPERATIONS THE SQUADRON WAS TRANSFERRED TO UNITED KINGDOM, HERE THEY OPERATED AS FIGHTER BOMBERS, OPERATING PARTICULARLY AGAINST ROCKET SITES IN EUROPE.
 - ➔ No. 452 SQUADRON. FORMED IN THE UNITED KINGDOM FLYING SPITFIRES Mk IIA, THE SQUADRON OPERATED IN THE EUROPEAN THEATRE UNTIL IT WAS TRANSFERRED BACK TO AUSTRALIA IN JUNE 1942, TO TAKE PART IN THE DEFENCE OF DARWIN, AND LATER TARAAN AND BALIKPAPAN.
 - ➔ No. 453 SQUADRON. FORMED AT BANKSTOWN N.S.W. THIS SQUADRON LEFT AUSTRALIA FOR SINGAPORE IN AUGUST 1941. HERE THEY WERE EQUIPPED WITH BREWSTER BUFFALOS, WHICH WHEN THEY WERE CONFRONTED WITH THE JAPANESE ZEROS THEY WERE LITERALLY " SHOT OUT OF SKY." THE UNIT WAS EVACUATED TO JAVA, AND THEN RETURNED TO AUSTRALIA WHERE IT WAS DISBANDED.

THE SQUADRON WAS REFORMED IN UNITED KINGDOM, IN SCOTLAND AND WAS FLYING SPITFIRE MkVB LATER ON FLYING SPITFIRE IXE, THEY OPERATED OVER AND ON THE CONTINENT WITH 451 AND LATER ON IN GERMANY, IN JANUARY 1946 THE SQUADRON WAS DISBANDED.

- ➔ No. 454 SQUADRON. IN APRIL 1941 GROUND STAFF WERE SENT TO UNITED KINGDOM TO FORM 454 SQUADRON BUT DUE TO MASSIVE CHANGE IN PLANS THESE MEN WERE REDIRECTED TO MALAYA TO JOIN UP WITH THE ILL FATED 453 SQUADRON. 454 WAS TO BE REFORMED IN THE MIDDLE EAST, AS A LIGHT BOMBER SQUADRON, BASED IN IRAQ THEY WERE FLYING BALTIMORES, LATER IT WAS TRANSFERRED TO THE WESTERN DESERT, AND WAS GROUPED TOGETHER WITH 459 SQUADRON AND OPERATED AS THE DESERT AIR FORCE, FLYING OUT OF ITALY.
- ➔ No. 455 SQUADRON. FORMED IN MID 1941 IN THE UNITED KINGDOM AND FLYING HAMPDENS, RETRAINED FOR TORPEDO DROPPING THEY JOINED COASTAL COMMAND. IN SEPTEMBER 1942 SIXTEEN AIRCRAFT WITH GROUND AND AIRCREW FLEW TO MURMANSK IN RUSSIA, WHERE THEY TRAINED THE RUSSIANS IN THE USE OF THE AIRCRAFT, WHICH WERE LEFT IN RUSSIA WHEN THE CREWS RETURNED TO ENGLAND IN DECEMBER. THE SQUADRON CONVERTED TO BEAUFIGHTERS AND OPERATED IN AN ANTI SHIPPING ROLE UNTIL THE EUROPEAN WAR FINISHED.
- ➔ No. 456 SQUADRON. FORMED AS A NIGHT FIGHTER SQUADRON WITH BRISTOL BEAUFIGHTERS AND THEIR JOB WAS THE INTERCEPTION OF GERMAN RAIDERS HEADING FOR THE INDUSTRIAL AREAS OF NORTHERN ENGLAND. THE SQUADRON WAS REARMED WITH MOSQUITOS WHICH WERE RADAR EQUIPPED AND TRANSFERRED TO THE SOUTH OF ENGLAND WHERE THEY OPERATED AGAINST ENEMY AIRFIELDS AND COMMUNICATIONS. DURING THE SUMMER OF 1943 THE SQUADRON JOINED FORCES WITH OTHER SQUADRONS AND TOOK PART IN LONG RANGE SWEEPS OVER THE BAY OF BISCAY, MAINLY DIRECTED AT JU 88's. THE SQUADRON THEN OPERATED WITH NIGHT FIGHTERS AND SPENT MUCH TIME ATTACKING FLYING BOMBS. IN DECEMBER 1944 THE SQUADRON WAS AGAIN RE-EQUIPPED WITH MOSQUITO XXX'S AND THEY CONTINUED TO OPERATE AS A BOMBER SUPPORT UNIT UNTIL THE END OF THE WAR.
- ➔ No. 457 SQUADRON. FORMED AS A SPITFIRE SQUADRON, THEY BECAME OPERATIONAL FROM THE ISLE OF MAN ABOUT AUGUST 1941, HAVING DONE RATHER TEDIOUS PATROLS FOR MANY MONTHS THE SQUADRON WAS SHIFTED TO REDHILL AND JOINED UP WITH No.11 GROUP FIGHTER COMMAND, THEY THEN SAW CONSIDERABLE ACTION AGAINST THE ENEMY. THE SQUADRON WAS WITHDRAWN FROM ACTION AND TRANSFERRED TO DARWIN FOR THE DEFENCE OF THAT AREA, HERE OF COURSE THEY JOINED 452 SQUADRON. AFTER SOME TIME IN DARWIN THE UNIT WAS MOVED TO THE DEFENCE OF PERTH. IN JUNE 1945 THEY MOVED TO LABUAN AND OPERATED IN SUPPORT OF THE 9th. DIVISION A.I.F.
- ➔ No.458 SQUADRON. FORMED AT WILLIAMTOWN N.S.W. IN JULY 1941, THE ORIGINAL GROUND CREW WERE TAKEN FROM A LARGE GROUP OF AIRMEN THAT WERE COLLECTED TOGETHER PENDING EMBARKATION TO UNITED KINGDOM, THE ORIGINAL 39 MEMBERS LEFT IN AUGUST 1941, VIA N.Z., FIJI AND CANADA TO THE U.K. THE SQUADRON WAS FORMED AT HOLME ON SPALDING MOOR IN EAST YORKSHIRE IN SEPTEMBER 1941 AND EQUIPPED WITH Mk IV WELLINGTONS WITH PRATT AND WHITNEY ENGINES COMMENCED BOMBING OPERATIONS OVER EUROPE IN OCTOBER. RE-EQUIPPED WITH WELLINGTON Mk 1C's WITH PEGASUS MOTORS THE SQUADRON WAS POSTED TO THE MIDDLE EAST, BY THE TIME THE GROUND CREW FINALLY ARRIVED BY SEA, THE SQUADRON WAS VIRTUALLY NON EXISTANT BUT WITH THE EFFORTS OF AIR MARSHAL " DICKY" WILLIAMS IT WAS REFORMED AT SHALLUFA WITH Mk VIII MACHINES AND TRAINED FOR TORPEDO DROPPING. THE SQUADRON THEN MOVED AROUND THE MIDDLE EAST OPERATING FROM EGYPT, TUNISIA, MALTA, ALGERIA, SICILY, SARDINIA, CORSICA, THE SOUTH OF FRANCE, ITALY AND FINALLY IN GIBRALTAR AT THIS STAGE THEY WERE FLYING LEIGH LIGHT MkXIV WELLINGTONS, THE SQUADRON WAS FINALLY DISBANDED ON 9th. JUNE 1945, SOME 4 YEARS AFTER BEING FOUNDED.
- ➔ No. 459 SQUADRON. ORIGINALLY PROPOSED AS A FLYING BOAT SQUADRON, THIS DID NEVER EVENTUATE, THE SQUADRON WAS FINALLY OPERATIONAL WITH 2 HUDSONS AND 4 BLENHEIMS ON 10th. FEBRUARY 1942. A FURTHER 12 HUDSONS WERE EVENTUALLY ADDED TO THE SQUADRON STRENGTH. THE SQUADRON OPERATED FROM ADEN, StJEAN IN PALESTINE AND CYPROS AND CYRENAICA AND ALSO LYDDA IN PALESTINE. IN JANUARY 1944 THE SQUADRON CONVERTED TO VENTURAS, NOT WITHOUT MANY PROBLEMS, SO MUCH SO THAT IN JULY THE CONVERSION WAS MADE TO BALTIMORES, AND THEN DID ANTI SHIPPING PATROLS IN THE GREEK ISLANDS. IN FEBRUARY 1945 THE SQUADRON TRANSFERRED TO THE UNITED KINGDOM WITH THE INTENTION OF CONVERTING TO Mk XIV LEIGH LIGHT WELLINGTONS, THIS DID NOT EVENTUATE AND THE SQUADRON WAS EVENTUALLY DISBANDED ON 10th. APRIL 1945.
- ➔ No. 460 SQUADRON. FORMED IN UNITED KINGDOM LATE IN 1941, USING CREWS TAKEN FROM 458 SQUADRON WHO WERE OPERATING FROM A NEARBY AIRFIELD, OPERATIONS COMMENCED WITH MINE LAYING AND BOMBING MISSIONS. IN SEPTEMBER 1942 THE SQUADRON RE EQUIPPED WITH LANCASTERS AND WAS NOW BASED AT BINBROOK OPERATIONS CONTINUED AGAINST TARGETS IN GERMANY AND ITALY. BY APRIL 1945, 460 HAD ACHIEVED A TOTAL OF OVER 5000 SORTIES AGAINST THE ENEMY, AND FOR THE LAST 10 DAYS OF THE WAR BROUGHT PRISONERS OF WAR BACK TO U.K. IT WAS DISBANDED ON 4th OCTOBER 1945

- 3 -

- ➔ No. 461 SQUADRON. FORMED DURING APRIL 1942 AND EQUIPPED WITH SUNDERLAND FLYING BOATS, BY THE END OF JULY THE SQUADRON WAS FULLY OPERATIONAL AND WAS FLYING SORTIES OVER THE BAY OF BISCAY. BOTH 461 AND 10 SQUADRON HAD FITTED EXTRA MACHINE GUNS TO THEIR AIRCRAFT AND THIS LED THE LUFTWAFFE TO CALL THE SUNDERLANDS " FLYING PORCUPINES."
WHEN THE U BOAT BASES WERE OVERUN BY THE INVADING ALLIES THE U BOATS SHIFTED THEIR BASES TO NORWAY, THIS GAVE 461 A GREAT OPPORTUNITY TO ATTACK THE SUBMARINES.
AFTER THE SURRENDER OF GERMANY THE SQUADRON CONTINUED OPERATIONS, AND WAS FINALLY DISBANDED ON 4th. JUNE 1945.
- ➔ No. 462. SQUADRON. FORMED ON 6th. SEPTEMBER 1942 AT FAYED IN EGYPT, BY THE AMALGAMATION OF No. 76 AND No. 10 SQUADRONS R.A.F., THE SQUADRON WAS FLYING HALIFAX'S, AND OPERATED OVER THE MIDDLE EAST AREA. DESPITE ITS R.A.A.F. TITLE THE SQUADRON ONLY HAD 120 R.A.A.F. MEMBERS ON STRENGTH AND ONLY 8 OF THESE WERE AIRCREW.
AFTER THE SURRENDER OF THE NORTH AFRICAN AXIS FORCES THE SQUADRON WAS PUT UNDER THE CONTROL OF THE 9th. BOMBER GROUP OF THE U.S. ARMY AIR FORCE FOR THE INVASION OF SICILY.
BY DECEMBER 1943 THE SQUADRON BECAME No. 614 R.A.F. AND MOVED TO ITALY IN FEBRUARY 1944.
ON 14th. AUGUST 1944, 462 WAS REFORMED AT DRIFFIELD IN ENGLAND AND STILL FLYING HALIFAX AIRCRAFT AND OPERATING OVER EUROPE. THE SQUADRON WAS THE MOST EFFICIENT IN THE 100 BOMBER GROUP AND IT OPERATED SO WELL THAT IT WAS KEPT IN SERVICE UNTIL 24th. SEPTEMBER WHEN IT WAS FINALLY DISBANDED.
- ➔ No. 463. SQUADRON. INITIALLY PROPOSED AS A CATALINA SQUADRON, BUT OWING TO MANPOWER SHORTAGES THE SQUADRON WAS NOT FORMED AS SUCH.
EVENTUALLY ON 25th. NOVEMBER 1943, THE THIRD FLIGHT OF 467 R.A.A.F. SQUADRON WAS GIVEN THE TITLE OF 463 SQUADRON AND THE UNIT EQUIPPED WITH LANCASTERS OPERATED WITH BOMBER COMMAND OVER EUROPE. FOR THE LAST 10 DAYS OF THE WAR THE SQUADRON WAS OCCUPIED DROPPING FOOD AND MEDICAL SUPPLIES TO THE PEOPLE OF HOLLAND AND ON THE RETURN TRIPS WERE BRINGING NEWLY RELEASED PRISONERS OF WAR BACK TO ENGLAND. THE SQUADRON WAS DISBANDED ON 25th. SEPTEMBER 1945.
- ➔ No. 464 SQUADRON. FORMED IN AUGUST 1942 AND FLYING VENTURA AIRCRAFT OVER EUROPE ON BOMBING MISSIONS AGAINST MARSHALLING YARDS AND MAJOR ELECTRICAL INSTALLATIONS.
IN JUNE 1943 THE SQUADRON TRANSFERRED TO FIGHTER COMMAND AS WAS RE EQUIPPED WITH MOSQUITO AIRCRAFT AND WERE THEN EMPLOYED ON SPECIAL MISSIONS AGAINST SPECIFIC TARGETS IN DENMARK TO ASSIST THE DANSIH RESISTANCE.
ON 25th. SEPTEMBER 1945 THE UNIT WAS MOVED BACK TO BOMBER COMMAND AND WAS DISBANDED.
- ➔ No. 465 SQUADRON. WAS ORIGINALLY PROPOSED AS A TYPHOON SQUADRON, BUT THIS NEVER EVENTUATED, THOUGHT WAS GIVEN TO FORMING ANOTHER HEAVY BOMBER SQUADRON BUT THIS WAS NOT PROCEEDED WITH AND THE SQUADRON WAS NEVER FORMED.
- ➔ No. 466 SQUADRON. FORMED IN JANUARY 1943 FLYING WELLINGTONS FROM DRIFFIELD IN YORKSHIRE, OPERATED AGAINST TARGETS IN EUROPE WITH MINE LAYING AND BOMBING OPERATIONS, IN SEPTEMBER 1943 THE UNIT CONVERTED TO HALIFAX'S AND JOINED UP WITH BOMBER COMMAND OVER EUROPE. IN MAY 1945 THE SQUADRON WAS USED TO DISPOSE OF UNUSED BOMBS OVER THE OCEAN AND WAS ALSO USED AS A UNIT OF TRANSPORT COMMAND. ON THE 20th. JUNE 1945 THE SQUADRON ASSUMED THE NUMBER 10 R.A.A.F SQUADRON AS THE OLD No. 10 HAD CEASED TO OPERATE WITH COASTAL COMMAND R.A.F. CONSIDERATION WAS GIVEN TO CONVERTING THE UNIT TO LIBERATORS BUT ON 26th. OCTOBER 1945 THE SQUADRON WAS DISBANDED.
- ➔ No. 467 SQUADRON. FORMED IN JANUARY 1943 FLYING LANCASTERS THE UNIT QUICKLY TOOK UP OPERATIONS FLYING AGAINST TURIN AND MILAN IN NORTHERN ITALY. 467 OPERATED IN MOST OF THE DEVESTATING RAIDS OVER EUROPE, AND IN MOST CASES THEY WERE ACCOMPANIED BY THE OTHER AUSTRALIAN HEAVY BOMBER SQUADRONS. AT THE END OF THE EUROPEAN WAR 467 WAS BEING PREPARED FOR SERVICE IN THE FAR EAST, BUT ON 30th SEPTEMBER 1945 IT WAS DISBANDED.

+++++

A VOLUME FOR EACH SQUADRON WOULD BE NECESSARY TO GIVE THE DUE CREDIT TO THESE AUSTRALIAN SQUADRONS. BUT A FEW FACTS WILL BE OF INTEREST, R.A.A.F. PERSONEL SERVING WITH THE R.A.F., UNITED KINGDOM 13500, MIDDLE EAST 2500, INDIA AND BURMA 1000, THE ARTICLE XV SQUADRONS ARE INCLUDED IN THESE FIGURES.

THERE WERE 13754 MAJOR CASUALTIES SUSTAINED BY THE R.A.A.F. 4956 IN THE SOUTH WEST PACIFIC AND 8798 IN THE OTHER THEATRES OF WAR, 2374 OR 17.26 % OF THESE CASUALTIES WERE GROUND STAFF, INCLUDING THE TECHNICAL AIR GUNNERS, FITTERS WHO RECEIVED A SMALL BONUS FOR AIR GUNNER DUTIES.

THINGS TO DO & SEE

THERE ARE STILL MANY THINGS TO DO IN CANBERRA.

IT WAS JUST NOT POSSIBLE TO TAKE IN ALL THE SIGHTS, WE HAVE DONE OUR BEST, HOPE YOU HAVE FUN.

HERE ARE SOME EXTRA ITEMS FOR YOU TO CONSIDER
EXTRA INFORMATION CAN BE OBTAINED FROM THE MOTEL DESK AND THEY WILL HELP YOU.

BALLOONS ALOFT	if you need to get up there again in a hot air baloon !!!	phone 285-1540
IDOL MOMENTS	special shopping and touring service	phone 295-3822
WINE TOURS	national capital wine tours, good for a sample	phone 231-3330
SHEPHERDS AUSTRALIA	fashion parades for the ladies and their guests	phone 239-6999
THE BOAT HOUSE	for excellent eating by the lake	phone 273-5500
THRIFTY CAR RENTALS	ask for Monica Jansen, mention 458	phone 247-7422
CASINO CANBERRA	open nearly all hours, help you spend the dollars	phone 257-7074
CANBERRA CRUISES	for a delightful cruise on lake burley griffen	phone 295-3544
NATIONAL DINOSAUR MUSEUM	this is out near Cockington Green, dont miss it	phone 230-2655
BLACK MOUNTAIN	this is agood vantage point for an overall view	
NATIONAL GALLERY		
NATIONAL LIBRARY		
HIGH COURT		
NATIONAL SCIAENCE AND TECHNOLOGY MUSEUM		
CANBERRA TRAIN MUSEUM		
NATIONAL FILM and SOUND ARCHIVES	well worth a look we understand.	
NATIONAL AQUARIUM AND WILDLIFE SANCTUARY		
ROYAL AUSTRALIAN MINT	see where your money is made, very interesting	
FRED DALY'S POLITICAL DISCOVERY TOUR	very interesting and humorous	
OLD PARLIAMENT HOUSE.	historical for sure	
THE NATIONAL LIBRARY OF AUSTRALIA		
THE NATIONAL UNIVERSITY		
THE AUSTRALIAN SPORTS CENTRE		
CAPITAL PUBLIC GOLF COURSE		
HUME GO CARTS		

and so much more.

WE WILL SUPPLY YOU WITH COPIES OF VARIOUS CANBERRA BOOKLETS TO HELP YOU.

HAVE FUN

GET IN TOUCH WITH ERIC OR MYSELF TO SEE IF WE CAN HELP YOU FURTHER.

Joel
9.10.94
2.

WIMPY TOPICS



★ WHEREAS THIS LIST OF TOPICS CAN NOT BE CONSIDERED COMPLETE, IT IS SUPPLIED IN ORDER TO GIVE YOU A FEW EXTRA PIECES OF KNOWLEDGE WHICH MAY NOT BE KNOWN TO YOU.

THE INFORMATION SUPPLIED HAS BEEN TAKEN FROM MANY BOOKS, ALL OF IT CAN BE CONSIDERED WELLINGTON HISTORY AND EVERY EFFORT HAS BEEN MADE TO SEE THAT IT IS 100% CORRECT, NO RESPONSIBILITY CAN BE TAKEN FOR ANY ERRORS OR INCORRECT FIGURES, HOPE YOU AGREE.
.....

★ DIMENSIONS OF THE WELLINGTON COMPARED WITH A BOEING 747 AND A F.18 HORNET.

SPAN	85 ft. 2 ins.	195 ft. 4 ins.	37 ft. 6 ins.
LENGTH	64 ft. 7 ins.	231 ft. 4 ins.	56 ft. 0 ins.
LOADED WEIGHT	30000 lbs. approx.	775000 lbs.	47000 lbs.
RANGE	1500 miles.	5000 miles.	633 miles.
CEILING	18000 ft.	45000 ft.	? ft.
SPEED	235 m.p.h. (max)	582 m.p.h.	1370 m.p.h.
PAY LOAD	4000 lbs.	250000 lbs.	18000 lbs.

.....

★ WHEN A WELLINGTON HIT 235 m.p.h., IT HAD TO BE PRAYER TIME FOR ALL ABOARD.
.....

★ THE FIRST WELLINGTON FLEW ON 15th. June 1936.

THE LAST WELLINGTON MADE, FLEW ON 25th. October 1945, a Mk.10, No. RP 950.
AFTER 19 YEARS IN PRODUCTION, 11461 WERE MADE, MORE THAN ANY OTHER BRITISH BOMBER.
.....

★ No. 99 SQUADRON R.A.F. WAS THE FIRST TO BE EQUIPPED WITH WELLINGTONS, 10th. October 1938.

THE LONGEST SERVING WELLINGTON SQUADRON WAS No. 38. FROM 1938 to 1946.
JUST BEFORE ALEMAIN, SOME OF 458 GROUND CREW SERVED WITH No.38, JUST OUT OF ALEXANDRIA.

★ 458 SQUADRON WAS EQUIPPED WITH WELLINGTONS DURING ITS WHOLE ACTIVE LIFE.
FROM AUGUST 1941 AT HOLME ON SPALDING MOOR TO JUNE 1945 AT GIBRALTAR.
.....

★ OUR FIRST CODE LETTERS WERE "F.U." LATER CHANGED TO "M.D."
"F.U." WAS USED WHEN WE WERE WITH BOMBER COMMAND IN ENGLAND EARLY IN OUR CAREER.
.....

★ IT HAS BEEN DIFFICULT TO FIND AN ESTIMATE OF THE COST OF BUILDING A WELLINGTON BOMBER, THE NEAREST WE CAN COME UP WITH IS 15000 POUNDS.
.....

★ THERE WERE SOME 70 WELLINGTON SQUADRONS, MADE UP APPROXIMATELY AS FOLLOWS:

R.A.F.	48, DEPENDS ON POLISH AND CZECH NUMBERS.
R.N.Z.A.F.	1
→ R.A.A.F.	3, only 458 remained on WELLINGTONS.
R.C.A.F.	12
S.A.A.F.	1
POLISH	4, not really clear just how many.
CZECH	1, not really clear just how many.

FLEET AIR ARM 6, over and above the R.A.F.

★ IT IS INTERESTING TO NOTE THAT THE NEW ZEALAND GOVERNMENT ORDERED A SQUADRON OF WELLINGTONS, BEFORE THEY COULD BE SUPPLIED THE WAR HAD STARTED AND THEY WERE LEFT IN ENGLAND AND THUS WAS BORN No. 75 SQUADRON R.N.Z.A.F.

FROM No.75 SQUADRON CAME SGT, J.A.WARD, THE ONLY WELLINGTON VICTORIA CROSS WINNER OF THE WAR. BY CLIMBING OUT ON THE MAINPLANE HE PUT OUT AN ENGINE FIRE WHILE HIGH OVER ENEMY TERRITORY.
.....

★ ON THE DAY WAR BROKE OUT, 3rd. September 1939, THERE WERE ONLY 175 WELLINGTONS EXISTING. OF THIS NUMBER ONLY 160 WERE ON ACTUAL SQUADRON STRENGTH.
.....

★ COMPARATIVE TOTAL PRODUCTION OF R.A.F. BOMBERS FOR THE WAR PERIOD.

→ WELLINGTON.	11461.
LANCASTER.	7377.
HALIFAX.	6176.
BLenheim.	5371.
STIRLING.	2381.
WHITLEY.	1814.
HAMPDEN.	1585.

.....

→ WIMPY TOPICS. ←

★ THE WELLINGTON WAS PROBABLY THE ONLY, IF NOT THE ONLY AIRCRAFT TO OPERATE IN ALL COMMANDS OF THE R.A.F., EXCEPT FIGHTER COMMAND.

THERE ARE NO DOUBTS SOME PILOTS WHO WOULD CLAIM THE WELLINGTON SHOULD BE INCLUDED IN FIGHTER COMMAND, AS THEY AND THEIR CREWS FOUGHT THEIR WAY OUT OF SOME PRETTY TIGHT CORNERS.
.....

★ DESPITE THE MASSIVE TOTAL OF 11461 WELLINGTONS MADE DURING THE WAR PERIOD, ONLY THREE SURVIVE TO-DAY.

A MARK 10 WHICH IS IN HENDON R.A.F. MUSEUM IN EXCELLENT CONDITION, No. MF 628.

A MARK 1c WHICH CRASHED INTO LOCH NESS ON 31st October 1940, THIS WAS No. N2980, AND WAS RECENTLY RECOVERED FROM THE LOCH, AND IS NOW BEING REBUILT, THIS AIRCRAFT WAS FROM No.20 O.T.U.

WITHIN THE LAST FEW MONTHS YET ANOTHER WELLINGTON WAS RECOVERED FROM A HILLSIDE AT BRAEMAR IN SCOTLAND, THIS AGAIN A Mark 1c, AND WAS No. L7775, IT CRASHED 23rd. OCTOBER 1940. ONCE MORE IT WAS BEING FLOWN FROM No. 20 O.T.U..

WE DO OWE No. 20 O.T.U. A VOTE OF THANKS, AT LEAST THEY DID THEIR BEST TO SAVE TWO WELLINGTONS.

NO ONE ELSE SEEMED TO BOTHER, THE BRAEMAR MACHINE IS WINGS, ENGINES, REAR FUSELAGE AND TAIL ASSEMBLY AND THE YORKSHIRE AIRCRAFT MUSEUM IS CURRENTLY ENGAGED IN BUILDING THE MACHINE UP INTO A STATIC DISPLAY AND IS LOOKING FOR BITS AND PIECES..
.....

★ THE VARIOUS MARK NUMBERS OF WELLINGTONS AND THE NUMBERS MADE IS SET OUT BELOW.

Mark	1	prototype	1 made	Pegasus engines	Prototype
Mark	1		181 made	Pegasus engines	Medium Bomber
Mark	1a		183 made	Pegasus engines	Medium Bomber
Mark	1a	(D.W.1.)	4 made	Pegasus engines	Anti Magnetic Mines, ["wedding ring WIMPY"]
Mark	1c		2547 made	Pegasus engines	Medium Bomber
Mark	1c	(T.B.)	138 made	Pegasus engines	Torpedo Bomber, used by 458 early in Middle East
Mark	II		401 made	Merlin engines	Medium Bomber
Mark	III		1519 made	Hercules engines	Medium Bomber
Mark	IV		220 made	Pratt & Whitney	Medium Bomber, used by 458 in England.
Mark	V		3 made	Hercules engines	High Altitude Bomber, experimental, 37000 feet.
Mark	VI		64 made	Merlin 60 engines	High Altitude Bomber, with longer wings 40000 ft.
Mark	VIII		65 made	Pegasus engines	Medium Bomber
Mark	VIII (T.B.)		271 made	Pegasus engines	Torpedo Bomber with A.S.V. Radar.
Mark	VIII (Leigh.)		58 made	Pegasus engines,	Anti Submarine, with Leigh Light.
Mark	X		3803 made	Hercules engines	Medium Bomber
Mark	XI		180 made	Hercules engines	Torpedo Bomber
Mark	XII		58 made	Hercules engines	Coastal Rec, Bomber.
Mark	XIII		844 made	Hercules engines	General Rec. Bomber.
Mark	XIV (Leigh)		841 made	Hercules engines	General Rec. Bomber, used by 458 at Gibraltar
Mark	XVIII		80 made	Hercules engines	Crew Trainer.
TOTAL.			11461 made		

.....

★ SOME INTERESTING HISTORICAL FACTS ABOUT THE WELLINGTON.

WHEN FIRST ORDERED FROM VICKERS IT WAS KNOWN AS " THE CRECY " THIS CHANGED TO " WELLINGTON ".

PLAIN MR. BARNES WALLACE , LATER SIR BARNES WALLACE INVENTED THE " GEODETIC " METHOD OF CONSTRUCTION, IT HAD THE ADVANTAGES OF LIGHTNESS, EASY CONSTRUCTION, TO PROVE THIS POINT A COMPLETE WELLINGTON WAS MADE IN ONE DAY, TO ANSWER THE SCEPTICS.

WALLACE FIRST EXPERIMENTED WITH "GEODETICS" IN THE CONSTRUCTION OF THE R100 AIRSHIP.

THEN WHEN HE JOINED VICKERS HE DESIGNED THE WORLDS FIRST " GEODETIC " AEROPLANE,

THIS WAS THE SINGLE ENGINED (Pegasus) LONG RANGE BOMBER OF ABOUT 1935, CALLED " THE WELLESLEY". AN OUTSTANDING MACHINE IN ITS DAY, IT QUICKLY CAPTURED THE THE WORLDS LONG DISTANCE RECORD FROM THE RUSSIANS BY FLYING FROM ISMAILIA, EGYPT TO DARWIN.

A DISTANCE OF 7157 MILES, THIS RECORD WAS NOT BROKEN UNTIL WELL INTO THE '50's HAVING STOOD FROM 1938, ONE OF THE TWO WELLESLEYS WAS RECENTLY FOUND IN NORTHERN TERRITORY.
.....

★ FOLLOWING THE WELLESLEY, CAME THE WELLINGTON, AND THE GEODETIC DESIGN PROVED ITS WORTH IN COMBAT, WELLINGTONS STAGGERED BACK TO BASE WITH ENORMOUS DAMAGE AND THEY EARNED THE LOVE AND AFFECTION OF THOSE WHO FLEW THEM AND THOSE WHO WORKED ON THEM. ALTHOUGH AT TIMES SOME OF THE GROUND CREW REALLY BELIEVED THEM TO BE HITLERS SECRET WEAPON.
.....

★ AT THE SAME TIME, IN FACT A LITTLE BEFORE, THE WARWICK WAS CALLED UP BY THE AIR MINISTRY, THIS WAS A LARGER VERSION OF THE WELLINGTON, BUT OWING TO THE NON AVAILABILITY OF SUITABLE HIGH POWERED ENGINES THE WARWICK WAS HELD SO FAR BACK THAT IT SOON WAS OVERTAKEN BY THE NEW GENERATIONS OF FOUR ENGINED BOMBERS WHICH BECAME THE FRONT LINE OF Bomber Command.

HOWEVER THE WARWICK FOUND A PLACE IN THE COASTAL COMMAND SERVICE AND WENT ON TO SAVE MANY AN AIRMAN FROM A COLD FATE IN THE OCEAN BY DROPPING LARGE LIFE BOATS AND OTHER LIFE SAVING EQUIPMENT, THERE WERE NOT A LOT MADE, BUT AGAIN IT PROVED GEODETICS.
.....

★ FOLLOWING THE WARWICK WAS THE WINDSOR, THIS WAS THE LAST OF THE GEODETICS, IT WAS A FOUR ENGINED MACHINE WITH A WHEEL UNDER EACH ENGINE NACELLE, AND FITTED WITH REMOTE CONTROLLED 20 mm GUNS MOUNTED TWO EACH SIDE IN THE INBOARD MOTOR NACELLES. IF THE WAR HAD CONTINUED THIS GUN DESIGN WAS TO BE FITTED TO LANCASTERS. PROBLEMS EXISTED WITH THE HIGH SPEED PERFORMANCE OF GEODETICS COVERED WITH FABRIC AND ONLY THREE WINDSORS WERE MADE, BEFORE HOSTILITIES CEASED.
.....

★ WHEREAS NOT OF GEODETIC CONSTRUCTION IT WAS AN UNUSUAL VICKERS DESIGN AND DESERVES A MENTION. AND THAT WAS THE VICKERS 432, HIGH ALTITUDE FIGHTER, THIS MACHINE WAS A LONG WAY AHEAD OF OTHERS HAPPY AT 37000 FT WHICH WAS TERRIFIC IN 1941, THIS MACHINE THEN FITTED WITH 6 CANNONS, ALL 20 mm. WAS THE HEAVIEST ARMED FIGHTER AT THE TIME BY FAR. ONLY ONE PROTOTYPE WAS BUILT AS THE R.A.F. CONSIDERED THAT THE ENEMY WAS NOT GOING TO USE HIGH ALTITUDE BOMBING.
.....

SOME OF THE WELLINGTONS WARTIME FEATS.

★ WELLINGTONS OF No.9 and No.149 CARRIED OUT THE FIRST BOMBING RAID IN WORLD WAR II, 14 AIRCRAFT BOMBED WARSHIPS IN BRUNSBUTTEL.
.....

★ A MARK Ic DROPPED THE FIRST BLOCKBUSTER, 4000 POUND BOMB OF THE WAR, ON EMDEN 1st APRIL 1941.
.....

★ DURING THE FIRST 1000 BOMBER RAID ON COLOGNE, GERMANY, ON 30th. MAY 1942, THERE WERE SOME 599 WELLINGTONS INVOLVED.
.....

★ WELLINGTONS WERE CLEARED TO TOW GLIDERS BEFORE "D" DAY, ALTHOUGH THERE WERE SOME LONGITUDINAL STRETCH PROBLEMS WITH THE GEODETICS.
.....

★ DURING THE SEIGE OF MALTA EXPERIMENTS WERE CARRIED OUT USING WELLINGTONS TO TOW BOTH HURRICANES AND SPITFIRES TO THE BESEIGED ISLAND, ALTHOUGH THERE IS NO KNOWLEDGE OF THIS TASK ACTUALLY HAVING TAKEN PLACE, THE FIGHTER PROPELLORS WERE REMOVED AND THE TOWLINE WAS ATTACHED TO THE PROPELLOR BOSS, AND THE PROP WAS STOWED IN THE WIMPY.
.....

★ FROM THE FILM " THE DAM BUSTERS ". THE WELLINGTON WAS SEEN OFF THE COAST OF SCOTLAND DROPPING THE FIRST EXPERIMENTAL SPINNING BOMB, WHICH LATER BREACHED THE GERMAN DAMS.
.....

★ DURING 1942 A WELLINGTON WAS MODIFIED TO HAVE A WHITTLE JET ENGINE IN THE REAR TURRET POSITION. AND MANY EXPERIMENTAL FLIGHTS WERE UNDERTAKEN AROUND ENGLAND., THESE FLIGHTS CAUSED MUCH CONSTERNATION AMONGST THE WATCHING POPULATION AS AN AEROPLANE FLYING WITH BOTH ENGINES FEATHERED WAS NOT ALTOGETHER AN EVERYDAY SIGHT.
.....

★ WELLINGTONS FOUND THEMSELVES BEING USED FOR THE TESTBED OF THE ROLLS ROYCE DART ENGINE AFTER THE WAR. THIS WAS THE ENGINE THAT POWERED THE VICKERS VISCOUNT, AN AIRCRAFT WELL KNOWN TO MOST AUSTRALIANS.
.....

★ THE WEDDING RING WIMPY, MENTIONED IN THE LIST OF MARKS EARLIER WAS FITTED WITH A STANDARD FORD V-8 ENGINE TO POWER THE GENERATOR FOR THE MAGNETIC MINE RING EXPLODER, THIS ENGINE WAS LATER CHANGED TO A GIPSEY MAJOR AS THEY MUCH LIGHTER THAN THE FORD UNIT.
.....

★ EXPERIMENTAL WELLINGTONS WERE FITTED WITH A 40 mm CANON IN THE DORSAL POSITION AND SOME HAD TWIN TAILS TO AVOID DESTRUCTION OF THE TAIL AND TO INCREASE THE FIELD OF FIRE.
.....

Mark XIV's WERE FITTED WITH UNDERWING ROCKETS, ALTHOUGH 458 NEVER GOT ANY OF THESE ON STRENGTH.
.....

★ WELLINGTONS WERE MODIFIED AS 18 SEAT TROOP TRANSPORTS.
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VICKERS WAS AND STILL IS A FAMOUS NAME IN BRITISH WARTIME AND PEACETIME AVIATION.

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J.McG.

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Jock McGowen.