The Editor: C.P.O. Box 5292, Sydney, N.S.W.

Vol. 7, No. 27.

May, 1956.

SINCE OUR LAST ISSUE...........

CLAY GATHERING in ADELAIDE----ALL STATES REUNION, 1956.

458 Squadron held its 1956 All-States Reunion in Adelaide. Since
Anzac Day occurred on a Thursday, the bulk of the Squadron functions and entertainments,
other than the March, were held during the previous week-end. A full and well-organised
programme, along lines becoming a squadron tradition, was arranged by the S.A. Flight under
the careful and hard-working leadership of S.A. President, Bill Taylor. About 20 interstate
members came to Adelaide. Mostly from Victoria -14 or 15 members - but N.S.W. with 4
and S.A. with 2 were represented, and helped to give the genuine "inter-state"
atmosphere to the occasion. A member who has attended all the four All-States Reunions
held so far commented that the Adelaide Reunion brought to a fine point the accumulated
squadron experience gained over the past four years and produced organisation it would
be hard to surpass.

The Arrival.

Friday April 20th-afternoon. The N.S.W. Contingent,
arrived at Adelaide Airport, by Viscount, about 3 O’Clock. The Squadron President,
Gordon Orchard, arrived by another aircraft from Melbourne, shortly afterwards. Bill
Taylor, John Kingwood and Sid. Bertram - Bill and John accompanied by their wives - met
them at the airport. The Sydney members were Allan Walker, Cyril Irwin, Squadron Treasurer
Jim Barlow and Squadron Secretary Peter Alexander. They were driven to the
Metropolitan Hotel in Wrote Street. Orch, who had his family with him stayed with
friends. The Victorian contingent, coming by road, arrived during the afternoon and
evening.

After sampling South Australian beer (West End) at the Hotel Bar and having
dinner, the visitors were taken to spend the evening at the Brighton Returned Soldiers
League Club or with Squadron friends at their homes. A late evening.

The Hotel.

Saturday April 21st-morning. After a look at Adelaide
shops, the visitors joined local members in some informal beers at a very attractive small
hotel, the Talbot. This was their first meeting with S.A. 498ers in force. Here
among well remembered faces not a few in court cases, as far as the interstate members were
concerned for the decade since the war ended, were to be seen Brian Woodhead, Mal Priest,
Jim Comey, Johnny Bux, Jack Parkin and many others. Ernest Laming, down from the Rocket
Range, looked in Jack Riskley, recently moved over from Perth, was there too. How do
they look now? Well, you dwellers in Britain, U.Ganda, New Zealand, Canada and Queensland,
they haven’t greatly changed. Brian still has the infectious Woodhead grin. Mal
smokes a pipe with an air of studious distinction. Ernest Laming looks younger than he did
ten years ago. Jack Riskley still has the bearing of an athlete, though there is more
of the athlete these days. Apart from starting to exchange the news of ten years
these concerned with the squadron Conference arrangements finalised their plans during
this morning over the Talbot’s beer. Jim Perry came in, having come down from Port
Augusta with his wife. Members who were at Gibraltar will remember their wedding
there. Col Braysey was another Adelaide at the Talbot gathering.
The Conference
---Saturday April 21st.--afternoon. Squadron Conference

the top controlling body of 458 Squadron in the post-war days—met at the Druids
Hall, O'Connell Street, North Adelaide in the aftern.o.n. The Squadron officers and two
delegates from each of the Flights met under the Presidency of Squadron President-Gordon
Orchard to review the affairs of 458 Squadron and make policy decisions for the coming
year. Conference is fully reported elsewhere in this Issue of the "Iews".

The Dancing
---Saturday April 21st.--evening. The Druids Hall, where
Conference earlier sat was a changed scene. Conference, together with the
Squadron and its wives, was dancing. Music was provided by five musicians, wearing
red turbans and being led by Lofty Trethewey, known for the evening as Lofty's Dagoes.
They provided dance music of the most excellent standard. For rythms and tempo they were
the tops. Lofty, incidentally, is known to his many friends, is a stately and imposing
figure these latter days, with white locks. The Druids Hall was filled with the
dancing figures of 458ers and their wives and friends. Every so often a well-remembered
figure not seen since the war would arrive. We remember the pleasure it gave us to
see Len "Pinghi" Stewart, just in from Perth. The organization of the evening in both
the hands of Bill Taylor and Bruce "Flash" Thomas was very good. The Ball was highly
enjoyed. Members commented on the amount of sheer hard work done by both Bruce
and Bill during the Anzac week. Bill is another show the years have not greatly
altered in appearance except perhaps to give him a more fine-drawn look.

After the Ball was over.
---Saturday evening (late)/Sunday morning early.
The interstate members, at their hotel, adjourned to the room of a couple of members who
charged to have some bottled beer, to discuss the evening and old times. This function
proved to be rather less than 100% popular with the Hotel management. It terminated at
the relatively early hour of what must have been about 2.0 a.m.

The Golf Day.
---Sunday April 22nd.—morning. Driven up to the
National Park Golf Course in the Adelaide Hills, the Squadron golfers competed for the
Anzac Cup. Holding Stan Tarzykowski was unfortunately unable to be in Adelaide; however
his fellow-Victorian Yank Martin playing stinging golf succeeded in keeping the Cup in
Victoria for another year. Congratulations to Y Yank. A Trophy presented by the
R.A.C.A. for the runner-up in the Anzac Cup (other than an R.A.C.A. member) was very
popularly won by Sid Bertram. After the golf, there was a Barbecue at which piles of
very appetizing food were cooked (mainly by Bill Taylor) and consumed and thereafter there
were races for the children and one for the men. The latter had so many competitors
that they formed us in two ranks and the race (we are told) resembled a charge of elephants
and shook the ground. We have to congratulate Johnny Fox on winning this event.
The Squadron Photographic Album, brought over from Sydney, were on display and proved
a great attraction. They were surrounded by interested groups of members and members
wives.

Farewell to the early-departing.
---Sunday April 22nd.—evening. The
interstate members staying at the Hotel, together with Bob Briman, representing S.A.
members, held, with the Hotel's cooperation, a small function to say good-bye to two N.S.W.
members who regretfully had to return home the following morning to Sydney (where they
arrived in time for the Sydney Anzac festivities for which they hardly felt at their fittest—but
that's another story). This was the kind of small function, activated by the
essence of Squadron friendship, which make such weekends as the Anzac Weekend so reasonably
happy. The departing members expressed their pleasure at having been in Adelaide.

A brief resumé of the function in the room where the supplies of bottled beer happened to
be later in the following morning was disapproved by the Hotel management.

From this point on, as the Editor, to his regret, was one of those compelled to
return to Sydney, we are indebted to Jack Risley and Cyril Irwin for the chronicle of events
at Adelaide.

Free Day—Monday—April 23rd.

No organised events were scheduled, at
least during the daytime, so that members could explore Adelaide, do some shopping, visit
personal friends or just hold their heads together. Jack Risley writes, "Please note
that the following is not necessarily factual...the people from whom it was gleaned have
only a hazy recollection of the facts and the writer is also still very befogged and suffering
from what might be termed a genuinely worthy hangover. Nevertheless, from what we can
gather there were many private parties, none of which was arranged but just happened. Some
of these and recollections and required the pensive assurances of the S.A. President which
were greatly taxed to pacify a certain hotel management. However he succeeded and no one
was forcibly ejected."

In the evening, Squadron - member Billy Cribb
458 in Adelaide (cont.) and Mrs. Cribb entertained Squadron members most hospitably at their home.

Barossa Valley and the Vineyards.

Tuesday April 24th—All day. After a scheduled 9.30 a.m. departure and an actual departure at 10.40, a busload of 458ers wives and families, driven by Snowy Dickson drove off for the very attractive Barossa Valley. Jack Risley comments: "... one of the organizers who only got time off to dart down and count the starters so that he could ring ahead to Tanunda with a luncheon booking, was trapped in the bus and “had to” make the trip. Despite his natural reticence he assures us he made the best of his misfortune and had a good day."

With 458’s famous war-time record of serviceability during the war, it was natural to check the bus at intervals during this scenic trip... strangely enough it was found that the hotels provided suitable drive-ins for each stop.

Arrangements were made at Tanunda by Mal Goura for the visitors to be shown over Gramp’s Orlando Vineyard and winery. They were welcomed by Mr. Ian Gramp (ex-member of 462 Squadron) and any type of wine they desired was theirs for the asking.

From here on reports are vague. It goes something like the story of the chap who decided to give up drinking and to pour the last dozen down the sink, bottle by bottle. At the sixth bottle he firmly resolved to empty the sink and pour the plug down the bottle and replace the wine in the cork."

Cyril Irvin continuing the report for us narrates that after inspecting the winery in all its aspects—grape receiving, crushing, maturing, bottling and sampling—the party drove back to Adelaide with community singing. The Squadron President, we understand, acted as Conductor of Songs. Choirmasters were Johnny Beu and Ron Budge. Solo songs were rendered by Mrs. Birding, by Yank Martin and by Harry Ashworth. A few quiet beers at the Hotel ended an excellent day.

PRESIDENTIALLY SPEAKING (from Gordon Orchard.)

The Squadron has honoured me with the Presidency for a third-year. I am grateful and encouraged by your confidence in my self-imposed task of trying to create a broader vision of our activities as a Squadron, particularly in the field of constructive action related to our duties and responsibilities as citizens in peace-time.

It was heart-warming to speak with members of S.A. Flight about their scheme to assist Legacy and to find that this effort of theirs has created fresh interest, bringing the fellows and their wives too, a great deal of satisfaction. Legacy in one field but there are also many more where, in helping others, we cannot but benefit ourselves greatly.

Anzac Week, 1956, was to be a profound experience. Meeting so many of the chaps and their families at Conference, Dance, Picnic, Barossa Valley, the March, the Reunion and at home helped to make a memorable week. As time passes, the warmth of my association with you chaps increases.

So, put their hearts into it and did a grand job, richly deserving the congratulations and appreciation of all their visitors.

Best wishes and heartiest greetings to 458ers everywhere.

Pressing on,
yours,
Och.
members from interstate. Two members of the S.A Flight were honoured for their services to the Squadron—Bill Taylor and Brian Woodhead were each given a porter mug and fulfilled the necessary requirement of draining the contents at a draft. Highlighted in the proceedings was the reading of the Honour Roll by Bill Taylor. Most assuredly Anzac Day, 1956, will be remembered."

Tail of the Tolo: There was a contingent at the Station to see Yank Martin and Wozzle Warr off, with Len Stewart who also decided to go on to Melbourne. Despite signals from Lofty Trowertha, the Express started off with Ring Conwy, Ned Kelly and G. Underwood, (who were seeing them off) still aboard. Lofty manned panic stations, arranged for the train to pull up just outside Adelaide and set off to intercept the train. The Station arranged was in the Middle of National Park, and of course after nightfall the gates were shut and he couldn't get in. Spoils of defeat and ultimate arrival at another station to see the tail lights of a disappearing Adelaide-bound train with the three blanks aboard."

Next Year's All-States Reunion is to be in Sydney, where the N.S.W. Committee is said to be making its plans already. For the great success of the Adelaide Reunion, the heartiest congratulations are being extended from all quarters to Bill Taylor, John Ringwood, Ron Badger, John Box and all the members of the S.A Flight, to whom we are bound in detail, whose work made it all possible.

Members present during the various Adelaide functions were


G. Grayson, S. Dickson, A. Cribb, R. Cox, D. Conwy, R. Bartlett, S. Bartlett.

J. Box, R. Badger, R. Angove, R. Meade, A. Green, N. Ainsworth, L. Pearson.


J. Pither, H. Oliver, G. McDonald, R. White, G. Outibberson, G. Young, C. Orchard.


J. Johnston.

VICTORIAN FLIGHT NOTES, by Arthur Green.

Since the February issue, the main activity in Vic. has been by way of Committee meetings which organised a fund for the assistance of squadron chaps who may need on-the-spot help and also endeavoured to raise a lot of interest in the Adelaide trip. Both efforts were very successful. In the latter case, at least 16 members (eight of whom were good enough to take their wives) were among those present at the All-States Reunion. All thoroughly enjoyed their stay and congratulate S.A. Flight on the complete success which crowed their efforts. We can hardly wait for 1951 or thereabouts. We feel a bit difficult about mentioning the Anzac Cup for S.A. but feel confident about retaining it for the third time in Sydney next year. Stan Torey will be 100% again next year and will do the trick if Yank Martin can't. Stan unfortunately went into hospital just before Anzac Weekend. We hope he'll soon be all again.

Anzac Day in Melbourne suffered somewhat from the exodus to S.A., but the usual band of stalwarts gathered round Big Jim Handy and the Banner at the Cremorne and finished up as usual at Griffin's Yardie. On May 8th, VC Day, Bruce Dean, the Victorian President, and a gang of chaps paraded with the Banner to take part in the Pilgrimage to the Shrine of Remembrance with many other ex-service organisations. Fred McMillan took part in the impressive ceremony at the Shrine.

We regret to report that Ted O'Leary passed away very suddenly on May 4th. Many of us were pleased to see him at the All-States Reunion in Melbourne in 1955 and tells us we will mourn his passing.

REPORT FROM Q-FLIGHT. From Jim Bulliday (Secretary).

Things in Queensland have been a bit damp since the last News. Still the rain's been good for the country, its been bad for our social activities.

Our Annual Golf Cup Tournament was played in the rain and the Anzac Day March was washed out. Only eleven brave hearts entered for the Cup at the Oxley Golf Course on the 13th March. Ronnie McLoughlin was there to arrange handicap and clear the decks generally but a sore foot prevented him from competing in anything but the boat at the Bar afterwards. Pat Williams, a staunch Associate member, crowned the winner and Keith Campbell deservedly won the trophy for the best gross. Conditions weren't the best. Having had rain daily for several weeks, the course was soaked. Bolls just dug into the turf and couldn't be found. Still, a naggan or two wetted our insides and made
Report for C-Flight (cont.)

For the first time, the Anzac Day March in Brisbane was cancelled. It
ruled intermittently all day, but cancellation came after time of assembly. It was
complete confusion. Several units ignored orders and marched, including President
Bert Garland, supported by Len McDonald and Erle Hetherington, bravely bearing the
C-Flight Banner. Several others, including yours truly, arrived late at the Assembly
point, and missing the Banner, took off for the A.T.C. Mass. The mock sisters were
sensibly hurried by the three stallworts. Some 50 odd eventually arrived at the Mass,
and the spirit of Anzac Day was well and truly captured.

Reports from other centres in Queensland, including Cairns, Townsville,
Rockhampton andowo, revealed that rain washed out Anzac Day right throughout
the State.

Another memorable event was the visit of Jim Hanly to Brisbane. He
was enthusiastically received at Lomas Bar by all those who could make it, with
adjournments to the United Service Club and the Johnsonian Pull. While we hope Jim
will come again soon, he says our welcome will last him for another two years at least.

PERSONALITIES

Len and Mrs. Cribb are another baby girl;

Bert Garland is a bit brushed off with building contractors;

Eric Lloyd is also in the thrall of building a new home;

Jack Taylor has changed his address—now hope Mr. Taylor is now enjoying better health;

Roy Rylor is writing after Bob Hilby;

Len McDonald is now fully recovered from his illness and looks a picture of health;

Fred Symon has been promoted by the S.W. Education Dept. and now teaches the
Opportunity Class in Narrabri;

Ding Conway is Chief Inspector with Sylvia and Co., Adelaide. He asks to be remembered
to Cyril Harry, Frank Kennedy and R. P. N.;

Kerville Vance is with the Income Tax Dept in Sydney as an Assessor;

Rosie Wilson is driving with the Post Office in Perth. We understand she and Mrs.
Wilson have six children. This, according to the known records, puts him in the lead
in the Post Office (but not far in the lead);

Roy Turley is a limousine operator with a Newspaper in Perth;

Jack Hiles is a fag-wag in W. A.;

Sid Baker is an earth-moving contractor;

Les Dickson is with the Albany Shire Council, WA;

Col. Grogan is with a Jewellery/Bottling business in Adelaide;

Jack Parkinson has a farm near Adelaide where he concentrates on Stud Pigs (Canarian
Brickshires) but also has sheep and cows. Jack is one of those who have put on no
added weight since the war. Married he has a girl and two boys;

J. McLean is working with General Motors Holden in Adelaide. He is married with
two girls. He asks to be remembered to Johnny Miles;

A. H. Knight is now in Brisbane, managing a Sawmill;

Reg. Prior is with the R.A.I.A. Paint Laboratory, in Adelaide. Sends his regards to Doug.
McIgmon;

Billy Cribb is in the Building Trade in Adelaide;

Gordon Guthridge went to Adelaide for the full week of the Anzac Reunion. His wife
and four boys accompanied him;

George Kidd is President of Burwood Shire Council in Victoria;

Ron Russell is building a house at Beaumont, S.A. He is Assistant Secretary of the
Adelaide Steamship Co. He has two children—a girl and a boy;

Jack Macdonald, until recently W.I. President, is now living in South Australia.
He is assistant advertising manager with the Adelaide News. He and Mrs. Macdonald have
three daughters;

Johnny King, the S.A. Secretary, has a selling Agency in Adelaide;

Bill Bache is with the Adelaide Steamship Co;

Norrie Fleet has a garage at Barossa, S.A.;

Col. Prior is Assistant Manager of the South British Insurance Co in Adelaide. He and
Mrs. Prior recently had a baby daughter;

Len Stewart, the W.I. President, made a special solo trip from Perth to attend the Adelaide
Anzac Reunion. He wants to thank Roy Trowbridge and Mrs. Trowbridge for putting him up
in Adelaide and to be remembered to Tim McQuade, Keith Kiplinger, Len Cribb and Lance Wood;

Arnold Schenker is with the Post office Drawing Office in Adelaide. He is married. He
wants to be remembered to Bill Snowdon, Gid. Birtlett, Curly Hastings and Dick Whiteham;

Dick Watson expects to visit Australia on holidays from Djakarta this year.
NEWS FROM THE WEST.

Since the last issue of the News we have held our General Meeting despite our formation of all members, only eight "Students" turned up, which was very disappointing. The election of officers resulted as follows:

President: Len Stewart,
Vice President: Stan Long,
Secretary: A. Power.

Notwithstanding the apparent lack of interest, the W.A. Flight is very solid, and we are looking forward to the Annual Reunion on Anzac Day with confidence. It will be held in the Braille Society Hall as previously, and the guns will be on for young and old. Rumor has it that "Shirley" Edwards, Ted Wheeler, and Jim Palmer will be at the Reunion this year. When I recover I will tell you how the Reunion went.

Since I last wrote, the 1939-45 section of the State War Memorial was officially opened by His Excellency the Governor. There was a general parade of all ex-service units, and we were proud to see that although the Air Force had a poor roll-up, 458 turned up in force and it was not a case of 458 marching with the Air Force Association, but of the Air Force Association marching with 458.

After the ceremony, we adjourned to Jack Risley's home for a barbecue, and also a send-off to Jack and Mrs. Risley. They were presented with a small token of esteem from the W.A. Flight, and were wished good luck and every success in their new sphere of operations. We haven't had any news from Jack yet but hope he hasn't got himself too involved with Johnny Box, Lefty Trouthaf, Ding Conroy and Co. and all those other ex-good crew members who any local John astroy.

As you will note from a note from Len Stewart, the one and only Ding Conroy descended on Perth. I heartily endorse what Len says, as we were very glad to see Ding. Len Stewart will be attending the All-States Reunion in Melbourne. Apart from attending the Reunion he will report on the future possibility of holding the Reunion in Perth. We are particularly anxious to be a "Host" State.

Well, that's about all the news from the West. Cheers from all the 'Gropers to you 'Big City' types, and don't forget the front door is always open to any of you who call to the West.

SWATH RIVER SHIPS.

Jim Palmer called in whilst in town, having brought his wife up from Kojump for treatment. Jim informed me that his wife had just recovered from a mild attack of flu. I hope everything is now OK. Jim. You and yours have our best wishes.

John Fleming also pops in every now and again during his many drop overs in Perth. He passes on any interest to news he has gobbled up between trips. Flying interest is just as lively as circuits and b wigs to John. Not too many b wigs, we hope. Keep 'em flying, we are always glad to see you.

"As I was sitting by the fireside" who should appear but that... Conroy. No other than the celebrated Ding. You could have boiled us all over with a further. We had many a laugh over many a scheme. We arranged a lunch (mostly liquid) with Ding, John Fleming, Bob Power, and self and it was a riot from go to whom! Also managed to contact Ron Chaseall and deliver a bottle of A.S. "Slopes" that Ding brought from Johnny Box. Hope you enjoyed your stay Ding. One again (but not for a while, we are still getting over your last visit.)

Story: "A Cargo Was Built"

Location: Len Stewart's home.
Brimming: Danny Williams,
рост: putter-upper and pitcher: Peter McCarthy,
Villa Supplier and stick-in-omne: Pop Grisby,
Result: Good Job.

Thanks a million, chap.

BRITISH BULLETIN.

This letter may serve to announce myself as the new U.K. Secretary of 458 Squadron. At our Reunion recently the officers appointed were as follow:

President: S/Lt L.E. Johnston,
Vice President: Mick Mason,
Treasurer: Lee Armstrong,
Secretary: Sid Thomsatt,
Assistant Secretary: Harry Bishop.
British Bulletin (cont.) All had a very enjoyable evening. About 25 boys turned up; more were coming but had to go AWOL at the last minute. A photograph was taken and one will be sent to the Squadron Secretary for the Squadron album.

I myself got a squadron blazer pocket made — there was quite a fuss at the reunion when I turned up with it. I am having quite a few made for the other chaps and the clothing voted that one be sent to Mussie, so that will be coming on at a later date. We are hearing various inquiries about the manufacture of a Squadron Tie.

You may think we are still only small in numbers — compared with the members who actually served with the Squadron but every reunion we do manage to bring in a few new boys. So by 1936 we should have everyone who actually served with the Squadron.

That seems to be about all for now. Cheerio and all the best.

SQUADRON CONFERENCE

The Fourth Conference of 458 Squadron was held in Adelaide during Australian Week. Delegates from all six Flights together with the Squadron officers met to review 458's progress and policies.

The Squadron Secretary (Peter Alexander) had told Conference of events during the year immediately past. He said that the writing of the Squadron History had been accomplished. The first draft was now being typed. He also said that Squadron Council had given considerable attention during the year to the question of how the Squadron could do and was doing for its members when ill or in difficulties.

San Barlow (Squadron Treasurer) presented the audited annual accounts. These showed a small profit for the past year.

Reports were presented by each Flight. Bill Taylor for S.A. mentioned that the Flight had recently donated 225 to Legacy. For Victoria, Delegate lidie Harr reported on functions which had been held during the year and said that a raise funds to enable the State to help members in need, a Ball had been run.

For Tasmania, reports were presented from the Queensland Committee. Allan Walker reported for N.S.W. Jack Risiloy for W.A. and Bing Conway for the U.K.

Conference decided that steps should be taken towards the manufacture of a Squadron Tie with a (small) Winged Torpedo emblem in its design.

The Squadron Secretary reported that he had obtained from the Dept of Air and Air Ministry, the lists of 458 Squadron Band. Conference decided to make these available to the Flights.

Conference approved a draft Flight Constitution prepared by Bernie McGuinlin of Brisbane. Conference discussed at length the carrying out of Squadron post-war objectives and the protection of the interests of members and their next-of-kin.

Bill Taylor spoke warmly of Legacy. The Squadron President stressed very strongly the good work 458 could do in the post-war world of peace.

Next Conference location brought some discussion. For W.A. Flight Jack Risiloy said W.A. would like to hold the next reunion but recognised that not enough members might be able to make the journey for it to remain a truly All-States function. Conference discussed the possibilities and finally decided that, for 1957, the All-States reunion should be in Sydney.

Mr. Walker and Mr. Irwin expressed their Committee pleasure. Squadron officers were then elected, bringing no change in the existing office-holders.

These are: Squadron President — Gordon Orchard
Squadron Vice President — Peter Alexander
Squadron Treasurer — San Barlow
Hon. Squadron Auditor — Bert Thompson.

Finally Conference decided to recommend to the Flights that they plant a Tree in memory of the Squadron Band at a suitable R.A.A.F. Station near their capital city.
A fair number of Squadron members came along to march behind the Squadron Banner, which was nobly carried by Blucy Hilker. The flight was, of course, led by H.S.W. President Peter Alexander, just back from the All-States Reunion.

After the March most of the blokes returned to the Air Force Club, for a few joggles and a chat. Altogether it was a fairly quiet day compared to some we have had here. We had the pleasure of having Henry Sherton, from Colliton in W.A., with us in Sydney during the Anzac week. Henry, who has been ill, came over by sea accompanied by Mrs. Sherton. They spent some time having a look at Sydney in the company of Eric and Dorothy Mendum. Henry was one of the numbers who supported the Banner during the Sydney March. Our Nation was the other.

**Squadron Hall.**

As previously announced in the Squadron News, the Seventh Annual Squadron Ball is to be held at the Pickwick Club, Sydney on Friday July 6th, 1956. Tickets are now available and members will shortly be circularised with details. Any member desiring to have accommodation reserved in the City, should write and let us know and we will be happy to oblige. Might we suggest that you decide on your party now, and write for tickets and table reservations at once.

**Squadron Memorial Tree.** A new Squadron Memorial Tree has been planted at Richmond Air Base. This was done on the occasion of our annual cricket match against the Station team, and we were very gratified with the arrangements made by the Station Authorities on our behalf. We trust that this tree will have better luck than the original one. The new tree occupies a very appropriate position near the entrance to the Station Chapel. The new tree—a Pink Filbert Ironbark Eucalyptus (Sideroxylon Rosae) was given to the Squadron by past-President Pete Campbell, to whom our thanks.

**Darts and Social Evening.** A very enjoyable evening was spent on Friday May 11th, at the Hyde Bowling Club, when a challenge Darts match was played against the Club members. The Bowls Club won by 2 matches to 1, and this makes them the winners of the rubber as far. Best player for 456 was Bob Hilliar who received a nice trophy. Many thanks to Alan Pigott and Hyde Bowling Club for an enjoyable evening.

While on the subject of darts, we wish to announce that the Squadron will shortly be taking part in a Darts Competition to be organised by the Committee of the Air Force Club. All matches will be played in this very pleasant Club, and intending players should get in touch with us at the Squadron address, Box 5289, G.P.O., Sydney.

**All-States Reunion, 1957.**

In the All-States Reunion for 1957 is to be held in Sydney, the H.S.W. Flight Committee will be making its arrangements to entertain members from interstate and Flight members well ahead of April, 1957. We would like to see, apart from interstate members as many Flight members as is possible and we feel that members should plan now to be in Sydney for all or some part of Anzac Weekend 1957.

If you intend to come and would like to see someone in particular, then get in touch with us, and we'll advise him via Squadron News. Likewise, if any one coming from interstate would like somebody notified we would be only too happy to oblige.

**Missions From the Adelaide Reunion.**

Bob Drinan sends best wishes to Bob Lydon.

Roger Rodwell sends regards to Reg (Trinshy) Taylor. Norm Cugley wishes to be remembered to Terry Waldon, Ross Frew, and Theo Ravencroft.

Jim Perry says 'Hallo' to Peter McNamara.

**Programme for 1956. (Tentative).**

May 27th...Golf Day at Campbelltown
June 24th...Golf Day probably at Castle Hill
July 6th...7th Annual Ball—Pickwick Club
July 27th...Evening in the Bush
August 5th...Squadron Picnic

Golf: Our first Golf Day was at Campbelltown on the Sunday following Anzac Day.

A successful day despite some usual absences (possibly with some heads after Anzac Day) was the best golf ever seen at Campbelltown.

President MacIntyre and Coffs has presented the H.S.W. Flight with a silver-banded Anstey with the wartime 456 Crest as centrepiece. He obtained it we understand in Cairo. It is for the use at Committee meetings the President, Secretary or Treasurer.

Other Committee members may admire but not use it. Our thanks to you, Mr. MacIntyre. It looks most impressive and we took it to Congress in Adelaide. None of these days any doubt the Flight will elect a President, Secretary or Treasurer who smokes!

**All-States Reunion, 1957.**

**ANZAC WEEKEND.**

Make plans now to come to Sydney.
May They Rest In Peace:

Eric Both

We greatly regret to announce the recent sudden passing of the above-named members of 458 Squadron. Eric Both died following a car accident. Ted O'Leary after a heart attack. Both members came to 458 early in its history as groundstaff. Eric was with the R.A.A.F. and was an electrician. While Ted was posted to 454 Squadron in North Africa, Eric went through with the Squadron to Gibraltar.

In post-war years they had worked in various spheres. Eric took up farming on Kangaroo Island, South Australia. Ted worked with the Aircraft Industry at Fisherman's Bend, Melbourne, Victoria.

Farewell old friends!

CORRESPONDENCE... Letters to the Editor.

From Eric Brown, 11 Fairfield Road, Bromley, Kent, England.

Dear Peter,

This letter with my donation is so long overdue that to apologize immedately is the thought uppermost in my mind and to ask for your indulgence.

The address I send this time is correct as we shall keep for many years. In the past six years I've had 7 addresses to solve the flat shortage in our family and I bought a caravan and we travelled around quite a bit, even down to the West Country. It's been a lot of fun (we should have had one to every four men on the Squadron) but now, with a little boy, almost 2 years old, our caravan days are over and we are going in for a house in Bromley.

Our recent reunion on February 25th was a success though not a full attendance (probably through burst pipes at home!). Our next one should be better—on July 21st—though a few are sure to be away on holiday.

Congratulations on your splendid organisation—we've a long way to go to equal your records.

I would like to be remembered to Ken Cahill, glad to know he's getting on so well, to Eric Cox. I am no trace of Frank Hollows but if anyone does run into him, I would be glad to add of course that also goes for all the others. I had the pleasure of serving with on 458.

Yours sincerely, Eric Brown.

From Lou Cook, 3 Brownlow Avenue, Portsea, England.

Dear Peter,

I have just received the February issue of the News...it has prompted me to drop the old line to any hope planned I am that the U.K. Flight has been re-established, although I haven't been able to attend as yet. I do hope to be able to get down to the 'Shocks' one of those days and meet the boys.

I saw music has been won in the Grandfather Stakes. On this subject I am pleased to report that I now have two boys—a year old and one year old. I am very interested in the Squadron History and hope we shall be able to get copies over here eventually. Have you included Mac the Monkey? ...

Right now I am waiting for a letter from Harry Wise to say we can meet again in Shout Cook—haven't seen him since 1946.

Kind regards,

Lou Cook (Ex Compass Busker)

THE DAZED MILITARY IN ADELAIDE.

by P.C.B.

Friday—11.45. Arrive at T.I.A., feeling fine as air. Nothing to carry. Have learned wisdom on these interzy journeys—let someone else carry the luggage.

11.30. C.I.E. J.W. and J.D.E. have arrived. Get into bus for airport. Nobody in the taxi-cab. Must all be going old—though the incomparable J.D.E. did leave it till everyone else was sitting in the bus before he arrived. 12.0. Taxi takes off. 12.15 Saigon orders four beers. 12.10 Four beers arrive—Swan. Good stuff. 12.30 J.D.E. orders another four beers. C.I.E. turns to navigate. Seems to think we are going in the right direction, by turn to meet beer. So do so. 12.0 (ish). C.I.E. orders four beers.

Rickefield. 2.0 (ish) Aircraft runs out of beer. A.J.W. orders eight Scotch. 2.0 (ish) arrive at West Perth Airport. Met by Bill Taylor, John Kingwood, and Bartrem. Say a quick turn. Taken to Hotel. 4.0 (ish) Few beers in the pub. West End? Nothing? Don't know—don't even care. Certainly have no idea within ten how many hours.

IO.

Day 4. Left for Adelaide. (cont.)

5.40. a.m. Someone has been mixing the beer. Reach for aspirin pot. A.J.W. pours out some beer. 9.0. P.M. After breakfast and general aspirin parade to King William Street. Intestate members calling on Brian Woodhead in relay. 10.0. Gather at the Talbot for a few beers with many old friends. 2.10 Conference. 8.0. P.M. Set off for Squadron Dance. At same time Harry A. and Ian B. set off for Dance in Harry's car. They drive vigorously in wrong direction for some minutes. Set that to rights and drive up King William Street. Harry remarks that it is full moon to-night. Minutes later both parties observe that full moon is saying 8.10. These Fort offices! All parties proceed to dance. Many good friends there and splendid evening had. 12.30 P.M. Return. Hotel join convivial small party drinking the bottled reserve in room of Ian B. and Harry A.

1.30 (ish). Vociferous objections of management to continuation of party casts some damp on proceedings. Sunday 9.30 A.M. After breakfast (had some, too) proceed by car to Golf Course—a beautiful site. Int. Two approached by bridge over small dry-but-muddy creek. Watch A.J.W. run lightly down one side and up other. Hear top his foot slip and he sinks to chin level with top of bark. Chuckle until most striking. 10.0. Hit off a slow defensive shot past the bowler. Followed by quartet of players sporting playfully with one club apiece. Proceed round course duly investigating tiger country at intervals. 10.30 Proceeding calmly, peacefully down edge of fairway. Look round just in time to lock for life. Someone has lent the quartet a No 1 wood. 11.30-12.0 Finish round—join excellent barbecue. 2.30. Sport—which children's race. 2.50. Conscription for Four-Ro. Object to length of course. Protest disdained. Join runners gathered in two ranks at starting point. 4.0. False start. Lefty T. and self charge down the straight. Recall. 4.30 Race starts. Earth shakes as the elephants charge. 5.0. Race completely—only one prong. Have another beers. 7.0. Small party at hotel—manage to launch boat of it, give us special room.

Don J. rings the bell for more beers. 7.30. Other members have arrived—party not as small. Roger R. rings bell for more beers. 8.30. Eager rings for more beers. L.J.B. orders A.J.W. to make speech. A.J.W. declines (no comments called for). L.J.B. orders self to make speech. 9.10. A.J.W. makes speech. 9.10. I make speech—highly frivolous. 11.0. Management wants to go to bed. Declares proceedings closed—particularly the singing. 1.0. Continuation of party in L.J.B.'s room declared closed by management. 5.30 a.m. Awake! An excellent breakfast—fairly normal apart from inability to recognize friends when I meet them. Catch Taxi proceed to T.A.A. Board Viscount and return to Sydney from first class week end in Adelaide.

FIRST PUBLICATION OF THE UNITED KINGDOM FLIGHT NEWS.

The Editor has received a copy of the first number of the United Kingdom Flight's Newspaper. Further details will be mentioned in our next issue. It is a very well produced paper devoted to the main to an account of the recent U.K. Revision in London. Our heartiest welcome to a very efficient new organ of 458 Squadron opinion. We look forward to future issues. We are indebted to the U.K. Flight News for which many, now given of members at the London Revision.

M.Aston R.Havers R.Broadme R.V.Armstrong R.Horton W.Richards
F.Bailey C.Bullock R.Springall R.Bishop J.Johnston L.Thompson
M.Brom M.Bloom V.Thorpe D.Cornall K.Mercer R.Toombs
M.Bostwood G.Harriman T.Walden R.Gilbert W.Harrad R.Warren
G.Golding P.Pettit B.Brydon R.Hedley K.Perdow

OUR NEXT ISSUE will contain an Article by Dick Watson on INDONESIA.

AUTHORISED BY THE EDITOR, (P.C. Alexander), Box 5289, S.P.O., Sydney 3.S.W., AUSTRALIA.

To the Squadron Secretary,

Box 5289, S.P.O., Sydney 3.S.W., N.S.W.

I desire to enter the attached design in the Competition for the Dust Cover of the Squadron History. I understand that the winner will receive a free copy of the History when it is published. Winning entry, or any entry, not necessarily used. Copyright in the winning entry to belong to the 458 Squadron Council.

NAME
ADDRESS