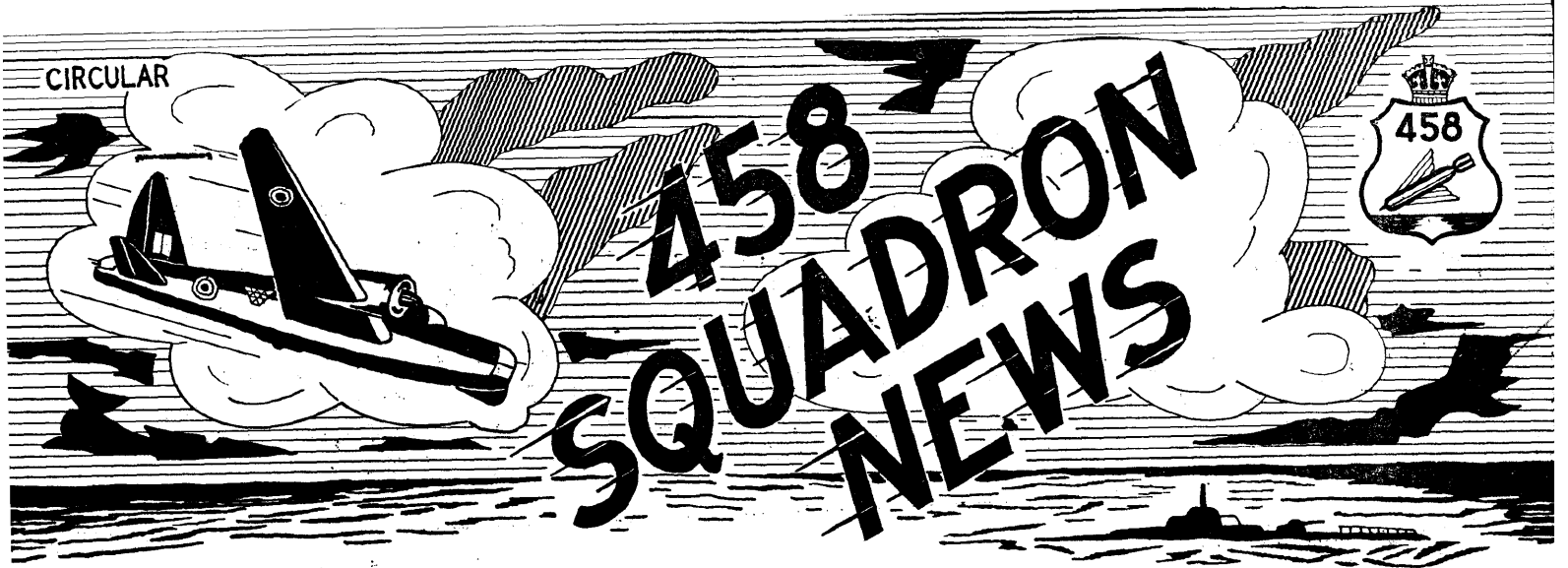


CIRCULAR



THE EDITOR.

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SQUADRON COUNCIL MEETING

HISTORY PUBLICATION FUND.

Sydney: July 31st.

The 458 Squadron Council decided in principle to accept a quotation from a Sydney printing company, the Halstead Press, for the production of the Squadron History, under the title of "We Find and Destroy". Council debated the matter for some time before accepting a motion by the Western Australian representative, Allan Walker, to accept the quote.

Council then decided to ask the Flights to organise a History Fund to raise the balance of the amount required in finance before publication can commence. Council officers stated later that of the amount of £725 aimed at, approximately £400 had been received or promised, mainly from New South Wales.

The Squadron Secretary said at Council that he hoped members would support the Flights so that the amount required would be in hand within three months.

The Council decided to ask members to pay their advance subscriptions for the History (30/-) to their Flight Secretary for on-forwarding to the Squadron Secretary. These subscriptions will count towards their Flight's share of the Fund Target.

Names of 458 Squadron members who have, to date, paid their History subs. in advance as their contribution to getting the History published, are printed elsewhere in this Issue. Council hopes there will be further names to publish in the next Issue.

The History will be about 240 pages long, with 8 pages of illustrations and a Dust Cover based on Brian Woodhead's Competition-winning design, which members can hope to see before long.

Flight Targets set are: New South Wales £425; Victoria £100; Queensland £85; South Australia £50; Western Australia £50; U.K. Flight £25.

The News will report how the targets are being achieved.

SHOULD ASSOCIATES WEAR THE 458 BADGE ?

Council, at its meeting, considered a query from the Western Australian Flight about Associate members being given 458 Lapel badges to wear. The W.A. Flight officers expressed strong opposition. They said that the Squadron badge should only be worn by accredited members of 458 Squadron or, on Legacy principles, by the widow or eldest child. They suggested the making of an Associate's badge in the form of the 458 Badge but with a different coloured background and the letter A superimposed on the background.

Bill McFride, the Queensland Councillor, said Queensland thought 458 should feel honoured that Associates were proud to wear its badge (though they themselves had served on other Squadrons overseas.)

During the discussion which followed, Councillors generally expressed personal feelings that only people who had served with 458 should wear the 458 badge. However, in view of the difference of Flight opinions and the importance of the matter, to refer it to the next Squadron Conference, to be held in Brisbane in April, 1959. Until then, Council decided, no further 458 badges should be issued to Associates. Council also decided to ask all Flights to express their views on the matter and directed the Squadron officers to conduct a survey to find out how many 458 badges, if any, had been issued to Associate members.

BADGES AND BANNERETTES.

Western Australian Councillor Allan Walker proposed that there be a

Squadron Council Meeting (cont.).

Ladies Auxiliary Squadron Broach in the form of the 458 lapel badge with a scroll beneath bearing the words "Ladies Auxiliary". The Squadron Secretary spoke in support of this, in principle, but most Councillors seemed unconvinced about the idea. It was agreed that, at present, finance was too short for the venture but it was referred to Brisbane Conference for reconsideration.

Council did approve a suggestion, coming from Squadron Officers, that a number of small bannerettes--triangular small flags bearing the Squadron Emblem--suitable for waving on suitable occasions or flying from car aerals, be obtained. For the record, these bannerettes were originally suggested by Gladys Firth.

NEWS FROM Q FLIGHT.

from

Jim Holliday.

The major social activity since the last communique was the Annual Social Dance held in the A.T.C. Mess on Saturday 28th. June. It was a nice chilly night for it, and members, associates, and friends to a total of 112 attended. Needless to say, it was a grand night. The Band played on till 2.0 a.m., and when yours truly left at 3.20 a.m., with a very tired wife, there were still about 40 bods left, singing, liquidating, and otherwise committing mayhem. Highlight of the night was Ron Russell's mad half hour.

Among other things, Clive Wyman rendered a winsome ditty. Then there was a beer-drinking contest out of baby-bottles, with the "babies" being "burped" by solicitous wives. The writer is a little vague, but he thinks that Bert Garland won the box of chocolates. The next exciting episode was "passing the orange" which entailed a good deal of "Necking".

Another highlight of the evening was the raffle of a live duck, donated by "Johnno" Johnston. No one knew it was alive until the duck "accidentally" got away when presented to the winner. The duck, blinded by the sudden transition from darkness into light, took off like a Canberra, and successfully evaded being captured for some minutes. The duck was disappointed when the lucky winner declared she didn't like duck and her husband couldn't kill one, and promptly redonated it. This time, it was auctioned and a determined duck-flesh lover paid twenty five bob for the job. A further highpoint was the drawing of the raffle for the glass fishing rod, donated by Jack Lewis and the reel donated jointly by Charlie Warren and Clive Wyman. It was won by a guest, one Cec. Griffiths, who bought 16/- worth of tickets. Incidentally, Cec. owns a fish shop.

The supper was really first-class, and in ample quantities. Everyone really needed it after an exhausting forty minutes of a Progressive Barn Dance. Apparently, the Band got in a groove and nobody could lift the needle. However, the Drummer (virtuoso) really made up for the blue by turning on two magnificent drum solos, lasting for more than ten minutes at a time, which really brought the house down.

It was a great night, and Johnno, at his first Q. Flight Social, summed it up as a "jolly fine show".

The Annual Meeting.

Returning to mundane things, the Annual Meeting is set down for the 13th. September. All members will receive due and timely notice. Your Committee is discussing the programme for the All-States Reunion on Anzac Day, 1959.

Bringing Out a Briton.

Q. Flight Committee has arranged to bring out a Briton, namely Barry Whittaker, a specialist cement worker of Leeds. We are hopeful of bringing out also his fiancée or wife as the case may be.

PERSONAL PARS.

"Johnno" Johnston is now with the Prudential Assurance as a Field Superintendent;

Jack Lewis has been appointed to the Staff of the Brisbane Technical College as an Instructor in wool-classing;

Tony Stone who is stationed at Vacuum Oil Headquarters in Melbourne, visited Brisbane in his capacity as officer in charge of Training for Vacuum. He is also reported by the South Australian Flight, where he spent an evening with Allan Dickson and Ron Badger. He will be visiting all States from time to time, and was disappointed not to have made the Perth Reunion;

Ian Showell is now a midget car enthusiast. He is building cars for local speedmen in Renmark, South Australia. They have developed a good track in Renmark on the River Murray. He informs our Adelaide Correspondent that he has a few wins to his credit and at the moment is chasing more "horses" for even better success;

Ian Strrell is at present in the Adelaide Repatriation Hospital, but hopes to be in circulation again soon;

Bob Drinnan is now out of hospital and attended a recent South Australian Committee meeting, prior to going to his home on the West Coast (of South Australia);

Personal Pars (cont.)

Keith Austin has been promoted to the position of Construction Manager, Department of Works, Canberra, being responsible for the organisation and control of architectural and Engineering construction and maintenance.

Jock McGowen has undertaken the job of Secretary of the Veteran Motorists Association and is organising a periodical paper, blazer, pocket, tie, etc for the Association. We understand from him that ancient cars are defined as follows:
Built prior to 1905-Veteran; Built 1906-16-Edwardian; Built 1917-35-Vintage;

Arthur Jellow who lives in Chatswood, N.S.W., is keenly interested in Theatrical work, both as Player and as Producer;

Bill Chapman who works with the N.S.W. Railways, has recently paid a visit to Coolangatta, Q;

John Preston has our congratulations on the recent birth of a 10 lb. son;

Harry Baines is Licensee of the Wallabadah Hotel, N.S.W. We now quote from Column 8 of the Sydney Morning Herald.

"Mr. Harry Baines of the Wallabadah Hotel, 34 miles south of Tarworth tells us of a dog which hates people drinking beer--no help at all in the business. The dog, a brown kelpie and a first class sheep-dog, always follows his master into the hotel. "At the first indication that a keg of beer has gone off the dog starts barking and kicking up a fuss as if urging the customers to go home. When another one comes on, he goes back to his corner in disgust. Everyone feels he would be restful around a "pub with no beer."

THE SQUADRON PRESIDENT--to 458 Squadron Members.

Thanks, everyone, for the great honour to me and to Q. Flight. It was most unexpected. Being one of the early ones, I am not very well known to the majority of members. However, I have had the opportunity of visiting the capital city of every State in recent years and meeting a nucleus of each Flight. From what I have seen, 458 Squadron is solidly supported everywhere.

However, I agree with remarks recently made that we must find some vehicle other than Reunions by which to maintain the interest of members. Like a lot of others, I am getting a little tired of holding around, and the problem is one to which I have given a great amount of thought. I feel there are two ways in which we can bring members closer together.

One is the Bring Out a Briton Campaign. The settlement of Britons in Australia is essential. For our own protection, more particularly for the protection of our children and our children's children, we must increase our population. What better than to build another London here in Australia? I would strongly urge all the Australian Flights to ask the advice of the Commonwealth Immigration Department. Here in Q. Flight, we held a special committee meeting for the purpose of being addressed by the organiser of the Bring Out a Briton Campaign in Queensland. It was a most illuminating address. The importance and the necessity of the scheme were hammered home to us very forcibly. Anyone can form himself into a Bring Out a Briton Committee. It need not be confined to cities. We need men in all trades. In Queensland we know we need Bricklayers, Panel Painters, and Spray Painters. In the more industrialised parts of Australia, there must be a call for skilled workers in all trades.

The second thought which I have is that we, as an Association, should interest ourselves in Civil Defence. Only recently we have had the threat of a Third World War. It goes without saying that the next World War will be felt by the Civilians more than the Armed Forces. Atomic warfare will cause more deaths behind the line than at the front. The damage which one atomic weapon could do is graphically illustrated by films in the possession of the R.A.A.F. If these could be obtained and screened, I am sure that every member will realise the grave necessity for the organisation and training of civilians against the results of atomic attack. I urge all Flights to contact the Civil Defence Authorities in their States and arrange for talks and film screenings concerning this threat to our defenceless homes.

I feel that by interesting ourselves in these two projects, "Bring Out a Briton", and Civil Defence, we shall find renewed interest in our Association. Is it worth talking about over a glass of beer?

Jim Holliday.

Personal Pars (cont.)

Jim Whitten who is with the Animal Industry Branch, Northern Territory, and stationed at Alice Springs, has 458's congratulations on the birth of a third son and fourth child (Edward Lionel Bruce);

SALUTE TO THE DEPARTED.

458 Squadron News is sorry to report the passing of two Squadron members: ERIC COX, who died, after several years of chronic illness, in Adelaide Repat. Hospital on June 30th. About a dozen 458ers attended the funeral service. The other 458er who has passed on is BILL RENNIE, accidentally killed in England.

Eric Cox was a Fitter on 458 and served with us for the great part of 458's operational life. Bill Rennie was of the Sergeants' Mess staff on 458 for quite some time. 458 Squadron salutes them.

About Eric--Ron Badger writes:--- Possibly there were few on 458 who so used their ingenuity and forethought in establishing ideas for additional comforts for 458 members as did our late cobbler, Eric Cox. With a zest for original ideas, Eric managed to fossick out the A.I.F. Canteen Service in Palestine and promptly gained from the Powers-that-were to purchase from their well-stocked stores well-known Aussie delicacies which we had almost ceased to remember. On the Squadron's arrival at Shallufa, he instigated permission to raise funds to purchase these goodies for the Erks and Officers alike. When the first consignment arrived the Canteen was rushed and in no time the money borrowed from the boys was all paid back, and the profits grew making the canteen self-supporting and an added comfort to all. This reflected great credit on Eric who at that time was an L.A.C. Engine Fitter.

Eric's popularity among his fellow Squadroneers was exemplified in the large gathering that attended his funeral. He was the instigator in forming the Squadron Club in South Australia and was President for a few years until overtaken by ill-health. Our first gathering in 1946 was made possible by Eric's making available his Oyster Bar in Adelaide, to say nothing of his organising the whole day and providing the refreshments. Even in ill-health Eric--and also his good wife--took a great interest in the Squadron's doings and his keen sense of humour was ever present in all company. We regret to lose you, Eric. We salute you. You have earned the respect and admiration of your fellow-men. No man, we consider, could wish for more. We shall not forget.

Bill Rennie was one of the hundreds of Englishmen who gave years of their youth to quiet and loyal service on 458 Squadron. Without such as Bill, 458 could not have been.

Eric Laming writes, from Butterworth in Malaya where he has recently arrived with the R.A.A.F.. I thought I had news of a 458er not recently mentioned, but unfortunately it turned out to be bad news. The Corporal in my office was talking about a Sergeant Rennie who used to work there as a disciplinarian. He left three weeks before I arrived, for premature demob. It turned out to be Bill Rennie, who used to work in our Sergeants Mess on 458. Last week one of the R.A.F. Sergeants came in with a newspaper cutting that he had been killed in a motor bike accident in England.

We had not been in close touch with Bill since the end of the war, had no news of his career and deeply regret our first news of him should be of his death but Bill was one of us and will always be one of us. We will remember you, Bill.

CROWEATERS' COMMENTARY.

from

Ron Badger.

Sports Evening. Our combined Sports Evening with the 48th and 27th. Battalions resulted in our defeat. However, Ding Conways team upheld the Squadron honour in the first heats. We were pleased that Bob Drinnan, just out of hospital, could attend this most enjoyable function. The evening concluded with a serve of hot Irish Stew about which we are still snacking our lips.

The 458 Memorial Tree. Arrangements are now more or less finalised. The site for planting the Tree in memory of the war-Dead of 458 Squadron is to be the new West Beach Airport. The Tree will be planted adjacent to the new Ross Smith Memorial Pavilion, housing the famous Vickers Viny in which Ross and Keith Smith first flew from England to Australia. Thousands of people will see the Tree when passing through the Air Port. We have the closest co-operation of the Airport authorities to ensure that both the Tree and the surrounding lawn will be kept in first-class condition. An attractive bronze plaque is being made, inscribed with the R.A.A.F. crest. The date of planting is to be September 21st (Sunday) and the time 11.0 a.m. We hope that Padre Bob Davies will be able to come over from Wagga Wagga to officiate at the ceremony.

Bring Out a Briton. The Immigration Department have been in touch with us about our support for this Campaign.

WE FIND AND DESTROY. HAVE YOU SUBSCRIBED YET FOR THE SQUADRON HISTORY ?

Please see below

Croweters' Commentary (cont.)Children's Picnic.

Arrangements are in hand for our annual Children's Picnic at National Park. This year Tennis Courts have been booked, so that Mum and Dad can play tennis in between helping the kids catch tadpoles in the creek.

CORNSTALK CALL.

from

Bob Bruce (Sydney).9th. Annual Squadron Ball.

The Annual Ball was held at the New Commodore Ballroom (in the same building as our first Ball 8 years ago). This time we had a most enjoyable evening but a bad financial result for Squadron funds. Present, we noted, among the dancers, were Sam Barlow, Peter Alexander, Paddy Walker, Graeme Coombes, Bob Hillar, Eric Munkman, Kemp Beach, Cyril Irwin, Alf. Hammond, Bob Lyndon, John Dunn, Fred Strom, Bob Bruce, and several other stalwarts. It was particularly nice to welcome Bob Pollock on a visit, with his family, from the Victorian borders.

Bill Taylor in Sydney.

Bill, with his wife and son, paid Sydney a holiday visit during May, and Sam Barlow acted as host to a large number of Squadron members and wives at a most enjoyable party at his Campsie flat, really a most enjoyable evening. The following evening, other 458ers met Bill at the Air Force Club for a few further jugs. He and his family lunched or dined with other members on other days, and, by organisation of Jack Aitken, Bill went flying.

Change at the Treasury. Tony Harris has been transferred to Newcastle, on promotion to the position of Securities Officer, with the Commonwealth Bank in that city. He had, accordingly, to resign the N.S.W. Treasurership, which he had held for the last couple of years. Frank Ward has taken over the custodianship of the Purse-strings. Frank, who was a N.A.G. in Clive Wyman's crew, at Foggia, is now Assistant N.S.W. Registrar of the Australian Society of Accountants.

Picnic and Tennis Day. A second Day was held at Mt. Wilga, Hornsby, recently, and the outing was particularly well-attended. A round-robin tennis tournament resulted in Mrs. Nell Griffiths winning the Ladies Prize, while Cy. Irwin and Eric Munkman shared the Men's Prize. Sam Barlow was Barmen, and kept the grog flowing--14 gallons of ale were consumed, not a bad effort.

Air Force Association. 458 Squadron branch of the Air Force Association was represented at the recent Annual Assembly of Delegates in Sydney, which was opened by the State Governor. Three motions proposed by the 458 delegates were all carried. These resolutions urged (i) establishment by the Department of the Air of a Unit History Fund (ii) the manufacture in Australian Factories of Guided Weapons and components and (iii) support by A.F.A. branches of the Bring Out a Briton Campaign.

Bring Out a Briton. In an effort to transfer its support for the Bring Out a Briton Campaign from words into deeds, the Branch and Flight hope to sponsor a Briton, and accordingly, any N.S.W. member who can offer accommodation, employment or, for that matter, any assistance whatever should, please, contact the N.S.W. Secretary immediately. It could be that, having accommodation and employment to offer, we might be able to encourage the immigration to Australia of an ex-R.A.F. member of 458 Squadron.

A.F.A. State Committee. 458 Squadron now has three of its members on the State Committee of the Air Force Association--namely Dick Healey, Allan Walker, and Peter Alexander. So we are nobly represented on that Committee.

Jack Bevan Marries. Very many 458ers will join in congratulating Jack Bevan on his recent marriage, in February this year. They also congratulate him on his new job with Australian Iron and Steel in Wollongong.

Forthcoming Events. August 24th. Annual Picnic--Lane Cove National Park
September 14th. President's Cup Golf Day at Wallacia.
Tee up at 10.0 a.m. Picnic at the River site used during the Sydney All-State Reunion. This will be a first-class occasion. Be in it!

September 12th. Air Force Ball, The Trocadero, Sydney.
There will be a large 458 party this year (at present about 40). The more the merrier, and interested members might contact Alf. Hammond (NW 4558). Tickets 25/- each.

ALL STATES REUNION.

ANZAC WEEKEND --1959.

Will be in BRISBANE, Capital City of Queensland and a stronghold of 458 Squadron.

See You There.

We are looking forward to the receipt of some photographs of the Perth Reunion, have been looking forward to seeing some for some time. We have received the Tape recording made in Sydney but not yet played it. I hope to get over to Mick Mason's home in the very near future and get it played. We are holding our next Reunion on November 15th, so hope the Perth Recording arrives by then.

So pleased the Squadron History is to be published. I don't know how many copies the U.K. Flight will want but you can take it as definite that we will raise our £25.

I am being constantly asked by those members who are rich enough to own a car for car badges, so could you N.S.W. boys please get some more made?

Recent news--Mick Mason, his wife and daughter, were involved in a car accident. But they are all well now. Vincent Thwaites is now a proud father, of a boy.

CORRESPONDENCE: Letters to and from 458 Squadron members.

From Dizzy Dean, Gilbert and Ellice Islands Colony Wholesale Society, Tarawa Atoll, Gilbert Islands:---to Graeme Coombes, Sydney.

Dear Graeme, As you can see by the letterhead, such an organisation and such a place do exist. We've been here since the 28th. September and the whole time has been taken up with very interesting work, many (too many) parties, some very nice people, interesting living conditions, wonderful fishing and, of course, dancing girls whose appearance has been horribly spoilt by the Missionaries insisting on their wearing Bonds Athletics.

We had a wonderful trip from Melbourne to Ocean Island--by courtesy of the British Phosphate Commissioners' Air conditioned "Triaster"---the pride of their fleet. Linda, David and I had a three berth cabin and were most comfortable. However, at Ocean Island, we transferred the same day to one of the Colony's own little ships. The "Nareau" is 120' long, belongs to the G.E.I.C. Government, and looks a bit like a streamlined Manly ferry. Anyway, we pushed across the wide Pacific in this huge craft for 240 miles till we reached Tarawa. Luckily the sea had been calm, because if there'd been even a ripple, "Nareau", we have heard since, does everything but barrel-roll. We reached Tarawa Lagoon about 1730, and of course it was a wonderful sight. I didn't realise we were in a lagoon, but I could see low lying islands on three sides of me, and still miles of water (Tarawa Atoll is horse-shoe shaped and 14 miles from point to point-across).

We stayed the first three nights at Bairiki at the Resident Commissioner's House. Quite a place, and Bairiki, being Government H.Q., has well laid-out houses of concrete bricks and tall thatch roofs.

As the Co-Operative Society H.Q. are on the island of Betio we visited the place by the only means of transport---launch---were met at the wharf by the Accountant in a new Land Rover for me, and driven to a house reserved for us. We got a shock. It had been closed up for a couple of months. It had the tall thatch roof common to all, and the walls were made of native materials called Te Ba (the dried rib of the palm tree). The kitchen and bathroom were primitive and the toilet pan was a pan.

Although I'd been under the impression that I'd come up as a Govt. Servant, this was not so, and as Manager of this W.S. I am responsible for all housing of employees besides running the buying and selling of every kind of merchandise, for a boatyard which builds tugs, launches, barges, and repairs ships. We also own a 120' cargo ship which carries 140 tons cargo, and we are the Agents for Vacuum and the Copra Board. Copra is the only industry in these Islands, though Ocean Island, which is part of G.E.I., supports the economy. About 87% of the Revenue comes from phosphate.

So you can see I'm fairly busy---but as the job is so interesting the time is flying. The food position is good. Local fresh fish at 6d., if you don't catch it yourself, local fowls 2/6d small. 3/- large, local pig, on the hoof, alive 10d., killed and delivered 1/6d lb. We import frozen meat, butter, frozen vegetables if available, oranges, potatoes, cabbages and onions from Ocean Island or Fiji, depending on shipping. Beer (Victorian) is 3/1d a bottle, Scotch 21/- a bottle, so relatively its cheaper to drink than to eat.

The westerly weather that blocks up gales and rain from November to March has caused great dislocation of mails and shipping, but we expect the easterlies to commence soon (March, 1958-Ed.) and the weather to improve. The temperature here never exceeds about 88°, and the humidity is not excessive and drops right down when the easterlies blow.

Went fishing yesterday, caught 14 trevally ranging from 5 lbs to 20 lbs., so its fish for lunch to-day.

Give my regards to 458ers. Will you please send me a copy of the words of "We are the Boys of 458" and "Lagos Lagoon". I want to spread the word.

Best Regards, Bruce.

