SQUADRON COUNCIL MEETING

Sydney: July 31st.

The 458 Squadron Council decided in principle to accept a quotation from a Sydney printing company, the Malatest 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 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 (50/-) to their Flight Secretary for forwarding to the Squadron Secretary. These subscriptions will count towards their Flight's share of the Fund Target.

The Secretary announced that names of 458 Squadron members who have, to date, paid their History subscriptions in advance on 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 £36; 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 badge to wear. The Air 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 oldest 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 latter a superimposed on the background.

Bill McRitchie, the Queensland Councillor, said Queensland thought 458 should feel proud that Associate members were proud to wear its badge. The Council decided on other Squadron occasions.

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 that 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 ANDankedness.

Western Australian Councillor, Allan Walker, proposed that there be a
Ladies auxiliary Squadron Branch in the form of the 45th

circle 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.

Councill did approve a suggestion coming from Squadron

Officers, that a number of small bannetters - triangular small flags bearing the Squadron

badge - suitable for waving on suitable occasions or flying from our car's sides, be obtained.

For the record, these bannetters were originally suggested by Gladys Firth.


NEWS FROM 0 FLIGHT.

From Jim Holland

The major social activity since the last communique was the Annual

Social Dance held in the A.T.C. Mess on Saturday 29th 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

great night. The Band played on till 2.00 a.m. and when yours truly left at 3.20 a.m., with a

very tired wife, there were still about 40 bodies left, singing, liquidating, and otherwise com-

mitting mayhem. Highlight of the night was Ron Russell's mad half hour.

Among other things, Clive Wymon rendered a winsome ditty. Then there was a beer-drinking contest out of baby bottles, with the "babies" being "burped" by solicitous wives. The winner is a little vague, but he thinks that Bert Garland won the box of chocolates.

The next exciting episode was "pouncing the orange" which entailed a good deal of "Nocking".

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 pre-

sented to the winner. The duck, blinded by the sudden transition from darkness into light,

took off like a Canary, 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 highlight was the drawing of the raffle

for the class fishing rod, donated by Jack Leake and the rod donated jointly by Charlie Warren

and Clive Wymon. It was won by a guest, one Cec. Griffiths, who bought 1/6 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 into a groove and nobody could lift the needle. However, the Drummer (virtuoso)

really woke 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 0 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, 1999.

Bringing Out a Briton.

Q Flight Committee has arranged to bring out

a Briton, namely Barry Whittaker, a specialist consent worker of Leeds. We are hopeful of

bringing out also his fiancee or wife as the case may be.

PERSONAL PAPERS.

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

Jack Leake

Terry Stone

Jan Boswell

Ian Sisson

Bob Drinan

has been appointed to the Staff of the Brisbane Technical College as an

Instructor in Wool-clasping;

who is stationed at Vacuum Oil Headquarters in Melbourne, visited Brisbane

in his capacity as an officer in charge of Training for Vacuum. He is also

reported by the South Australian Flight, where he spent an evening with

Jan Boswell

Ian Sisson

Bob Drinan

Bob Drinan

in present in the Adelaide Repatriation Hospital, but hopes to be in

circulation again soon;

in 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);
THE SQUADRON PRESIDENT—TO 458 SQUADRON MEMBERS.

Thanks, everyone, for the great honour to do 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 to maintain the interest of members. Like a lot of others, I am getting a little tired of hollering around, and the problem is one to which I have given a great amount of thought. I feel there are the 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 333 here in Australia? I would strongly urge all the Australian Flights to act the advice of the Commonwealth Immigration Department. Here in Q.Flight, we hold a special committee meeting for the purpose of being addressed by the organizer 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 need Bricklayers, Pencil Painters, and Spray Painters. In the more industrialized parts of Australia, there must be a call for skilled workers in all trades.

The second thought which I have in that we, as an Association, should interest ourselves in Civil Defence. Only recently have we had the threat of a Third World War. It goes without saying that the war 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 showing 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 realize the grave necessity for the organization and training of civilians against the results of atomic attack. I urge all Flights to contact the Civil Defence authorities in their State and arrange for talks and film screenings concerning this threat to our defenseless homes.

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

JIM HOLLIDAY.
456 Squadron is sorry to report the passing of the Squadron member, H/R. Cox, who died after several years of chronic illness, in Adelaide Rep. Hospital on June 30th. About a dozen 456ers attended the funeral service. The other 456er who has passed on is Bill Manley, accidentally killed in England.

Eric Cox was a Pitter on 456 and served with us for the greater part of 456's operational life. Bill Bannister was of the Sergeants' Mess staff on 456 for quite some time.

The Squadron salutes them.

About Eric—Ron Badger writes:— Possibly there were few on 456 who so used their ingenuity and foresight in establishing additional comforts for 456 members as did our late cobber Eric Cox. With a seat for original ideas, Eric managed to fessick out the A.I.F. Canteen Service in Palestine and promptly gained from the Powers-that-be to purchase from their well-stocked stores well-known Aussie delicacies which we had almost ceased to remember.

On the Squadron's arrival at Shalufa, he instigated permission to raise funds to purchase those goodies for the Erks and Officers alike.

When the first consignment arrived the Canteen was rushed to 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 Pitter.

Eric's popularity among his fellow Squadroners 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 arranging to takeover the Cockey Bar in Adelaide, to say nothing of his organizing the whole day and providing the refreshments. Then in ill-health Eric—and his good wife—showed a great interest in the Squadron's doings and his keen sense of humor was ever present in all company.

We regret to lose you, Eric. We salute you. You have earned the respect and admiration of your fellowmen. If you consider, could wish for more. We shall not forget.

Bill Bannister was one of the hundreds of Erks who gave years of their youth to quiet and lonely service on 456 Squadron. With such as Bill, 456 could not have been.

Eric Boden, writing from Butterworth in Malaya, where he has recently arrived with the A.I.F., I thought I had news of a 456er not recently mentioned, but unfortunately it turned out to be bad news. The Corporal in my office was talking about a Sergeant Bannister who used to work there as a discipline man. He left three weeks before I arrived, for another batch. It turned out to be Bill Bannister, who used to work in our Sergeants Mess on 456. 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, but no news of him was somehow deeply regretted. 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.

CROWDSTERS COMMENTARY.

From: Ron Badger.

Sports Evening. Our combined Sports Evening with the 46th and 27th Battalions resulted in our favour. However, Dingcones team upheld the Squadron honour in the first hosts. We were pleased that Bob Driman, 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 thinking of our lips.

The 456 Memorial Tree. Anticipations are now more or less finalised.

The site for planting the Tree in memory of the men and women of 456 Squadron is to be the new West Beach Airport. The Tree will be planted adjacent to the new Royal South Memorial, the famous Vickers Vimy in which Kings and Keith Smith first flew from England to Australia. Thousands of people will see the Tree when passing through the Air Base. It has the closest co-operation of the Airport authorities to ensure that both the Tree and the surrounding area will be left in first-class condition. An attractive plaque is being made, inscribed with the R.A.F. crest. The date of planting is to be September 21st (Sunday) at the time 11:00 a.m. We hope that Fred Bob Davies will be able to come over from Wagga Wagga to officiate at the ceremony.

Draw Cut a Battle. The Recreation Department have been in touch with us about our support for this Camp.

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

Please see below
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.

9th Annual Squadron Ball.

From Bob Bruce (Sydney).

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, as noted, among the donors were Sam Barlow, Peter Alexander, Paddy Walker, Graeme Coombes, Bob Hillar, Eric Mankun, Ken Scott, Jack Irwin, JF. Hammond, Bob Lyndon, John Dunn, Fred Strum, 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 Atkinson, Bill went flying.

Change at the Treasury. Tony Harris has been transferred to Newcastle, on promotion to the position of Security 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 Yard has taken over the custodianship of the purse-strings. Frank, who was a P.M. in Olve Wyman's crew at Peggia, is now Assistant N.S.W. Registrar of the Australian Society of Aces Anteaters.

Picnic and Tennis Day. A second Day was held at St. Wilga, Hornsby, recently, and the outing was particularly well-attended. A round-robin tennis tournament resulted in Jim Ball Griffiths winning the Ladies Prize, while Cy Irwin and Eric Mankun shared the men's prize. Sam Barlow won Prizes, and kept the crowd flowing - 44 gallons of wine 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 nominations 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 N.S.W. 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.L. State Committee. 458 Squadron now has three of its members on the State Committee of the Air Force Association—namely Dick Macdonald, Alan Walker, and Peter Alexander. So we are nobly represented on that Committee.

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

Fortcoming Events. August 24th. Annual Picnic—Lane Cove National Park. September 15th. President's Cup Golf Day at Wollong. September 16th. President's Cup Golf Day at Wollong. September 17th. 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 (M. 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 Munro’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 225.

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 made?

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

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CORRESPONDENCE: Letters to and from 458 Squadron Members

From Dizzy Dean, Gilbert and Ellice islands, Gilbert Wholesale Society, Tarawa Atoll, Gilbert Islands—To Graham O'Connor, R.A.F.

Dear Graham,

Is there any need, as I am seeing by the letterhead, such an organisation and such a place do exist. We’ve been here since the 20th 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 Bombin Athletics.

We had a wonderful trip from Nauru to Ocean Island—by courtesy of the British Phosphate Commissioner! Air conditioned "Trinster"—the pride of their fleet. Linda, David, and I had a three berth cabin and were most comfortable. "Jovey" at Ocean Island, we transferred the same day to one of the Colony’s own little ships. The "Narora" is IZO! long, belongs to the G.I.I.O. Government, and looks a bit like a streamlined Manly ferry. Anyway, we pushed across the side Profile in this huge craft for 240 miles till we reached Tarawa. Luckily the sea had been calm, because if there been even a ripple, "Narora", we have heard since, does everything but barrel-roll. We reached Tarawa Lagoon about 17.30, and of course it was a wonderful night. 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 G.I.I.O. Commissioner’s House. Quite a place, and Bairiki, being Government House, has well laid-out houses of concrete bricks and black tough roofs.

As the Co-operative Society H.Q. are on the island of Botio we visited the place by the only means of transport—launch—here not at the shore by the Accountant in a new Land Rover for no, 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 thick roof common to all, and the walls were made of native materials called To Ro (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 V.S. I am responsible for all housing of employees, besides running the buying and selling of very kind of merchandise, for a boatyard which builds tugs, launches, barges, and repair ship. We also own a IZO! cargo ship which carries 140 tons cargo, and we are the Agents for Vacuum and the Coop Board. Coop is the only Industry in those islands, though Ocean Island, which is part of G.I.I., supports the economy. About 67% of the Revenue comes from phosphate.

So you can see I’m fairly busy but the job is an interesting time is flying.

The food position is good. Local fresh fish at 61.6, if you don’t catch it yourself, local fowl 2/6, local pig 3/1, large local pig on the hoof, alive 1/6, killed and delivered 1/61 lb. We import frozen meat, butter, frozen vegetables if available, oranges, potatoes, cabbages and onions from Ocean Island or Fiji, depending on shipping. Beer (Boronia) is 3/1 a bottle, Scotch 21/6 a bottle, no relatively its cheaper to drink than to eat.

The worst weather that, come up gales and rain from November to March has caused great dissatisfaction with the shipping, but we expect the weather to improve in March (March, 1955–62), and the weather to improve. The temperatures here never exceeds about 80°, and the humidity is not excessive and drops right down when the weather blow

Sent 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 "Lagoon Lagoon". I want to spread the word.

Best Regards,

Bruce.

Dear Lock,

It was very good to hear from my old "colonial" cobber again. Apart from Hal Clarke, I seem to have lost touch with most of you rough old Australians!

We are very glad to hear that things are going well with you. I shall certainly do something about an exchange of snapshots, but paying one of those out of my wife in like taking teeth out of an angry tiger........will take one of the negatives along and have additional prints made.......

I live, as you say, in luxury in those strange parts. We have rented a delightful house—about 8 miles from the centre of Washington, and we have enjoyed every minute of the time we have spent in it. The work I do, too, is of great interest, but when our tour here is up, probably next November, we shan't be too sorry to get on that big boat for home.

There are masses of things to do and see, but the people (nice though they are) are different—if you know what I mean! When the Queen was here, I was sitting discussing this very point with a bunch of officers and over a large number of beers we realised that refrigerators and washing machines were all very well—but not to worry! The details of all this exercise you take, left me quite exhausted, as you know. I am strictly cut-out-on-a-chair-type—good book type, but I am all for other people rushing hither and thither and keeping fit. I haven't gained or lost a pound for years, but I'm losing a little hair......

We have already had provisional notice of our next posting—and very pleased we are! I hope to go on the directing staff of the R.A.F. Staff College in February (with acting Wingco) for three years. Jolly good! There are usually two Squadron Leaders R.A.F. on the course—so I'll give 'em hell!

Lots of luck and good wishes to you all.

From "Sailor" Wheatley, S.S. River Hunter, Geraldton, W.A., to the Squad Secretary.

Dear Peter,

Sorry to kick in so late with my subscription, but have just returned to toil after three months holiday, where frivolity and vixal seem to be the order of the day rather than such mundane affairs as attending to correspondences. However, I have finally made it.

I trust the Battalion in Perth was a great success; it was unfortunate that we sailed from Geraldton on Anzac Day, or else I would have shown up and added to the general confusion. But as it was I was spared the sufferings of the next day and in fact was simply glowing with rude health and hope to continue so until we got to Melbourne, which always proves a large alcoholic hurdle for me.

You will see that I have changed my employment and am now working for the Government in the Australian National LINE.

I hope all the 450 boys are well and prosperous and that you are fit, and well.

Best of luck,

Sailor.

From Mrs. Eric Cox to the Squad Secretary.

Dear Mr. Alexander,

Thank you and the rest of the "450ers" for your words of sympathy.

Eric was always keenly interested in the Squadron and the Newsletter was read from start to finish. He deeply regretted that he had to miss so many "do's" because of his long illness—but the "boys" have been very good and kept in touch as much as possible—a nd I very much appreciate all they did—

Yours sincerely,

Alison Cox.

From Jack Carter, Palmwoods, Queensland, to the Editor.

Dear Peter,

I have just finished reading the Squadron News and would like to express my very deep appreciation. A lifetime member, the only time I ever felt homesick was when I was posted home and left the Squadron at Basra, Algeria. I want to be back with 450 more than anything else in the world! I have sold my pineapple plantation and just returned from seven weeks holiday in the southern States. I didn't stay in Sydney—straight over the Bridge and out to Camden during the traffic rush. Traffic worries us anyway. One and a half years overseas in two World Wars leaves us no chicken. Spent a most
458 or OF THE DAY—Jim Holliday.

Jim, the Squadron President, was one of the original 458ers at Hollis-on-Spalding Moor. He was a St. B. who crewed up with James Sargant (of Lagos Lugon) and who after the Squadron moved to the Middle East transferred to 108 Squadron and had the misfortune to come down in Tobruk. After nearly walking back to the line, the crew were taken prisoner, and Jim spent the rest of his time languishing in various German P.O.W. Camps. About Camp life, Jim has a fund of stories.

After discharge, Jim has taken on an onerous job as a Public Servant as Publicity Manager of the Queensland Health Education Council and is doing a dnedd good job there. Let it be said here and now that if it weren't for Jim, there would be no Q. Flight. He has worked tremendously hard, particularly when the Association was first started, and has continued in the same selfless spirit ever since.

We in Queensland are honoured that he has been selected as Squadron President and feel that it is a just reward for his efforts. —L. M.

THE 458 SQUADRON HISTORY.

Do you know which 458 C.O. prepared to fire a cannon at a cloud?

The christened 458 Squadron "McKenzie's Air Force"? How many Xeg villages did Look at pop? destroy?

Which 458 crew came back from an op. on the Italian Fleet?

These are matters dealt with in "We Find and Destroy"! the Squadron History.

But it won't be published unless 458ers help to raise the necessary finance.

Please send your 30/- deposit to your Flight Secretary, who will forward it to the History Committee in Sydney. Flight Secretaries address:

Bob Bruce, Box 5289, C.P.O., Sydney.

Victoria A. Green, 57, Woodlands Ave., Passcoe Vale, Melbourne.


P. J. Holland, 45, St. Kilda St, Holland Park, Brisbane.

Members in Tasmania, Currin, Africa and New Zealand should send their 30/- to the Squadron Secretary, Box 5289, C.P.O., Sydney, Australia.

Those 458ers who have paid their sub. to date and our thanks to them:

R. Brown, J. Crone (2)
R. Scholes, J. McClean, L. Chalmers, P. Wilson, L. Adams, A. Lebeday

F. Alexander, C. Irwin (2)
L. Barlow, K. Bech, L. Maclean, J. Hamilton, S. Bruce, E. Spurling

J. Ippen, J. Liddell
R. Bailey, G. Houghton, R. Gipper, R. Pollock, E. Leeding, L. Kerr

C. Ryley, S. Parkinson
R. Hough, J. Holland, J. Arthur, R. Cooper, S. Bertram, E. Priest

F. T. Johnson, J. Excell
J. Perry, W. Barras, E. Wheeler, J. Scarratt, S. Baker

Authorized by the Editor (P.C. Alexander)

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

To The Flight Secretary,

I have pleasure in enclosing 30/- as a deposit (probably the complete cost) of my copy of the 458 Squadron History. I realise it may be some months before publication is complete. I also understand that if, for any reason, the History is not published, my 30/- will be returned to me. Please return my deposit to the History Publication Committee.

My Name

My Address.