



114 MCRU (1969)



L-R: Peter Prunster, Barry Taylor, Sgt Cook, Sgt Noel Bailey, Kev (Shorty) Collins, Don't know, Gary (Twiggie) Twine, SqnLdr Benson, Bill Broadbent, Bob Langley (Plessey UK), Brendan (Curley) Godwin, Don't know, Graham Knight, Don't know, John Cox, WngCdr Bill Waldock, (Stick) Laidlaw, Dick Voekel (US Westinghouse Tech Rep), Don't know.





Back Row L-R: Unknown, Unknown, Bob Bocus, Unknown, Unknown, Flt Sgt Ron Tyler, Sgt Rice Storeman, Unknown, Bill Broadbent, Unknown, Unknown, Sgt Noel Bailey, Harry Howsan.

3rd Row L-R: Unknown, Unknown, Unknown, Unknown, Bob Pearson, Unknown, Unknown, Unknown, Hal Beurle, Len Lotz, Bevan Kittle, Sgt Peter Prunster, Ross Ginn.

2nd Row L-R: Unknown, Spider Lambert, Graham Knight, Team Turner, Unknown, Unknown, Warren (Waza) Turner, Unknown, Unknown, Keith (Fletch) Fletcher, Unknown, Sgt Hillary Johnston (Computer Tech), Unknown.

Front Row L-R: Unknown, Unknown, Unknown, Flt Lt Gary (Twiggie) Twine, Unknown, Sqn Ldr Benson, WngCdr Bill Waldock, Unknown, Unknown, Unknown, Unknown, Unknown, Bob Langley (Plessey UK).

Last Herc out of Vietnam.

In our [last issue](#), we stated that the last Herc to leave Vietnam occurred on the 20th December 1972. Vaughan Crosby, a navigator with 36 Sqn, got in touch to correct us. He says:

“The article states that the last Herc out of Vietnam occurred on 20th December 1972. This is not the case. On 1st April 1975, 6 Hercs (3 from 36 SQN and 3 from 37 SQN) were deployed from Richmond to Saigon South Vietnam. They were sent to Vietnam to take part in Operation Babylift (a UN sponsored operation) and to get Australia out of Vietnam.



We flew orphans from orphanages in Saigon to Bangkok where they were flown to Australia by QANTAS, we also flew refugees escaping from the advancing enemy to camps in the south of the country and supported them with red cross supply flights. The final act of the Detachment was to evacuate the Australian Ambassador from Saigon. I am not sure of the precise date for of this flight as we had returned to Australia by then, but it was very close to the fall of the city.

Although most official documents record the end of our country's involvement in the Vietnam as 1972, it was not and it is a source of some frustration for those of us who served in South Vietnam



in 1975. I have copies of photographs recording our involvement but the original pictures do not belong to me they were taken by another member of the detachment.“

We stand corrected.



Edinburgh.

ADL Magazine

Edinburgh – she ain’t what she used to be. A \$500 million investment into the Edinburgh base is bringing the latest technology and brightest minds to SA.

There’s a buzz in the air at the RAAF Base Edinburgh in Adelaide’s northern suburbs, and it isn’t all about the aircraft. The base is currently undergoing its most significant change since being formed in the 1950s, with another \$500 million investment in infrastructure and technology to accommodate the 6000 defence personnel and civilian contractors who work at the base and adjoining Defence Science and Technology Group hub, the largest defence R&D organisation in Australia.



While much of that infrastructure revolves around the 14 Poseidon maritime surveillance aircraft currently winging their way to Edinburgh, the redevelopment is also bringing new aircraft, Australian Army units and logistics and engineering jobs on site.



“It’s a really exciting time for the rebirth of the base,” says Reg Carruthers, executive director defence and space, Defence SA. “There’s lots of work in cyber, systems engineering, mission analysts, there will be at least 400 more people at Edinburgh over the next five to seven years supporting all of these new capabilities that are flying around.”

The new capabilities include three major projects:

- [AIR 555 Peregrine program](#): an electronic warfare-type aircraft.
- [AIR 7000 Triton](#) program: an unmanned aircraft that will fly out of Northern Australia with the pilot and operators based at Edinburgh.
- [AIR 7003: Sky Guardian](#) armed drones that will fly out of Northern Australia and Adelaide with crews and operators based at Edinburgh.

The new hub places Edinburgh at the centre of Australia’s military intelligence, surveillance, reconnaissance and electronic warfare, with operators — uniformed, public servants and contractors — working in a highly secure environment analysing, collecting and disseminating information on a real-time basis.

The significant investment in the Edinburgh base is also an investment in South Australia’s future, promising exciting career Opportunities both today and for years to come. “It’s not only for the young men and women going through school and university now - it will definitely be an attractor for future generations,” Carruthers says.

Been there, done that! Then been there several more times
because apparently, I never learn.

Lee Point – Darwin.

It was not until World War II that the Lee Point area was used for any European developments. In early 1941 the area was used as a defensive position for the expected Japanese invasion. The beaches from Rapid Creek north were fortified by barbed wire and trenches, gun positions were constructed at Lee Point and Dripstone Caves, which also was the location for the No 31 RDF Station. The weapon pits and machine gun posts were manned by the 23rd Australian Infantry Brigade on the beaches.

Following World War II Lee Point was abandoned by the military BUT In the early 1950s the Department of Defence acquired Block 4873 to establish a radar and receiving station and by the 1960s there were numerous buildings surrounded by earth and sand embankments. These





activities were related to the strengthening of the defensive forces in Darwin during the period of hostilities between Indonesia and Malaysia in 1963 and when the Indonesian Air Force violated Australian airspace. These activities included the permanent detachment of No 30 Squadron between 1965 to 1968, a twelve gun battery which provided anti-aircraft and seaward defences, six Bofors guns, surrounded by several two gun weapon pits and the placement of Bloodhound MK1 surface to air missiles.



No121 LAA was specifically formed as part of the 16 Air Defence Regiment for the Defence of Darwin during the Indonesian incursions. The radar station during this period was manned by 2CRU (Central and Reporting Unit) The site, until recently, was used as a radar facility by the Department of Defence. The existing buildings consist of workshops, two towers and the remains of aerials.

That's all gone, now there is a new use planned for Lee Point.

Defence Housing Australia (DHA) has proposed a development at Lee Point which is set to become a thriving residential community for Defence families, the local community and visitors to Darwin. Located just 17 kilometres from the CBD, Lee Point will offer seaside living while still being close to the city.

The proposed master-planned community is spread across 131 hectares of zoned residential land and is proposed to accommodate 800 new homes, including detached houses, townhouses and apartments that will be delivered over the project's lifespan.



It is envisaged that a Main Street precinct will offer a tourism activity centre containing restaurants, cafes, hotels, self-contained apartments and retail shops which will benefit from the close proximity to Lee Point and the Casuarina Coastal Reserve. A proposed community hub will be located in Muirhead North, and will include a primary school, child-care facility and sports facilities, covering approximately 3.7 hectares.

Click [HERE](#) for the masterplan.

Things I hate:

1. Lists
- 2.....Irony
4. Lists
4. Repetition
5. Inconsistency

Ella Colman.

Ella's daughter, Meredith, got in touch and sent us a pic of her mum who was born in Scotland and who joined the RAAF back in 1951 and was on number [6 WRAAF Course](#) which was held at Pearce – way back, not long after the WRAAFs were formed. Ella signed on as a GH but very quickly remustered to Telephone Operator. Her initial sign on period was for 4 years but because of the stupid rules back then, she had to discharge after only serving 2 and a bit years, due to getting married.

Click the pic to see her discharge certificate.





Shortly after discharging from the WRAAF, Ella married Michael Nestor. Michael, who was born in India, had joined the RAAF in 1950, was trained as a navigator and served a short term commission, discharging in 1954. He joined the reserve, remustered and served for several years as an Air Traffic Controller.

Click his pic to see his discharge certificate.



Never make a woman mad.
They can remember stuff that hasn't even happened yet!

26 Radio Appy Reunion

Held way back in 11th Feb 2012



Back Row L-R: Steve Dench, Paul Daniels, Norman Hoy, Colin Stannard, Ian Champion, Michael Stockey, Graham Crossley, Graeme Roberts, Bill James, Brian Hint, Brian Collins

Middle Row L-R: Peter Harry, Peter Ralph, Gary Brighton, Peter Howman, Rob McKay, Ray Taylor.

Front Row L-R: Brian Dittman, Pygmy McAndrew, Darian Childs.

Click the pic to see the course photo.

Breakfasting – as you do!





Trev Benneworth, [Col Price](#).

Just recently I had the misfortune of having to spend a few days on the Gold Coast (Yes, I know – but someone has to do it). To break the boring routine of walking the clean white sandy beaches, having to endure ocean water temps of about 24 degrees, regular 1 metre waves and the spectacular parade of scantily clothed lovelies passing by, I decided to meet up and have breakfast with an old mate from Radschool many many moons ago. We met at North Burleigh Surf Club, ordered breakfast and had a great old yarn playing ‘remember when’...(the London Hotel springs to mind.....)

As they say, to protect the innocent “what happened at Radschool stays at Radschool”

Sitting next to the window we had to endure the vista below – very typical of what you see on the Coast, appalling really, people in Melbourne are so lucky not having to put up with this day in day out.



35 Squadron – Wallaby Update.

WGCDR Scott “Teddy” Egan CSC
CO 35 Sqn

As Commanding Officer 35 Squadron, I am writing to all those within the 35 Squadron Association to provide you some insights into where the C-27J Spartan Capability is headed in 2021.

This year we continue face challenges induced by a continuing COVID-19 environment. We are assisting and engaging both in our remote Australian communities and throughout the South West Pacific. We are adapting and shifting our identity in parallel to a re-defined Final Operating



Capability. Finally, we remain ready to respond to National Security or humanitarian requirements anywhere within our region.

The C-27J Spartan is currently supporting Australia's response to COVID-19. We will continue to heavily engage and assist in Australia's remote communities, as well as throughout the South West Pacific. We are flying in support of Operation Solania in the Solomon Islands currently and plan to return to Papua New Guinea where 35 Squadron has recently been established as the "sister squadron" to the PNG Defence Force Air Transport Wing.

We are in the process of re-shaping our identity in parallel to new Defence direction on the future roles for the C-27J Spartan while using the opportunity for greater recognition of the Wallaby Airlines heritage produced by the Caribou. We currently plan to reveal our new identity in late March.

I thank the 35SQN association for their continued support and hope to generate a reception at Amberley for you all as COVID restrictions ease towards the end of the year.

A wise man once said – nothing!

F-111 – coming and here!!



Standing L-R: Dave Marks, John Thomson, Henry Hughes, Lance Halvorson, Wally Walters, Bob Montgomery.

Kneeling L-R: Errol McCormack, Frank Burr, Tom Wright, Pete Hackett, Chris Lake, 'Blue' O'Neill.



In 1968, the RAAF had sent the above crews to the US to accept and bring home the F-111 – but as history shows, that trip was a bit premature, the aircraft weren't quite ready, so after being fully trained on the aircraft, resulting in an all expenses paid jolly in the US, the crews came home empty handed.

The Government initially wouldn't accept the aircraft as there were many problems with it back then, but they finally sorted things out and the aircraft spent many years operating successfully out of Amberley.

A wise man to his son: "My boy, when you accumulate the understanding to know why a pizza is made round, to be put in a square box and is eaten in triangles, then my son you will be able to understand women'.

After many months of delay, the F-111 finally arrived at Amberley in June 1973.



The arrival ceremony at Amberley, 01 June 1973



L-R: Trevor Owen, John Emery, Ross Hardcastle, Pete Growder, Bob Sivyer, Ray Funnell, Neil Pollock, Ian Westmore, John Bushell, Phil McDonald, Wally Walters.

Thanks to Wally Walters for the pics.

Retirement.

On the 3rd December, 2010, back before security changed the way we live our lives, a bunch of people were allowed onto Amberley to farewell the F-111. People were allowed to walk around and check out and touch the aircraft, kick the tyres, stroll onto the tarmac then watch some of the aircraft put on a flying display.

You can see video of the event [HERE](#)

Then sadly, although some were trucked around the country and put on display in various museums, all in good nick, possibly able to be recalled if necessary, a lot were trucked to a deep hole out near Ipswich and interred. See [HERE](#).

In a hundred years or so, archaeologists will dig them up and wonder what the hell they are.



6 Squadron – 1998

F-111 drivers and fixer uppers.





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