

Where are they now?

Chris Freeman AM

I was on number 9 Radmech/tech in 1967. I worked on Tacan and ATC and a few other things at Laverton and Amberley. I was commissioned in supply branch but left in 1972. I lost all my service records/photos in the 1974 Brisbane flood.



I wondered if anyone would have anything from my course?

If you can help, let us know and we'll pass on the info to Chris. - tb



East Sale's U2

Kev Carroll, ASM, got in touch, he says: A relly of mine is seeking any info/pics on the U2 deployment at East sale, mid sixties. I can't help as I left ESale in the late 50's. Would you kindly put the word out.

If anyone can help, let us know and we'll pass on the info to Kev. tb



Damn it's cold outside



35 Sqn, Townsville. 1982.





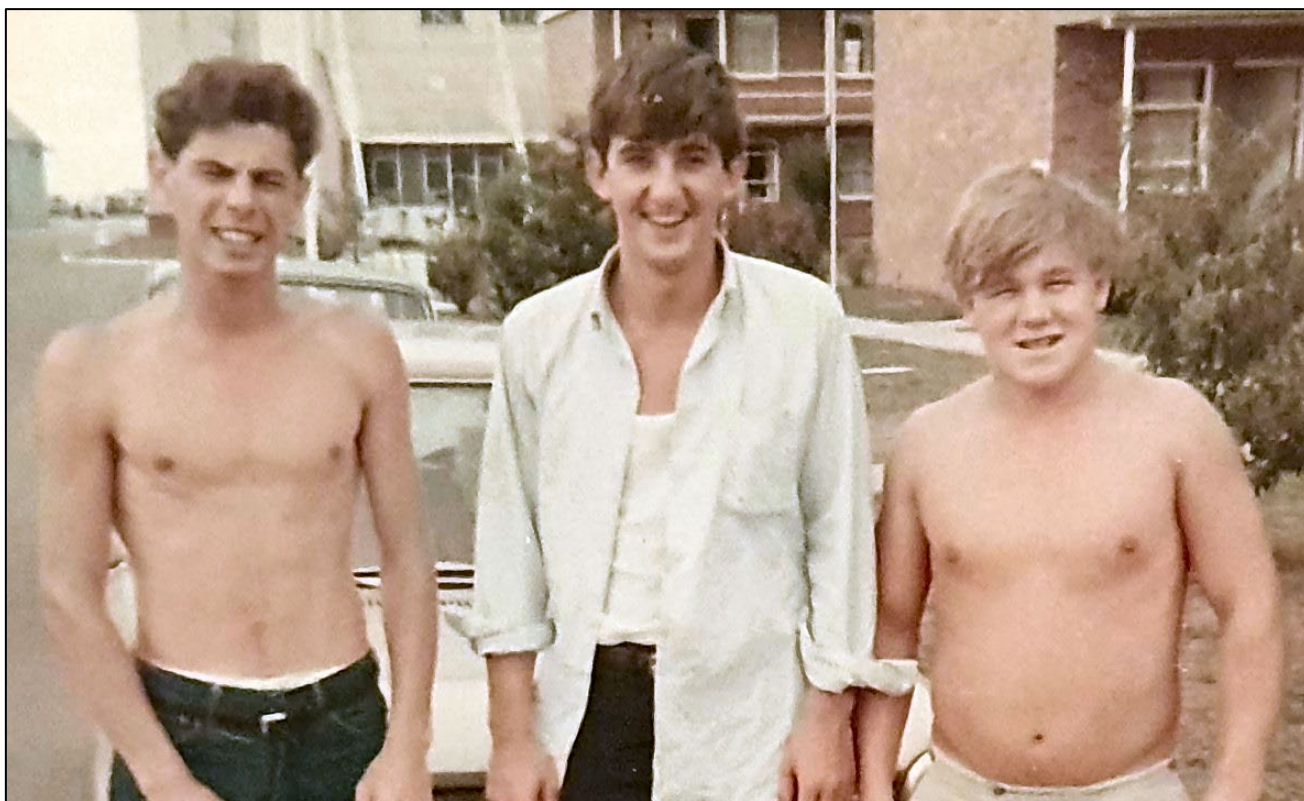
35 Sqn unit photo, taken at Townsville in 1982.

In 1976, after returning from Vietnam, 35 Squadron was relocated north to Townsville, where it operated in support of Army units based in Northern Australia. In early 1977 the squadron's role was expanded when it was equipped with four UH-1 Iroquois helicopters as well as its Caribous, making it the only RAAF squadron to ever be simultaneously equipped with rotary and fixed-wing aircraft. These aircraft were employed in a multitude of roles including support to the local community in the form of flood relief, medevac and search and rescue operations. 35 Squadron's role was further expanded in November 1986 when it was issued with gunship variants of the UH-1, which it received when 9 Squadron converted to flying the Sikorsky UH-60 Black Hawk.

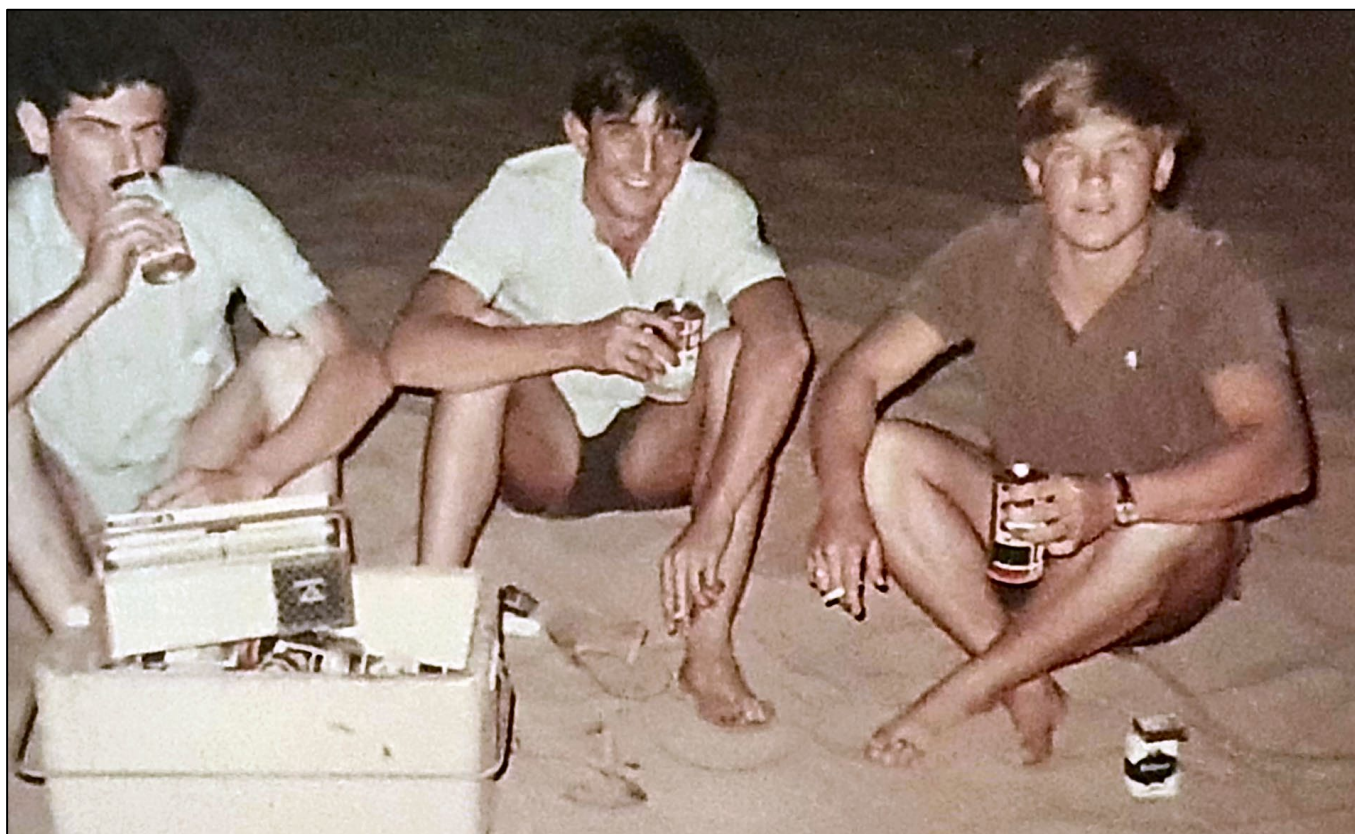
In November 1989, 35 Squadron reverted to a purely fixed-wing role when responsibility for flying the Iroquois helicopters was transferred to the Australian Army. Operating eight Caribous, the squadron continued to provide tactical transport to Army units based in Northern Australia until 2000, when it was reduced to "paper only" status and its aircraft transferred to No. 38 Squadron.

Depot Doggies.

The three blokes below were at 2AD in 1966 – all 3 were Elecos.



Kev Trimmer, John Boyne, Ray Zieba.



After a hard day in the Pentad hangar, it was obvious thing to do was fill the esky with cold Flags, grab the tranny and head for the sand at the Richmond River – with of course the obligatory pack of Rothmans.



Ray Zieba today.



41 Elec Fitters Course. August 1967.

Ray's forgotten a few names, can you help?



Back row L-R: Cecil Willey, don't know, Daryl Kable, Ed Witty, John Van Den Broek, Robert Carey, Steve Vidakovic.

Middle Row L-R: Ron Quiney, Ray Holmes, Scott Stratford, Bob Norris, Brian Summers, Ron Krebs.

Front Row L-R: Greg Brecknell, don't know, Ken Holms, Ray Zieba, Garney Sempf, Mal Logan, ? Badcock.

The Winjeel.

In 1948, the RAAF issued a specification for a new training aircraft to replace both the Tiger Moth and Wirraway. The new trainer was to seat three and was to be of simple but robust construction. Economy of operation and ease of maintenance were other requirements and, above all, it was to have safe handling characteristics.



The CAC answer to meet this specification was the CA-22, for which the Aboriginal word for "young eagle" was selected, Winjeel.



The first production CA-25 Winjeel trainer, A85-401, flew on 23 February 1955, and on 16 September 1955, the CAC Managing Director, Sir Lawrence Wackett, officially handed over the log-books of this aircraft to Air Marshal Sir John McCauley. During this ceremony, Flight Lieutenant L. Evans of the RAAF's Aircraft Research and Development Unit (ARDU) gave a spirited demonstration of the Winjeel's capabilities. The last Winjeel, A85-462, was delivered to the RAAF early in 1958.

The trainers operated with No 1 Basic Flying Training School (later renamed No 1 Flying Training School) at Uranquinty until the unit was transferred to Point Cook in December 1958. The Winjeel was eventually replaced at No 1 Flying Training School in 1975 by the CT-4 Airtrainer. The aircraft also served in the forward air control training role with No 4 Flight, later as part of No 76 Squadron, until these aircraft were replaced by the PC-9/A in 1994.



9 Sqn Vung Tau. 1969

Sumpies all!



L-R: Fred Mascord, KenCantle, Merv Wright.



Sign reminding everyone to take their malaria pills. Vun Tau.



AUSTRALIAN WAR MEMORIAL

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Fred Heuke – pilot with 35 sqn. Fred served in Vung Tau from Oct 1968 to Oct 1969.

