

IN MEMORY OF



Robert Allan.

Vic Smith advises the passing of Robert "Bob" Allan on the 7th November, 2021. Bob joined the RAAF as a [Radio Appy](#). After Radschool, he was posted to Amberley after which he had postings to Melbourne, Richmond, and Pearce. He finally discharged after 20 years with the rank of FSgt. He settled in Bundaberg. Sorry, no further details.



Bob Wilson.

Col Hill advises that Bob Wilson, ex 16 Radio Appy, passed away on the 10th November. Col says "He died peacefully after a short illness and will be greatly missed by the remaining members of 16 Radio Apprentice Course and through his family's association with the Taree community".



Sorry, no further details.

Tony Semler.

Col Hill advises that Tony Semler also of 16 Radio Apprentice Course passed away on Friday the 1st October in the Royal Adelaide Hospital after lengthy illness. He will be greatly missed by the remaining members of his apprentice course and his long association with the Australian Air Force Cadets.



Chris Jaensch

John Sambrooks advises that Chris Jaensch passed away on Thursday the 11th November, he was only 37 years old, far too young.





Chris joined the Air Force in 2002, trained as a pilot and after graduation flew various aircraft types including the CT4B, PC-9, Hawk 127 Jet, DHC-4 Caribou and C 130J Hercules. He was a veteran of service in Afghanistan, as well as humanitarian and disaster relief operations including the Typhoon Haiyan response in 2013.



After discharge, Chris joined Qantas in 2017, initially on the 747 fleet before becoming a Melbourne based 737 FO. Chris was on leave from Qantas at the time of his passing, having returned to the RAAF during the pandemic where he instructed at 1FTS on the PC- 21 in East Sale. He was a well-liked and highly respected member of both the QANTAS and R.AAF flying communities.

Those close to him would remember his passion for aviation, in particular the old Caribou. He was involved with the RAAF Museum and Historical Aircraft Restoration Society (HARS) as a Caribou pilot and published a photobook [CARIBOU — The Final Years in RAAF Service](#) in 2019. He is also remembered for his story – [From the Cockpit: de Havilland DHC-4 Caribou](#).

Bob St John sent [THIS](#) tribute.

Our thoughts and deepest sympathies are with his wife Lizzy and sons Isaac and Mason at this extremely sad time. For those of you who knew Chris, please look out for each other.



Lindsay Kimber

We have been advised that Lindsay Kimber has passed away, he was only 69 years old. Lindsay lived in Townsville and his funeral was held there on the 11th November. Sorry, no further details.



Gary “Gus” Heiligman.

John Broughton advises that Gary passed away at 1825hrs on Sunday the 17th October 2021 after having suffered a massive heart attack during the previous night. He spent time at 2OCU, 3SQN, 77SQN, 478SQN and HQSC. His funeral was held in East Maitland (NSW) on Friday the 22nd October 2021. He was a gunny.

“Gus” was amongst the best of well-respected gentlemen. John “Glum” Gillam well remembers him “as a Corporal who was one of his earliest 1on1 on the job instructors - the poor bugger discovered how slow a learner I could be”. Barry “Bones” Einam & Brian “YT” White fondly remember when they first met Gus when he was a Cpl Gunnie at 77SQN in the early ‘70’s – “he was instrumental, on many occasions, in teaching, pushing and mentoring us young Gunnies and Framies to work as a team – especially during config changes. Despite the heavy workloads of the day, they were always enjoyable times, thanks to Gus and the like-minded Framie and Gunnie NCO’s we had at the time – work hard, play hard and always help your mates”.

He will always be fondly remembered and sadly missed by his family, friends and many, many Mirage Mates.

Roger “Knocker” Foxlee.

We have been advised that Roger sadly did not awake from his slumber on Friday 29th October 2021. He was 72. His passing has come as a huge shock to both his family and numerous good mates and details are yet to be advised. “Knocker” was one of those characters who “once met was never forgotten” – lovable larrikin and bushie to the core, he was also an outstanding Sumpie and RadTech – a very knowledgeable man. He spent time at 2OCU, 75SQN and 77SQN.

“Knocker” turned a few heads when he returned to Butterworth and 75SQN after a re-mustering to “Rad Geek” – the SENG0 at the time was Jon “Bones” Pike and after becoming aware of “Knocker’s technical history”, ensured that he was retested and repromulgated as an Engine Runner on Mirage aircraft. This was an absolute bonus to the squadron as he could Engine Run and Troubleshoot aircraft with Radar and Radio unserviceability’s in an almost similar environment to that which aircrew





obviously operated in. He could also help out the Sumpies and Framies from time to time, as an extra Engine Runner for config. change flow checks and such and was once of great assistance to the Framies when they had to troubleshoot a jet which would “shut-down by itself on taxi” !!

The mere mention of “Knocker’s” name will undoubtedly bring a smile to the face of anyone who knew him, for many years to come. He will be sadly missed by his family, fondly remembered by all and sorely missed by his Mirage Brothers.

Lyall Robert Klaffer.

WGCDR Ian Gibson advises us of the passing of Air Commodore Lyall Klaffer (Ret’d) on the 20th November 2021. He was 93 years old. Lyall Klaffer was born in Prospect, a suburb of Adelaide and left school at age 14 to work at F.H. Faulding & Co. His ambition was to become a fighter pilot so he attended night school at the School of Mines to obtain his Leaving Certificate. He joined the Citizen's Air Force on 24 February 1947, then completed a course at the Air and Ground Radar School at Ballarat after which he was posted to Fairbairn serving with No.4 Tactical Reconnaissance Squadron and 87 Squadron.



He had to enlist in the RAAF to be eligible for the first post war pilot course at Point Cook which he joined in February 1948. After initial training, Klaffer was sent to the Central Flying School at East Sale where he completed his course as the 'most proficient pilot' and was posted to 3



Squadron at Fairbairn. He arrived in Canberra for the second time in October 1949 where he flew Mustangs with Ross Coburn and Bob Hunt. (Click the pic above for names)

On 15 September 1949 he was involved in a tragic accident south west of Canberra when his squadron was practising formation flying. Another pilot, Jack Edwards, clipped Klafter's wing, and while Edwards managed to release his parachute, it failed and he crashed near Bonshaw. Klafter was luckier and crash landed at Canberra airport. In July 1950 Klafter was posted to East Sale again to attend a flying instructor's course but the Korean War had begun and pilots were needed for Australia's 77 Squadron then based at Iwakuni in Japan. Before commencing his course, Klafter was posted to 77 Squadron.

He served in Korea from 8 July 1950 to 7 April 1951 flying a Mustang in 105 operations over Korea. He was awarded the US Distinguished Flying Cross for his "aerial achievement over Korea on 13/12/1950" and was also Mentioned in Despatches.

After completing his tour in April 1951 he was posted to 75 Squadron in Malta but he was soon appointed as an aide-de-camp to the new Governor General, Sir William Slim, taking up his duties in April 1952 and serving with him until October 1952 after which he returned to his duties with the RAAF. He was posted to Williamtown in the late 1950s where he met and married Anne Clery. He was appointed to the Directorate of Flying Safety in Canberra in 1959 and moved to a house in Hannan Place, Ainslie. He and his wife's first child was born in Canberra in March 1962 but, by the end of the year, he was posted to East Sale. He served in the Vietnam conflict and was afterwards posted to the US. In January 1977 he moved to Canberra for the fourth time when he took up the position of Deputy Director General Personnel Services and later as Director General Co-ordination and Organisation RAAF, however, his stay lasted only ten months before he was posted to command RAAF Base Edinburgh near his home town of Adelaide.



He remained in charge at RAAF Edinburgh until in late 1980 when he was offered a promotion to Defence headquarters in Canberra. He declined the offer for the benefit of his family and resigned his commission on 24 February 1981. He was awarded the Medal of the Order of Australia in 1989 for his service to the community, particularly through his contribution to the Australian bicentennial celebrations of 1988.

Bevan Delaney

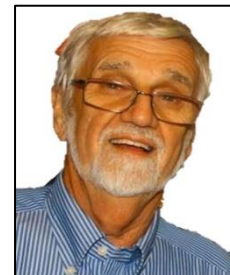
We have been advised that Bev Delaney passed away on Friday morning, 10th December and was buried on Thursday 16th Dec in Mandurah WA. Sorry, no further details.





Geoff Court.

Geoffrey Hugh Court passed away on Sunday the 19th December after suffering, in silence and with bravery and dignity for many months. Geoff initially contacted cancer in his eye which later spread to other parts of his body. He had been on experimental day treatment at the Mater Hospital in Brisbane for some months but eventually the disease was too strong and he decided it was time to give it away and to go home. He rested at home for a few days but in the end it was a battle he couldn't win and he left us at 2.00pm on the 19th. We were lucky to have shared a few hours with him recently, at a regular Friday morning coffee break, where, ever the happy bloke that he was, although experiencing severe pain, he never complained.



Geoff was born in the UK and his family, like many others, emigrated to Australia when Geoff was 8 years old. After stop-overs in Fremantle and Melbourne they eventually settled in Sydney and Geoff was bundled off to school where he excelled and on completing his matriculation, won the maths prize for the entire State of NSW. He was accepted to study medicine at Sydney Uni but changed his mind and instead applied for and was accepted by the Air Force as a trainee Pilot.

He joined the Air Force in 1967 and was on [62 Pilots course](#). He passed BFTS at Point Cook but had some trouble with the Vampire at Pearce and instead of accepting a Nav course, decided to discharge and joined (the then) DCA as an Air Traffic Controller. He trained with DCA in Melbourne and on graduation, was posted to Brisbane but was soon on his way to PNG with an initial posting to Lae after which it was down to Moresby Tower. We met Geoff in Moresby where in the late 1970's, we worked together and enjoyed the odd SP together.



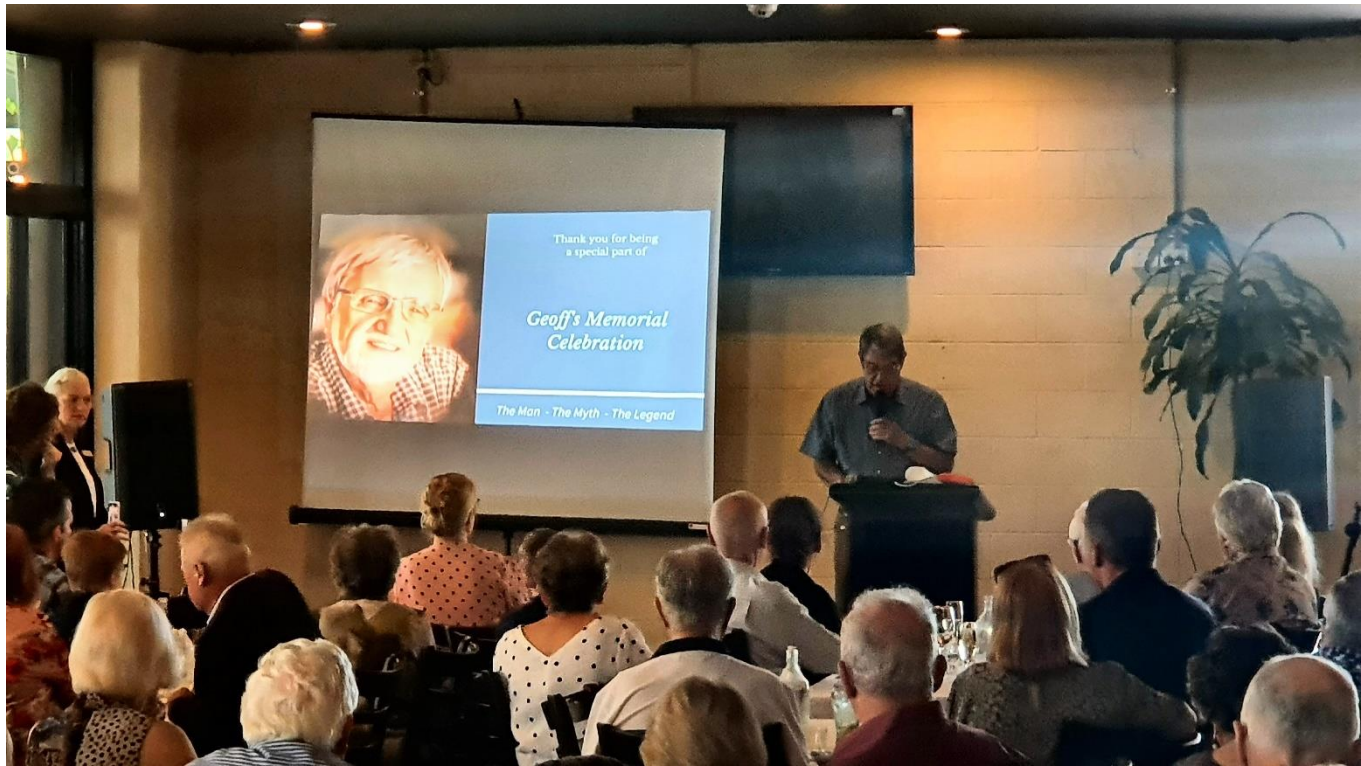
His long time mate (51 years), Dave Thompson, also an ATC, says of Geoff "he was a very handy bloke, he could fix anything, electrical, mechanical, pneumatic, hydraulic - he could fix it, well almost always. Although there were a few notable exceptions to his mastery of matters mechanical, like the time, when, after working on a recently purchased old Jag, the steering of his Jaguar disconnected on a UK motorway, however, in fairness he fixed that too. He often mentioned his own Dad's skills. His Dad had been part of the team that designed and built the nose cone for the Concorde and went on to fabricate the gates of the Warragamba dam. Obviously he had passed on a good set of genes to young Geoff."

Dave says "Geoff had one memorable experience while on duty in Moresby. This was around the same time the Queen had been visiting some provincial centres in PNG and her return to Port Moresby was in two aircraft. One for her and her retinue and one for her luggage. Well Geoff managed to send the Queen's aircraft, quite correctly, to the international terminal but sent her luggage to the Aero Club at the other end of the airfield where the crew shut down, locked up and shot through. Consequently when "Missis Kwin, Mamma bilong bigpela family"... her title in Pidgin English, arrived at her hotel all hot and tired there were no fresh clothes to be found."

(Note to her Majesty - if you read this, now you know!!)



His family had a moving and very well attended Memorial Farewell for him in Brisbane on Sunday the 2nd January, 2022.



Dave Thompson giving a tribute at Geoff's farewell.

Geoff's ultimate aim in life was to be shot by an angry husband at the age of 99, sadly it wasn't to be. He was a combination of genius, daredevil, humorist, annoying bastard, loving husband and father but the best way to describe him is to say he was a "bloody nice bloke" – he will be sadly missed.

RIP mate!

Graham Vickers

Rob "Spida" Rider advises the passing of Graham Vickers who was a member of No 10 Radio Apprentice Course back in the '50s. He died peacefully on 6 December 2021 from an extremely rare form of blood cancer after a short illness in Cairns. He was still working in the communications field up to the time of his hospitalisation. After retiring from the communications area of the Queensland Police Service, he began his own communications business and was also involved in many sporting associations - especially working with juniors. He is greatly missed by all who knew him.



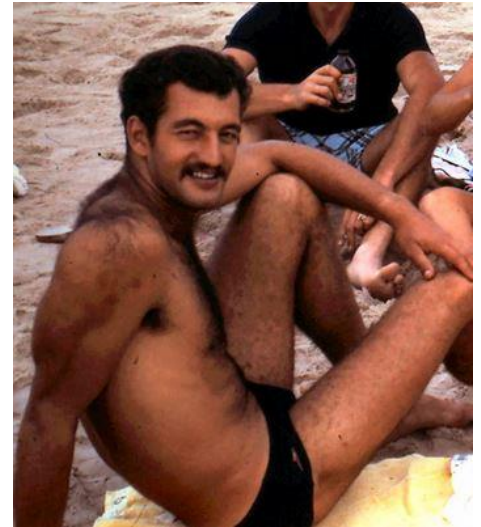


Walter "Wally" Salzmann.

Michael Harris from the Mirage Mob, advises the passing of Wally Salzmann on the morning of the 11th January, 2022 after having surrendered to pancreatic Cancer which he fought for 8 months.

Wally was a Framie and spent a lot of time on Caribous, first with 38 Sqn at Richmond then in Vietnam with 35 Sqn from Nov 1969 to Nov 1970. For some years he travelled up from NSW to Brisbane to march with RTFV-35Sqn on ANZAC Day but for the past few years the illness prevented this.

At this time funeral services have yet to be arranged.





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