

AIR FORCE ASSOCIATION VICTORIA



ATC/AAFC BRANCH

ABN 96 091 342 304

OFFICIAL NEWSLETTER

Issue No 84 March 2022

President's Message



Greetings everyone.

I hope you're all enjoying and making the most of the present freedoms afforded by the recent relaxation of some of the prior Covid 19 restrictions.

Firstly, a warm welcome aboard to two new members who have joined the ranks of our branch, those being, Bruce Thompson (former RAAF/CAF/AirTC) and Nick Cohn, son of our newsletter's Producer/Editor Ian Cohn.

Nick, who currently resides these days in Amsterdam, is visiting over here and was, in younger days, a former cadet who belonged to, a couple of times, both 15 and 17 Flights. He was also a member of No.20 Flight doing flight training on both power aircraft and gliders at RAAF Williams.

We hope that Bruce and Nick enjoy their memberships with the branch.

On the 15th of January I had the pleasure of being an invited guest at the No. 2 Flight (now 402 Squadron) 80th Anniversary Reunion at the Watsonia RSL.

The informal and enjoyable event was organised by FLTLT (AAFC) Jennie Brady, and I was impressed to say the least, to recognise and find that many of the former members of the flight were still carrying out duties with the AAFC so many years later, which is nothing short of being totally admirable with respect to their dedication and commitment.

My sincere thanks to Jennie and the members and staff for having an old ex No. 6 and 14 Flight attendee in their midst and making me feel that in some way I also "belonged".

Office Holders

President	Laurie Bell
Vice President	Peter Wilson
Secretary	Hugh Tank
Treasurer	Tony Synhur
Delegate	John MacDonald
Returning Officer	Graeme Smith
Newsletter Editor	Ian Cohn

Please send your contributions to
scsiac@bigpond.com

or

Box 486, Mt Beauty, VIC, 3699

Deadline for next issue – 26APR22

Welfare

Branch Welfare Officers
Hugh Tank on 03 9877 3424
and **Peter Wilson**

If you are aware of any member who is unwell please contact Hugh or Peter.

President's Message (Continued)

On Saturday the 22nd of January I was pleased to be invited and able to attend the AAFC Promotion Course Parade at Laverton. My thanks to branch member SQNLDR (AAFC) Samantha O'Sullivan for the invitation to attend.

The parade was excellent and congratulations to all of the cadets who participated and were rewarded for their sacrificed time and hard work. It was also good to see and hear the Air Force Band supporting the parade.

Whilst our February luncheon at Box Hill RSL was very light in numbers (11), it was good to see the increased number (16), at our March get together. As it so happens, both new members, Bruce and Nick were at this luncheon. The day showed some promise that perhaps more of our regulars could be on the march again and starting to get out and about, renewing old friendships. Let's hope that this trend persists and that our numbers gradually increase with regard to our social activities.

The 2022 Branch Calendar has been distributed to all members via email and also ordinary mail where necessary.

IMPORTANT PLEASE NOTE:- Friday, May 6th.....Branch A.G.M.....1030hrs in Upton Room 2 (downstairs) followed by lunch in the Bistro as per usual.

Take care..... Stay well..... and enjoy the attached fruits of our hard working Producer/Editor Ian Cohn's labours.

Laurie.



AAFC News

AUSTRALIAN AIRFORCE CADETS – NO 4 WING UPDATE

From SQNLDR(AAFC) Samantha O'Sullivan
Staff Officer Development & Community Engagement
4 Wing Headquarters Point Cook

4 WING PROMOTION COURSES // INSPIRING TODAY, LEADING TOMORROW

With the start of a new year 4 Wing cadets and staff launched back into activities, starting off the year with the 1/22 Promotion Course Detachment.

Cadets attending the Cadet Under Officer, Warrant Officer and Senior Non-Commissioned Officer course arrived at RAAF Williams Laverton to continue their training and development to become the senior cadet leaders of the AAFC.

They were followed by the Junior Non-Commissioned Officer courses arriving later in the week, who commenced their journey of leadership within the AAFC. They undertook courses in Instructional Technique, Fieldcraft, Organisational Understanding, Drill and Ceremonial and Leadership.

54 Cadet Under Officers Course hosted a virtual visit with the Commander of the Australian Air Force Cadets GPCAPT(AAFC) Mark Dorward, to discuss the AAFC, Leadership, and all of the rewarding experiences ahead of them in 2022. This session helped the course knowing that they had the Commander's support, and that he faced similar challenges on his journey to becoming a CUO.



The new General Purpose Uniforms were rolled out for the fieldcraft weekend. As a part of the Promotion Courses, cadets participate in field exercises to demonstrate and develop their leadership and fieldcraft knowledge. This exercise is planned and executed by the Cadet Under Officer and Cadet Warrant Officer candidates. With the assistance from their fieldcraft instructor they developed training programs, equipment requests, briefed the staff, cadets and run the activities and headquarters.

Across the 18-day detachment, cadets and staff upheld COVID safe working practices which included social distancing, training in working bubbles, in separate facilities, staggered mess sessions, with appropriate response and prevention measures mandated by the Detachment Commander FLGOFF(AAFC) Tristan Garcia and his staff. Overall proving to be a fantastic way for our young people to spend their school holidays with new adventures, new skills, new friends for life.



DINING IN NIGHT // PROMOTION DETACHMENT 2022

During the 1/22 4 Wing Promotion Detachment, the CUO and CWOFF courses organised a training Dining In Night at the Combined Officers and Sergeants Mess of RAAF Base Williams - Laverton.

Dining In Nights are an integral part of the Air Force's customs and traditions, serving as an occasion for members to gather socially, enjoy fine food and the company of others. Dining In Nights are presided over by the President of the Mess Committee (PMC) and supported by a Vice President.

For this occasion, the role of PMC was held by CSGT Hayley Booth of 54 CUO, supported by CSGT Rachel Lugeng of 39 CWOFF as Ms Vice. Commanding Officer of 21 Squadron, WGCDCR Caroline Godfrey, was invited as the Guest of Honour.

This event was an opportunity for our CUO and CWOFF candidates to put into practice the knowledge they had learnt on how to effectively plan, organise and run a Dining In Night. We look forward to seeing our CUO and CWOFF candidates in action running Dining In Nights at their home Squadrons later this year.



END OF COURSE PARADE PRACTICE // PROMOTION COURSE 1/22

In the lead up to their End of Course Parade, promotion course candidates undergo rigorous training and practice to perfect their ceremonial drill. Known as a Ceremonial Review, the parade is a complex undertaking which requires close coordination and good teamwork by all those involved.

JNCO courses practice basic marching, while SNCO courses practice rifle drill and marching in slow time. CUO and CWOFF courses practice sword drill and are appointed to executive positions throughout the parade. Here are our promotion course candidates wearing their new GPUs as they underwent parade rehearsals.



AWARD RECIPIENTS // PROMOTION DETACHMENT 2022

Congratulations to all cadets who completed the 1/22 4 Wing Promotion Detachment held at RAAF Base Williams - Laverton from 05 Jan 22 to 22 Jan 22.

We are pleased to announce the Course duxes and award recipients:

- 54 CUO Dux - CSGT Patrick Nguyen (405SQN)
- 39 CWOFF Dux - CSGT Jake Dimovski (418SQN)
- 140 SNCO Dux - CCPL Paddy Sharp (419SQN)
- 141 SNCO Dux - CCPL Dhimanya Dissanayake (405SQN)
- 248 JNCO Dux - LCDT Raphael Lee (415SQN)
- 249 JNCO Dux - LCDT Hamish Sidgwick (412SQN)
- 250 JNCO Dux - LCDT Peter Xu (415SQN)

The Air Vice Marshal Wrigley Sword of Honour for the Dux of 54 CUO Course was awarded to CSGT Patrick Nguyen of 405SQN.

The Warrant Officer Ron Douglas Shield for the Dux of 39 CWOFF Course was awarded to CSGT Jake Dimovski of 418SQN.



The Flight Lieutenant V.P. Daly Award for highest mark in Instructional Technique Practical on the CUO or CWOFF course was awarded to CSGT Kiamah Dowling of Course 54 CUO and 406SQN.

The Flight Lieutenant (AIRTC) Edward A. Grimshaw Memorial Trophy for fair play and commitment on the CUO or CWOFF course was awarded to CSGT Sienna Levy of Course 54 CUO and 402SQN.



The Squadron Leader (AAFC) Albert Lindner PSM Shield for the Overall Dux of SNCO Courses was awarded to CCPL Dhimanya Dissanayake of Course 141 SNCO and 405SQN.

The Flight Lieutenant Ack Loveless Memorial Award for the highest mark in Leadership Practical across all courses was awarded to LCDT Darby Wells of Course 248 JNCO and 414SQN.

The Ross Watson Memorial Shield for the Overall Dux of JNCO Courses was awarded to LCDT Peter Xu of Course 250 JNCO and 415SQN.

END OF COURSE PARADE // PROMOTION DETACHMENT 1/22

4 Wing End of Course Parade was held to mark the completion of this year's CUO, CWOFF, SNCO and JNCO courses of the 4 Wing Promotion Detachment at RAAF Base Williams - Laverton.

The Parade Commander was CSGT Patrick Nguyen of 405SQN with CSGT Saige Harrison of 414SQN as Parade Warrant Officer. The Host Officer was FLGOFF(AAFC) Tristan Garcia, the Detachment Commander. Reviewing Officer was AIRCDRE Greg Frisina, Commander Air Force Training Group.

Congratulations to all cadets who put on a spectacular display for friends and family. Behind this display was almost three weeks of hard work and dedication by our cadets training in precision, and teamwork. 4 Wing would also like to extend our appreciation to the Air Force Band for their support of the parade, as well as our VIP guests who presented awards, and are long term supporters of our events.

The parade showcases the drill and ceremonial aspect of the training undertaken by our cadets. For the duration of this detachment, our cadets have also undertaken training and testing in areas of fieldcraft, leadership, instructional technique and service knowledge from their respective courses.

4 Wing thanks and acknowledges the detachment staff who have gone above and beyond to train, supervise and support our cadets. This detachment has been particularly challenging due to the COVID-19 situation in Victoria. The success of the detachment can only be attributed to all members of the detachment for adhering to strict COVID Safe protocols.





Member Story

From Richard McLean



My association with the Air training Corps (as it was called back then) and the beginning of my 15 years or so of association with the military began when I joined No. 8 (City of Ringwood) Flight VICAIRTC in late 1983 together with my neighbour Andrew (now flying corporate jets!) at the age of 13.

For the first few weeks we paraded in civvies and were taught the basics such as how to stand at attention, at ease, who to salute etc. - I don't think I realised at this point just how much of this stuff was in my future at that stage.

Once we were eventually issued our uniforms and PT246's, Andrew's Dad then had to show us both how to tie a Windsor knot and we were quickly given the tip by the other recruits that "spit-polishing" the shoe toe-caps of our shoes was best done by simply wiping the toes with sachet wipes called "Bel-Paks" just before parade time ... these handy little items were available from some of the more senior cadets (for a price!) and were a hot commodity in the cadet's mess. Such are the early lessons of military life!

Very soon we were indoctrinated into what seemed like the main purpose of the AIRTC – drill! All of this experience did eventually serve me well in later years, when I went through various military courses before moving on to other things - Army Reserve Recruit Course at Puckapunyal, Officer training at Monash University Regiment, Regular Army Officer training at RMC Duntroon, and finally RAAF Officer Training at OTS Point Cook. So ... thanks for all of that experience AIRTC!

My favourite activities at 8 Flt though were the aero-modelling and aerodynamics classes. At the end of class one week my instructor offered to take anyone who was interested up to Benalla on the weekend for a day of gliding. He was rostered on as the duty tow pilot and would be flying up to Benalla for the day from Lilydale airfield, which was about an hour or so of flying each way, in his Piper Cherokee. I didn't really know what gliding was all about but I didn't hesitate to leap at the chance of going flying for the day! Needless to say, it was a great day out and I had my first flight in a glider, which is now my primary means of satisfying that dream to get airborne ... nearly 40 years later.

After about a year at 8 Flt, I moved home to live with my Dad in the bayside suburb of Sandringham which also meant a "posting" to 17 (City of Brighton) Flight. Here there was (you guessed it!) more drill, but also the welcome addition of crowd control duties at the Mangalore & Moorabbin airshows which was a prime viewing experience. I also remember going to the rollout of the first Australian-built

F/A-18 Hornet at Avalon, which was exciting. There were also bivouacs, the Ballarat Long Distance March, and during the May school holidays I had my first experience of a General Service Training (GST) camp at RAAF East Sale.

In between all of the drill (!), shouting, saluting, freezing showers, mess duty and panics ... we got to see quite a bit of RAAF aircraft in action, which made it all worth it. Front and centre were the resident Central Flying School CT-4's, Macchi's and also the noisy HS-748's operated by the School of Air Navigation. Flying opportunities for most of us were usually restricted to trying not to be sick in the back of a HS-748!

One of my favourite GST memories is of standing in the line outside the Airman's Mess for dinner one evening and turning suddenly to the roar of a Macchi passing directly over the top of us all, inverted at about 200 feet! After the explosion of sound all thoughts of dinner options were forgotten while the Macchi driver gave us all about 10 minutes of very low-level aerobatics – awesome! My best guess is that it was either the boss himself or someone already posted or on their way to QANTAS!

Occasionally at GST camps we had visits from other more exotic types – one day it was the famous 77Sqn dual Mirage “Daphne de Dual” (A3-102), which fortunately arrived overhead the flightline for a high-speed pitch and break while I was out on the flightline – that was very loud and very impressive.

Even louder was a pair of F-111's that arrived overhead after a night bombing trip from Amberley one night not very long after lights out. After something obviously big and loud flew overhead someone said “that was not a Macchi!” and suddenly there was a sea of “blue ants” bursting out (presumably in our pj's) from our “wind tunnel” accommodation huts and running down the road towards the hardstand, where we were quickly stopped in our tracks and yelled at by the ADGies (with their German Shephard friends!) who told us all to go back to bed and that we hadn't heard/seen anything! We did get a close look at them the following morning and then watched their incredibly loud departure back to Amberley ... all very exciting stuff for a 14 year old wannabe pilot.

At the next GST camp we were fortunate enough to be at ESL at the same time that several Navy Wessex and RAAF Iroquois helicopters were operating there temporarily for “hush-hush” anti-terrorism exercises on the Bass Strait oil rigs (google Operation Bursa). There was a rumour on that camp (there were always lots of rumours!) that we might actually get a ride in a Wessex but then the word went around that it had been called off.

This depressing situation improved massively the following day, when we were told we would get an Iroquois ride! I got lucky again and found myself strapping into the right door gunner's seat and then within minutes I was looking straight down at the ground (and then up at the sky) during the many tight turns while we were flung around East Sale at very low level, rotors thumping and trees flashing by .. that flight made a lasting impression!



Rides for cadets in even the comparatively sedate CT-4's were almost unheard of, but I finally got my own back about 10 years later by flying the CT-4 solo on Army pilot's course so my jealousy has now faded ... I would love to have flown in a Macchi/Mirage/Hornet or F-111 though!

I completed my first (and only) promotion course in January 1987 (78 JNCO – more drill, more saluting, more panics, more shouting) and it proved to be the beginning of an eventful year for me as during the school holidays in September I did a one week full-time ab-initio gliding course at the Gliding Club of Victoria in Benalla, going solo shortly afterwards at the ripe old age of 16. I was too young to drive myself up to Benalla (I did learn to drive the old yellow Massey-Ferguson tractors used to tow the gliders around though) so I caught the train from Spencer Street early on Saturday mornings and then walked the 2 km to the airfield, flew all weekend, and then caught the train home again on Sunday night. I'm exhausted just reading that now, 34-odd years later!

One weekend soon after learning to fly at Benalla, Dad and I were driving past RAAF Laverton and we noticed gliders being winch-launched ... and so of course we had to have a look at what was going on.

Very soon afterwards I was a member of 20 Flying Training Flight VICAIRTC under the command of FLTLT Ian Cohn, and in fact I think I flew a few times that same day.



A RAAF Laverton Gliding Club Blanik

20 FTF, operating jointly with the RAAF Laverton Gliding Club, flew three Blanik training gliders (a sturdy metal, Czech-made, two-seat trainer) and a Ka8 steel tube/fabric single seater which was nearing completion of a long-term restoration. RLGC also had a very sleek ASW-19 fibreglass single-seat racing glider that I eventually flew a couple of times.

The weather at Laverton wasn't very conducive to staying up for very long, or going anywhere cross-country, so our flights were mostly short & sweet – but it was worth it for the thrill of the winch launch! And by now I was learning to stay up in thermals and to fly cross-country at Benalla.

My training at Benalla had all been by aerotow launches, where the glider is towed up by a powered “tug” aircraft, and so now I was introduced to the adrenaline-charged world of winch launches and auto launches. A winch launch is a very quick and exciting way to launch a glider - a wire is connected to the belly of the glider and a winch at the other end of the runway winds in the wire on to a drum, which quickly gives the glider enough speed to fly and climb up at an angle of about 45 degrees to a height of about 1200-1500 feet in the space of about a minute. An auto-tow is a similar (but much less dramatic) climb up behind a car driving as fast as it can down one of the long runways we had at Laverton .. and you needed every inch and a headwind! You also needed a lot of lead weight in the boot of the car so that the glider didn't pull the back of the car up too much, losing all traction and therefore forward speed, bringing everything to a rather swift halt.

I soon soloed on both winch & auto-tow at the annual gliding camp that December and had a ball learning how to drive both the winch and the clapped-out Valiant Charger that we used for auto-tow. I think it was only firing on 5 of the 6 cylinders, but it did the job!

Another useful experience I had with the AIRTC was attending 2/88 Weapons course at RAAF Laverton, where we were taught everything there is/was to know about the 7.62mm SLR which was the standard personal weapon in the ADF at that time (to be replaced by the 5.56mm F88 Steyr soon afterwards) by an ADGie (Air Defence Guard) Corporal. I don't think we actually fired the weapon on course (something that I did plenty of later on) but we certainly knew all of the vital statistics of the SLR, and the “IA's” or “Immediate Actions” .. I can still recite them all to this day! This course was also my introduction to the Late WOFF Ray Goulden who was both intimidating and entertaining in equal measure!



Eventually I left the AIRTC after five years of the great experiences (and the drill!) and went on to serve for several years in the Army Reserve, and the eventually succeeded in gaining entry to Army Aviation as a pilot – my years in the AIRTC certainly provided a great foundation for that career path, and along the way helped introduce me to gliding which has become a very satisfying passion over 35 years of my life.

Richard McLean
VICAIRTC 120642

Member Stories

If you have an anecdote about your experiences as a Cadet or Staff member in Air Cadets, in the RAAF, ADF, or any other life experience which would be of interest to our readers, please submit it to the Editor. PO Box 486, Mt Beauty, VIC, 3699 or scsiac@bigpond.com .

February Meeting



March Meeting



Historical Items

The X-15



March 7th 1961 – The second North American X-15 became the first manned aircraft to exceed 4 times the speed of sound - Mach 4 - with test pilot Capt. Robert M. White at the controls.

Then on November 9th, 1961, White flew the X-15 to 4,093 mph, making him the first pilot to fly a winged craft at six times the speed of sound (Mach 6.0).

US President John F. Kennedy conferred the most prestigious award in American aviation, the Robert J. Collier Trophy, jointly to Capt. Robert M. White, and three of his

fellow X-15 pilots: NASA's Joseph A. Walker, Commander Forrest S. Petersen of the U.S. Navy, and North American Aviation test pilot Scott Crossfield. A day later, Air Force Chief of Staff, General Curtis E. LeMay, awarded Capt White as a Command Pilot Astronaut.

Fledgling FLYERS

DCA Airworthiness Performance Engineer, Ian Cohn, looks over a pulse-jet-powered model aircraft with two members of the Junior Air Training Corps in Melbourne.

This particular aircraft is radio-controlled, and is designed for free flight at speeds of up to 70 mph. Built by Air Training Corps members, it is a development of an earlier, similar model which successfully carried out a series of 'circuits and bumps' on the RAAF air base at Laverton, Victoria.

Outside his DCA working hours, Ian Cohn is a Flying Officer with the RAAF Reserve, and just one of a number of Departmental staff who give some of their spare time to act as instructors with the Junior Air Training Corps. Other instructors with DCA in Mel-



bourne are John Tribe and Mike O'Burtill (Central Training College), Mike D'Esterre and John Bottwood (Melbourne Air Traffic Control) and Chas Lambeth (Victoria-Tasmania).

There are about 800 Junior Air Training Corps cadets in Victoria, under the full-time guidance of a RAAF squadron

leader. Each boy takes part in a course designed to give him a thorough knowledge of aircraft techniques and RAAF organisation.

Each year about 40 cadets are awarded aero club flying scholarships and are trained to private pilot licence standard.●

15

The Editor was recently cleaning up his files and came across this little report from the *Department of Civil Aviation News* around 1973. I was later appointed Flight Commander of No 20 Aeromodelling Flight at North Melbourne Drill Hall, and later still, was the No 20 Flying Training Flight Gliding School Chief Flying Instructor operating at RAAF Laverton.

The Editor's Epistle

Thanks

Thankyou to our contributors to this edition of the Newsletter, our President Laurie, SqNLdr (AAFC) Samantha O'Sullivan and former AirTC Cadet Richard McLean. Without your contributions this would be a very thin volume.

A Name for our Newsletter?

The Editor has been contemplating as to whether this prestigious publication should have a name. I can remember that a few years ago, when AirTC Cadets were collectively known as Ants, the AirTC newsletter was called *Antenna*. Also, the No 20 Flying Training Flight had a bulletin called *AntiGravity*. So what do our readers think? Please send your suggestions and opinions to the Editor at scsiac@bigpond.com.

Cohn's Law

The more time you spend in reporting on what you are doing, the less time you have to do anything. Stability is achieved when you spend all your time doing nothing but reporting on the nothing you are doing.

The Percy Report



In his annual moult, the Editor's resident peacock, Lonely Percy, has dropped most of his tail feathers so he looks only half the peacock he used to be.

Your Editor
Impiorum requies.

Internet Links of Interest

Electric Transport



Fully Charged Show- Robert Llewelyn

https://www.youtube.com/watch?v=sI_MzL3HIa0

Latest Space News



Marcus House -

<https://www.youtube.com/watch?v=NII8aWdchVg>

Heavens Above



International Space Station transit predictions and other Astronoucal predictions are available at:- www.heavens-above.com

AFA ATC/AAFC Branch page raafavic.org.au/content/758/branch-atc-aafc

National Servicemen's Association - www.nashos.org.au/

Air Cadet Alumni - <https://www.airforcecadets.gov.au/our-supporters/alumni>

Air Force News www.defence.gov.au/Publications/NewsPapers/RAAF/Default.asp

UK Air Transport Auxilliary History <https://www.youtube.com/watch?v=Txys1kBRkOw>

AIR FORCE ASSOCIATION VICTORIA



ATC/AAFC BRANCH

ATTENTION - ALL ADULT MEMBERS of the AUSTRALIAN AIR FORCE CADETS

The AIR FORCE ASSOCIATION (Victorian Division) would welcome you as a member of our Branch. As part of this proud Association with its long standing record of Service, the ATC/AAFC Branch membership consists of former ATC, AirTC and former and currently serving members of the AAFC. Associate memberships are available for partners.

For membership enquiries, please contact:

Laurie Bell – Branch President

Hugh Tank – Branch Secretary

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