

# Air Force Association

The official newsletter of the Air Force Association – Victoria ABN: 96 091 342 304

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*The catafalque party at the national commemorative service commemorating Victory in the Pacific Day and the 75th anniversary of the end of WWII. (Source: AAP)*

## AUSTRALIA COMMEMORATES THE 75TH ANNIVERSARY OF THE END OF WWII

**This year was a year like no other as Australians tuned in to watch a national commemorative service acknowledging the 75th anniversary of the end of the Second World War on 15 August 2020,**

With COVID-19 preventing any public commemoration events, the national service was held at the Australian War Memorial in Canberra and broadcast nationally on TV and livestreamed online and on social media.

WWII veterans Mr Lance Cooke (Royal Australian Air Force) Mr Derek Holyoake (Royal Australian Navy) and Mr Les Cook (Australian Army) represented the 12,000 WWII veterans who are still with us today. They were welcomed to the Australian War Memorial by an honour guard comprising Australia's Federation Guard.

Among the dignitaries were the Governor-General of the Commonwealth of Australia, His Excellency General the Honourable David Hurley AC DSC (Retd) and Her Excellency

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Linda Hurley, the Prime Minister Scott Morrison and Chief of the Defence Force General Angus Campbell, AO, DSC. Air Force Association Vice President and Australian War Memorial National Council member, Sharon Bown, also attended and laid a wreath.

Opening the service with a Welcome to Country, Dr Matilda House, a Ngambri elder, acknowledged the service and sacrifice of Indigenous Australians during the Second World War. Her great-grandson, Michael House, a proud Ngambri man, stood by her side proudly wearing the medals of his great-grandfather, Frederick James.



Dignitaries and guests attend the national commemorative service at the Australian War Memorial acknowledging the 75th anniversary of the end of WWII. (Image courtesy Commonwealth of Australia 2020)

At the conclusion of the service, two historic aircraft — a CA-16 Wirraway Trainer and a Lockheed Hudson Bomber — flew over the Australian War Memorial in honour of the almost 1 million Australian men and women who sacrificed so much in service of their country.

To honour and remember those who served with the RAAF in the Pacific War, AFA Victoria created a short video which is on our [YouTube page](#) and also the AFA Victoria website. If you would like to view the video again, please [click here](#) or go to [afavic.org.au](http://afavic.org.au)



WWII veterans Lance Cooke (RAAF) and Derek Holyoake (RAN) were two of the three WWII veterans who attended the national commemorative service at the Australian War Memorial (Image courtesy Commonwealth of Australia 2020)

## FROM THE PRESIDENT



**Another edition of Contact and we are still in the grips of COVID19, only this time conditions are worse than before. I hope you are all keeping safe and well. Like everyone, I look forward to when the Premier announces the plan to (hopefully) move from stage 4 restrictions for Melbourne to a more relaxed set of restrictions. By the time this edition is distributed we will all have some idea of the way forward.**

### UPCOMING COMMEMORATIONS

Until we understand the plan to move forward it is impossible to effectively plan for any social or commemorative functions.

There are tentative plans in place to commemorate the 50th Anniversary of the loss of the Canberra (Magpie 91) along with crew members FLGOFF Michael Herbert and PLTOFF Robert Carver in Vietnam on 3 November. When the wreckage of the aircraft was finally discovered in 2009, the remains of Michael and Robert were the last two Australians to be returned to Australia.

Further information about this event at the Vietnam Veterans Museum at Phillip Island will be communicated as soon as possible. You can also [click here](#) to read the full story of Magpie 91 or go to Vietnam Veterans Branch page on our website.

Our Annual Pilgrimage to Point Cook falls into a similar category, and as soon as we know

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exactly what we can offer, what numbers can attend and so on, we will let you know. This is a difficult time to plan anything with certainty, but we are doing all we can.

### BOARD OF MANAGEMENT UPDATE

While our social and commemorative events have been non-existent, your Board of Management has been working on several fronts to improve the return on our investments, and continuing the work already initiated to document the procedures the Board, and our Branches work with, so that we are all consistent. This work will be ongoing for some time until all our policies and procedures are clearly documented and able to be followed by all.

### AFA VICTORIA – PROVISION OF FUNERAL SERVICES

I would like to thank John McCrystal, Ray Gray and Lynne Redman for coming forward and providing the basis for the formulation of the AFA Victoria Funeral Service.

There is still some work to do in finishing the documentation for the provision of this service, but we are almost finished.

The next step will be to have sufficient volunteers within AFA Victoria to conduct these services. In an ideal world there would be one or two volunteers from each Branch to spread the workload, so if anyone would like more information or to volunteer for this most significant role, please contact our Office Manager, Barb Stallard by email [office@afavic.org.au](mailto:office@afavic.org.au) or on 03 9813 4600.

I sincerely hope that you all stay safe, keep in contact with other members, and I look forward to when some sort of normality eventuates, and we can all meet again.

Max McGregor

President

AFA Victoria

## 2020 AIR FORCE ASSOCIATION TROPHY AWARDED TO HQ 86 WING



Receiving the 2020 Air Force Association Trophy is Group Captain Tony Bull, accompanied by Group Captain Stefano 'Steve' Pesce, AM, former Officer Commander No 86 Wing.

**The Air Force Association Trophy has been awarded since 1961, which until the Air Force Reserve became an integral part of the Air Force workforce, was awarded to the most proficient RAAF Reserve squadron.**

The Award was deactivated in 2010 and then reactivated in 2018 with a revised criterion, for proficiency and contribution by Force Element Groups and Wing Headquarters.

In 2018, the new Award was presented to No 44 Wing and in 2019 HQACG won the Trophy.

The 2020 Air Force Association Trophy was awarded to HQ 86 Wing in acknowledgment of its proficiency and contribution to Air Force capability during 2019.

Senior Australian Defence Force Officer Amberley, Air Commodore Veronica Tyler presented the trophy to Group Captain Tony Bull, Officer Commanding No 86 Wing, on behalf of Air Commander Australia.

## STAY IN TOUCH

If you have not received a broadcast email from us recently, or if you've changed your email or postal address, please let us know by contacting [office@afavic.org.au](mailto:office@afavic.org.au) or calling us on 03 98134600



# OBITUARY - AIR MARSHAL SELWYN DAVID EVANS AC, DSO, AFC RAAF (3 JUNE 1925 – 2 SEPTEMBER 2020) By Group Captain (Retd) Carl Schiller OAM, CSM

**Few Australians would warrant the attention on Wikipedia given to Air Marshal Selwyn David Evans. The entry provides comprehensive detail of his service-related life and achievements from his enlistment in the RAAF in 1943 to his passing at age 95 on 2 September 2020.**



*Air Marshal Selwyn (David) Evans, AC, DSO, AFC (Retd)*

From humble beginnings, he rose to be one of the most notable commanders in the RAAF's first century. His achievements were many. David Evans, as he was commonly known, will be remembered by all who engaged him. Despite his sometimes-gruff demeanour, he was a kind-hearted and caring gentleman who had a genuine respect for his fellow comrades.

David Evans had a strong physical presence, tall and upright even into his twilight years. He spoke to you, not at you, with personal confidence and commitment. David Evans had a strong personality, and those who worked with him attest that you knew where you stood with him. I am grateful that in a small way I had several opportunities to engage the man.

Like many of our WWII aviators, David Evans' interest in aviation started at a young age. As a young teenager, he was a founding member of the Air Training Corps. It's very likely his aviation interests further developed with the influence of many of his instructors who were Australian Flying Corps WWI veterans. Not surprising, he enlisted in the RAAF at age 18 and was selected for pilot training. He was declared competent as pilot in January 1944 and later graduated as a sergeant pilot. However, his sights

of being a service pilot seemed doomed when he was to become part of the RAAF's demobilisation following the end of WWII. Perseverance won the day, and after a convincing argument he was retained as a flight sergeant pilot.

Warrant Officer David Evans was commissioned on 3 March 1947. He married Dorothy (Gail) Campbell in 1948, but their early married life was short-lived when David was required to take part in the Berlin Airlift flying C47-Dakotas from 1948-1949 during which he flew over 250 sorties. This was the start of many separations the couple endured during their long and happy married life.

David Evans received the Air Force Cross in 1957 for his tour of duty as VIP captain in the Governor-General's Flight. Many former veterans would distinctly remember his association with the Canberra bomber being a flight commander, and later the Commanding Officer of No 2 Squadron during the Vietnam War for which he was awarded the Distinguished Service Order.

In his autobiography, David recounts the peculiarities of the Canberra bomber and its dubious capabilities as a reliable weapon. He can be credited for resolving its twin-engine flame out issues and improving bomb-on-target capability.

David Evans was promoted to group captain in January 1969 and in the role of Director of Air Force Plans was instrumental in the Government's decision to gift the RAAF's remaining aging Sabre aircraft fleet to the Indonesian Air Force. David's list of aircraft type flown was likely greater than any other RAAF pilot of his time. Single and multi-engine propeller, single and multi-engine jet, including the F-111C swing-wing bomber, and the UH-1 Iroquois helicopter are listed in his logbooks. Indeed, it is likely no future RAAF pilot will have the opportunity to achieve mastery of such a diverse range and number of aircraft types.

As an air commodore, David Evans commanded RAAF Base Amberley in the mid to late 1970s after which he was destined for senior staff positions following his earlier career as a very capable aviator and insightful commander.

His appointment as Chief of Air Force Operations at the rank of air vice-marshal was focused on improving the RAAF's strategy for the defence of Australia. For decades, he had strongly advocated the establishment of RAAF Base Tindal with a resident fighter squadron. His appointment as Chief of Joint Operations and Plans for the ADF followed. He was appointed an Officer of the

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# WWII ANGLESEA LOOKOUT POST MAKES VICTORIAN HERITAGE REGISTER

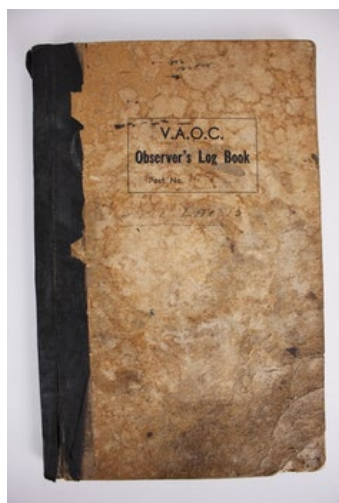
Anglesea's Loveridge Lookout has been added to the Victorian Heritage Register, as part of commemorations to mark the 75th anniversary of the end of World War Two.



Loveridge Lookout in 1945



Loveridge Lookout today



VAOC Observer's Logbook Post No. W.Q.1, February 1945 (image courtesy Museums Victoria)

Built in 1938 for local woman Bertha Loveridge, the Loveridge Lookout was commandeered in 1942 to be used as an aircraft monitoring post.

It's one of the last two known remaining Volunteer Air Observers Corps (VAOC) posts in Victoria, with many other WWII observation posts having been demolished. The VAOC was the civilian arm of the Royal Australian Air Force.

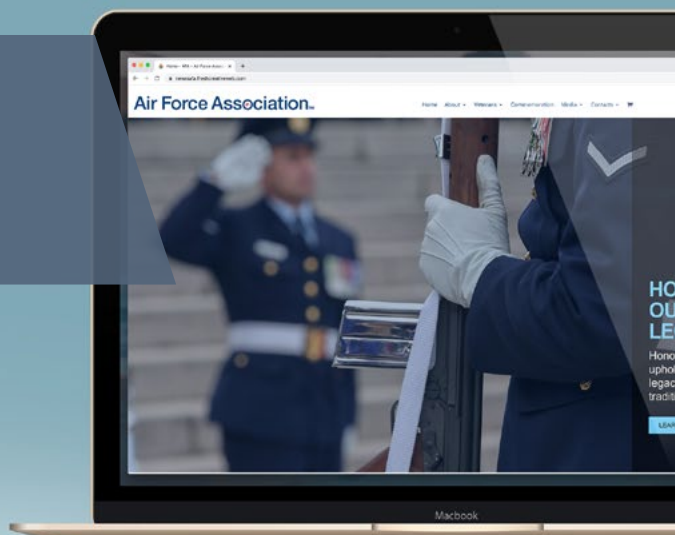
Victorian State Minister for Veterans, Mr Shaun Leane made the announcement on 8 August, saying, "The story of Anglesea's Loveridge Lookout is an example of how a small community came together during World War Two to assist in the war effort and it is right that it should be protected."

The site is now protected under the Heritage Act 2017, along with VAOC logbooks and rosters held by the Anglesea and District Historical Society.

These tell the story of the 56 local residents who kept the Loveridge Lookout open 24 hours a day between 1942 and 1945, recording aircraft movements and relaying the information by phone to Geelong. By the end of WWII, there were 24,000 civilian VAOC volunteers across Australia – most of whom were women.

# WWW

The new national Air Force Association website is LIVE!  
[www.raafa.org.au](http://www.raafa.org.au)



## MEET THE BOARD



### MAX MCGREGOR

President, Air Association - Victoria

I joined the Air Force in January 1964 as a trainee pilot. Ear problems had me grounded for several months and I am grateful that the Air Force stuck with me. I finally graduated in October 1965 and was posted to Amberley to undergo the Canberra conversion. Completing the conversion course, I spent several great years flying the Canberra out of Amberley.

In 1968, I was posted to 2 SQN in Vietnam, returning in 1969 after 217 operational missions. Prior to leaving Vietnam, posting staff visited and my choices were return to Amberley on the F4/F-111 or undergo the Flying Instructors course, and I elected for the latter.

East Sale was our temporary home for the 5 months whilst I completed this course on the Macchi and subsequently posted to Pearce instructing trainee pilots on the all trough jet course. Our time in Pearce was short lived for after 12 months I was posted back to East Sale on staff at Central Flying School, where I was lucky enough to fly with the Roulettes in the second team.

As a junior FLTLT, I was looking forward to a long posting, but instead a posting to 34 (VIP) SQN, responsible for the training and checking of the BAC1-11 crews, eventuated in mid 1972. Canberra was our home for the next 4 years which gave us some stability, but I was not home all that much due to the demands of the politicians. There were some great trips to China (twice) and North Korea, but 5 days in Pyongyang was more than enough!

Promotion to SQNLDR in January 1976 meant a posting to the then Department of Air in Canberra, and I was subsequently posted to the UK for the NATO Weapons course and then to East Sale to set up our own Weapons course. The conflict we faced as a family were that both these postings were 1 week short of an accompanied posting which meant I would be away effectively for 2 years. With 2 young children this was something that I could not accept so I submitted my resignation and I left the Air Force in mid 1976.

I spent the remainder of my working life in civil aviation, flying and holding management positions with Air Nauru in the Pacific, Gulf Air in Bahrain, Ansett in Melbourne and finally the Civil Aviation Safety Authority in Sydney and Melbourne. As my working life came to an end, I joined the committee of the RAAF Vietnam Veterans and subsequently the Board of the Air Force Association in Victoria.

I have been married to my wonderful, and understanding wife Rosemary for 53 years, and we have 2 children and 4 grandchildren.



### DIANNE HOOPERT

Last edition we introduced you to one our Board members, Dianne Hoopert, a member of the AFA Victoria Board for four years and a former member of the WRAAF. At the time of publishing the last edition, we were unable to include a photo of Dianne, so we have done so now.



# OUR HISTORY – OUR HERITAGE



*With thanks to Walter Sherman and No2 Squadron Branch for inspiring this story.*

**The Air Force roundel with its red ‘kangaroo in motion’ is a well-recognised and respected symbol that is displayed with pride on our aircraft. Here’s the story of how our Air Force roundel came to be.**

On 26 June 1942, after completing a bombing mission in the Solomons, a RAAF 11SQN Catalina flying boat returned to Havannah Bay, New Hebrides (now Vanuatu), to refuel before continuing on its way back to New Caledonia.

As the RAAF aircraft prepared to alight, it was attacked by a US Wildcat fighter. The Wildcat pilot later said that the red in the RAF-style red, white and blue roundels on the Catalina’s wing seemed ‘so distinct’ that he mistook them for Japanese markings.

Thankfully, despite many holes, the Catalina was able to land safely and no-one was hurt, but the RAAF immediately took action to have the red painted out in the upper-wing roundels on all its operational and second-line aircraft. Within months had been extended to all roundels on all RAAF aircraft in the South-West Pacific Area (SWPA).

After WWII both the RAAF and RAN aircraft returned to using the red-white-and-blue roundel of the RAF.

However, during 1955, following the lead of other Commonwealth air forces, the RAAF considered replacing the centre of its roundel with a distinctive national emblem.

Designs suggested by Mrs Pamela Brinsley, the staff artist at the Department of Air (whose husband was a serving RAAF officer), included the Southern Cross, a boomerang and a sprig of wattle, but eventually the ‘kangaroo in motion’ (as depicted on Australia’s penny coin) was chosen by the Air Board on 8 June 1956 as the most appropriate symbol.

The Minister for Air approved the recommendation on this day. Initially the new emblem was displayed only on aircraft fuselages, but in September 1965 the Air Board ordered its use on wings as well.



*An 11SQN Catalina*



*Aircraft with a white and blue roundel*



*The ‘kangaroo in motion’ and a 1956 penny*

## DID YOU KNOW?

The kangaroo within the Air Force Roundel always faces to the left except when used on aircraft or vehicles, when the kangaroo should always face the front of the aircraft or vehicle.



A Canberra bomber releases its load of six 750-pound (340 kilogram) bombs onto a target in the Mekong Delta.  
(Image courtesy Australian War Memorial)

**In 1968, Max McGregor was posted to 2 SQN in Vietnam where he flew 217 operational missions before returning home in 1969. He shares one of his experiences here.**

September 15, 1968 dawned fine and clear in Phan Rang. I know this as I saw the sun rise that morning. At this time, 2 SQN was running one aircraft on an "alert" basis, meaning that the aircraft and crew were all prepared to launch as soon as the word was given.

So, it was an early start as the aircraft and crew had to be available from 0600. On this day, my usual navigator was unavailable and I was crewed with FLTLT Ray Drury for this duty. The bomb load was 6 x 750 pound bombs, with 4 in the bomb bay and 2 on the wing tip carriers.

During the morning there was the normal Squadron activity. It was accepted that these alert missions could involve a significant waiting period until a target of opportunity presented itself. Most of the senior members of the Squadron, having done one alert, found that they were too busy to do any more, so the alert missions fell mainly to the boggies who could not come up with a work excuse. Some things never change!

By lunch time we had attended all the briefings and debriefs of the crews so we had a really good idea of what was happening throughout South Vietnam - and things were fairly quiet so we were starting to feel that it could be a long day. The afternoon was spent sticking by the phone and catching up on anything that could be done - the Flying Order Book and Unit routine orders were read and signed, logbooks updated - but there was still no indication that we would be tasked in the near future.

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*"...things were fairly quiet so we were starting to feel that it could be a long day."*

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As the afternoon dragged on, no magazine was left unread. The only people left in the Operations room were Ray and me plus the duty 'Intello' and he had to be there until we returned.

A beautiful sunset precipitated another call to the Command Post along the lines of "if you don't have a target for us then stand us down as we are thirsty for something apart from coffee!".

"Patience Magpie, we will call you when we have something" was the reply.

As darkness prevailed, we were sure that this frustrating day would end with nothing to show, except a lot of signed routine orders and logbooks. The ringing telephone stirred us from our slumber and the Intello said "GO".

We covered the short distance from the Operations Office to the flight line quickly and boarded. I connected my helmet into the aircraft communications, started the engines, the chocks were removed, and we commenced to taxi, strapping into the ejection seats as we went.

The tower controller told us to call the Command Post for target details as we left the Squadron flight line and



we were just given a heading to fly after take-off and an altitude of around 25,000 feet. The heading given was around 340 degrees so that shed little light on where we were going.

Even after take-off no further information was forthcoming from the Command Post. This was most unusual.

However, it was clear that we would be bombing using the Combat Skyspot radar, which was very accurate using a transponder in the aircraft rather than a "skin paint" for guidance.

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*"The cockpit lighting was not all that clear, so most pilots used a small penlight torch jammed under their right leg to highlight the heading..."*

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While the Canberra had good performance for its age, the ergonomics of the crew positions left a lot to be desired. During the cruise it was important to have the aircraft maintain a constant, accurate heading when the wings were level. The radar controller would guide us to the target with heading corrections, frequently down to one degree heading changes, but the cockpit lighting - particularly for the compass - was not all that clear, so most pilots used a small penlight torch jammed under their right leg to highlight the heading! Once the aircraft was trimmed so that it was flying perfectly straight, we were all set to go.

Coming up towards Pleiku, we were handed off to the Combat Skyspot controller based at Pleiku. Minor corrections were made as he lined us up for the first pass, and three bombs were dropped. The Canberra was rolled into a 30 degree turn to the right for a predetermined period of time before rolling into a 60 degree turn to the left, so that we could both look for the sight of the explosions.

We both saw the three bombs explode. But then there was the largest secondary explosion that either of us had ever seen, much bigger than the three bombs combined. Somewhat excitedly, for I thought it was significant, I reported to this to the radar controller. No return excitement from the controller who just gave us a heading to position us for the next run, which we carried out and the last three bombs dropped, we estimated only a couple of hundred metres from the first target. Again, we saw the last three bombs explode, followed by a very large secondary explosion, which I reported with more excitement.

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*"But then there was the largest secondary explosion that either of us had ever seen..."*

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"Thanks Magpie, you're clear to RTB channel 75." drawled the Controller, meaning return to base (channel 75 being the Tacan navigation installation for Phan Rang).

On the uneventful trip back to Phan Rang, we chatted about the unusual secondary explosions and the lack of reaction from the Skyspot Controller. Just another mystery of the Vietnam conflict!

After landing we headed back to the operations area to debrief this strange day and night, including reporting the two unusually large secondary explosions. Base command post could (or would) only tell us that it was a high intelligence target.

By now it was quite late and the Mess was closed, so it was necessary to access the emergency reserve of beer stored in the air conditioning unit cooling outlet in our rooms. They did go down a treat after a very long day and night!

Over the next month, details slowly emerged that our target was a suspected VC/NVA base camp that had been allocated to the B-52's based in Guam, but for some reason these aircraft were unable to depart Guam. Furthermore, a Forward Air Controller overflew the target area the next day and reported 40 casualties still visible among the destruction of the two bombed areas. When ground troops eventually reached the location, they confirmed it had been a large base camp and there were numerous blood trails indicating that many wounded had been evacuated.

### **All in all, not a bad day's work.**

*In memory of Magpie 91.*



*Max McGregor celebrates his final mission with 2 SQN, Vietnam 1969*

*(Ed: If you have a photo of Max during his time in Vietnam without a drink in his hand we'd love to see it.)*

# ON DEPLOYMENT WITH 2 SQN DURING THE MALAYAN EMERGENCY



*Corporal Don Weeks, Airframe fitter, 2 SQN*

## **2 Squadron Branch member, Don Weeks, shares his experiences during the Malayan Emergency in Butterworth and on deployment to Okinawa.**

From 1948 through to 1960 in Malaya there existed what was known as the “State of Emergency”, a war fought between Commonwealth Armed Forces and the Malayan National Liberation Army, the military arm of the Chinese Communist Party.

RAAF No 2 Squadron was deployed to Malaya in 1958 and I was in Butterworth from March 1959 to December 1961.

In 1960 the squadron deployed to Okinawa for exercises with a USAF B57 Squadron based on the Kadena Air Base at NAHA. The support staff were transported from Butterworth by two means, an RAF Beverley Transport, through Hong Kong and a RNZAF Bristol Freighter through Clark Air Force Base in the Philippines. It was my first and only visit to the Philippines. The base was abandoned after Mount Pinatubo erupted in 1991.



*The Flight Line in early 1960s at the RAAF Butterworth*

The Kadena base was an eye opener to most of us, and we soon learnt about security. We ambled across the tarmac to pose in front of our parked Canberra's for an official RAAF photograph. But before the photographer could click the camera, we were surrounded by heavily armed USAF military police. Of course, it was all sorted out, but we soon learnt what not to do!

My friend Gary Smith – a corporal radio tech – and I also flew to a small island called Shimojijima in a USAF C47 to help set up some type of equipment for the exercise. We took a tour of the island which had been heavily bombed in WWII. The islanders used to collect the huge piles of metal from the pounding the island took, sometimes tragically with unexploded bombs. I also remember shopping at the BX, the shop staff were so friendly and enjoyed our accents.

We returned to Butterworth overnighting at the RAF Base at Kai Tak on Kowloon. I always remember the approach to the landing strip, it seemed to be meters only above the apartment blocks! Gary reminds me that our Beverley touched down too far along the runway and had to move to maximum power and go around again with another maximum view of the apartments. How could I forget that!

In 2006, I was surprised to receive in the mail a medal from the Malaysian Government named the “Pingat Jasa Malaysia” for those who served from Independence on 31 August 1957 until 31 December 1966, following the end of the Indonesian confrontation with Malaysia.



*The infamous RAAF group photograph on the Kadena Air Base at NAHA.*



# GENERAL INFORMATION

## COVID-19 INFORMATION AND SUPPORT

**Do you have COVID-19 symptoms?**  
**First contact your doctor or Medical Centre by phone.**

## HEALTH AND WELLBEING

### General

Department of Health: [www.health.gov.au](http://www.health.gov.au)

### COVID-19 Specific.

[www.health.gov.au/news/health-alerts/novel-coronavirus-2019-ncov-health-alert](http://www.health.gov.au/news/health-alerts/novel-coronavirus-2019-ncov-health-alert)

**This will provide: Daily updates, answering your questions about the latest news, current facts and figures, travel advice, key contact and phone numbers.**

**OR call: 1800 020 080 (24/7 assistance)**

### Counselling

Beyond Blue: 1300 224 436 (24/7 assistance)  
[beyondblue.org.au](http://beyondblue.org.au)

Lifeline: 13 11 14 (24/7 assistance)  
[www.lifeline.org.au](http://www.lifeline.org.au)

## VETERANS SUPPORT

Department of Veterans Affairs: 1800 555 254 (office hours)  
[www.dva.gov.au](http://www.dva.gov.au)

Open Arms (Counselling): 1800 011 046 (24/7 assistance)  
[www.openarms.gov.au](http://www.openarms.gov.au)

## CARE PACKAGE SUPPORT

Australian Red Cross: 1800 733 276 (office hours)  
[www.redcross.org.au](http://www.redcross.org.au)

Salvation Army: 13 72 58 (office hours)  
[www.salvationarmy.org.au/contact-us](http://www.salvationarmy.org.au/contact-us)

## CONTACT: EDITORIAL DATES

### SUMMER 2020

Contributions by 23 November 2020  
Publication: 15 December 2020

### AUTUMN 2021

Contributions by 26 February 2021  
Publication: 12 March 2021

### WINTER 2021

Contributions by 31 May 2021  
Publication: 11 June 2021

### SPRING 2021

Contributions by 22 August 2021  
Publication: 9 September 2021

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Bendigo	Glenis Gordon	03 54369293
Catalina	Ronald Kirk	03 98193527
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Williams	(contact AFA Vic)	03 98134600

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## AROUND THE BRANCHES

### BENDIGO

As with everywhere in Victoria, Bendigo Branch has not been able to hold meetings or social gatherings.

Members have been receiving weekly phone calls and the monthly newsletter which they are very appreciative of. They get a great laugh from the jokes, that is sorely needed in these very sad times.

#### VALE

Harold Chatfield passed away on 10th June, 2020 aged 100. Harold celebrated his 100th birthday on 1st June 2020.

Keith Silverwood passed away 7th June 2020 aged

100 and would have celebrated his 101st birthday on 6th July 2020. Keith was the last of Bendigo's centenarians.

Sadly, VP Day commemorations were not able to go ahead in Bendigo. I turned on the TV at 9.30 am. (something I never do) and watched the extremely moving service at the Australian War Memorial to commemorate the 75th anniversary of VP day.

I was delighted to see Jack Bell given recognition for his service & time as a POW, Bluey Truscott who was K.I.A and also a good friend of ours, Bob Semple - a

Rat. Both Jack & Bob have spent all their peacetime serving our wonderful country. Later that day, we watched a special show on the ABC which covered stories of different people and events leading up to and on VP day.

I was only 3 years old on VP Day, the 15th August 1945. My dad was in hospital in Sydney and mum had transferred up to work so she could be with dad. I was being looked after by my aunt and uncle. They took me into Melbourne for the celebrations. The only thing I remember was, apart from the crowd, was the sound of the church

bells ringing loudly. Luckily, Uncle Wally carried me on his shoulders.

Well, that's about all from me for now. Please keep well & safe.

Glenis Gordon  
*Secretary*

Want to know more about the Bendigo Branch?

Visit our branch page on the air force association Victoria website

## YOUR LATEST EDITION OF WINGS IS OUT NOW!

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**WINGS magazine will be distributed by post in the coming weeks.**

Wings is the official publication of the Air Force Association





With some easing of Covid-19 restrictions from 1st June which allowed community organisations to have restricted number inside gatherings, I took the opportunity to provide Branch members with some 'limited number' gatherings by opening our rooms at the Ballarat aerodrome four times each week.

These restricted number openings of our rooms provided members with opportunities to have somewhere to gather for some chatter and the opportunity to exercise or dance to music, (with their

own partner only), or to sit and watch others dance while enjoying the great music and while others gathered and chatted in the committee room.

These opening were conducted under strict social distancing guidelines with absolutely no physical contact other than between a member and his or her own partner. Tables were butted up 'face-to-face' to increase the distance between members sitting opposite each other and with 'couples' seated together with social distancing guidelines observed at all times. There

were no more than four couples on the dance floor at any one time.

While these openings of our rooms, which was maintained for the full months of June and July, was very much appreciated by members, I once again suspended all activity from 2nd August until further notice following the State of Disaster declaration by the Victorian State Premier.

So, we all need to be patient and do the right thing until things are such that we can gather again.

Noel Hutchins  
*President*



*With some great dance music playing, Ballarat Branch members John Whittle and his partner Kirsten, and John Ooi with partner Liz took to the dance floor at the Branch rooms.*

Want to know more about the Ballarat Branch?

Visit our branch page on the air force association Victoria website

## NO 2 SQUADRON



### COMMEMORATIVE SERVICES – AUGUST 2020

Unfortunately, the COVID19 Lockdowns in Victoria severely restricted public remembrance services for the 75th Anniversary of Victory in the Pacific Day (also known as VJ Day) on 15th August and Vietnam Veterans Day on 18th August.

For those who did not get a chance to view either of these remembrance services, please note that they are still available on the Shrine of Remembrance: <https://www.shrine.org.au/> at the following links:

Victory in the Pacific Day Commemorative Broadcast: <https://youtu.be/-6ze0M4s054>

Vietnam Veterans Day Commemorative Broadcast: [https://youtu.be/pE\\_BbtA1vPg](https://youtu.be/pE_BbtA1vPg)

### UPDATING MEMBERSHIP DETAILS

It has been a few years since we last updated our membership contact details and I am aware that some of our members may have changed their address, phone number and/or email.

To ensure that our records are correct, I would please ask anyone who has changed their contact details to advise either myself or our Secretary, John Elliott. I know that some members prefer to receive their newsletter by post, however, to help us save costs if you do have an email address can you please consider also updating your contact details.

Warm regards and stay safe,

Walter Sherman  
*President*

Want to know more about the No2 Squadron Branch?

Visit our branch page on the air force association Victoria website

### Greetings

On behalf of our Branch members we hope that everyone and their families are weathering their way through these trying times and managing to maintain the best possible health and well-being.

Like everyone else, our Branch has not been able to socialise in our normal manner, but it seems that we have so far managed to keep up a reasonable level of contact within the members which has been evidenced by the vast number of email exchanges which have been taking place and on this subject.

I would especially like to recognise and thank our Welfare Officer, Hugh Tank for his efforts in maintaining contact with members not on-line via either regular mail and/or phone. Well done Hugh.

### VALE

It was with a great deal of sadness that at the beginning of July we were advised of the passing of our esteemed member Robert (Bob) Eastgate.

Bob and his wife Barbara were regular attendees at our monthly Friday luncheons and for the benefit of members who may not be aware, we take this opportunity once again

to extend our Deepest Sympathy to Barbara and the family on their sad loss.

Due to current circumstances there's not much more to report at this time. Hopefully, at some very near time in the future, we may see a return to some form of normality in our daily lives, which will allow at least some social contact to resume, be it with or without a mask.

Until then

Best regards to everyone and most of all, good health.

Laurie Bell  
*President*

WANT TO KNOW MORE  
ABOUT THE ATC/AAFC  
BRANCH?

VISIT OUR BRANCH PAGE ON  
THE AIR FORCE ASSOCIATION  
VICTORIA WEBSITE

## VIETNAM VETERANS

Like most Branches, our activities have been constrained by the current State Government restrictions and it became apparent in July that our annual commemoration of Vietnam Veterans Day on the 18 August at the Shrine of Remembrance followed by lunch for all attendees was not going to happen.

However, the Victorian Branch of the Vietnam Veterans Association of Australia made alternative arrangements for the day marking the anniversary of the Battle of Long Tan (1966) with a 17 minute broadcast on the Shrine's YouTube channel and hosted by Peter Meehan who presented addresses

from the VVAA (Vic) President (Bob Elworthy), the Victorian Premier and the Minister for Veterans. Scenes from the 2019 commemoration were shown during the broadcast.

Our Branch members also responded to an initiative from Jacqui Rudd (AFA Communications Adviser) to produce a photographic montage of our members during their service in Vietnam. This short reflection is available for other Branch members to view on [YouTube](#) or via the link on the [Vietnam Veterans' Branch page](#) on the [AFA Victoria website](#).

And finally, 3 November

this year marks the 50th anniversary of the disappearance of Canberra "Magpie 91" and the loss of the crew during a bombing mission over South Vietnam. As a mark of respect for the deaths of FLGOFF Mike Herbert and PLTOFF Robert Carver, the AFA Victoria is planning a commemoration to be held at the National Vietnam Veterans Museum at Philip Island on 3 November this year – the nature of the service will, of course, be dependent on the level of COVID 19 restrictions.

Chris Hudnott  
*President VV Branch*

WANT TO KNOW MORE  
ABOUT THE VIETNAM  
VETERANS' BRANCH?

VISIT OUR BRANCH PAGE ON  
THE AIR FORCE ASSOCIATION  
VICTORIA WEBSITE



*It is with the  
greatest respect  
and fond  
memories, we  
remember our  
colleagues who  
have passed on  
before us.*

The following members have passed away since our last publication.  
May they rest in peace.

Mr Keith Silverwood Bendigo Branch .....	7/6/2020
Mr Harold Chatfield Bendigo Branch .....	17/06/2020
Mrs Una Trahair Bendigo Branch.....	17/06/2020
Mr Robert (Bob) Eastgate ATC/AAFC branch.....	02/07/2020
Mr Ian Clark Catalina Branch .....	27/06/2020
Mr Jim Mitchell Fighter Squadrons Branch.....	12/08/2020
Air Marshal Selwyn (David) Evans AC, DSO, AFC (Retd).....	2/9/2020

*Lest We Forget*

## OBITUARY - AIR MARSHAL SELWYN DAVID EVANS (CONT.)

Order of Australia in 1981. In 1982, David became Chief of the Air Staff, focusing on air power doctrine, morale, and unrelentingly improving Australia's northern defence capability. He was elevated as a Companion of the Order of Australia in 1984.

In retirement, David Evans continued to enjoy the fellowship of his Air Force mates and was a member of No 2 Squadron Branch. He authored two military critiques: *A Fatal Rivalry: Australia's Defence at Risk*; and *War: A Matter of Principles*. He wrote and lectured extensively on air power and became a visiting fellow at the Australian National University's Strategic and Defence Studies Centre. His autobiography, *Down to Earth* was published in 2011.

David Evans was a man of many notable achievements. However, I'd like to think his greatest role and testament to the man was that of caring for the love of his life, his cherished wife for 71 years, Gail who sadly passed away in 2019. He was a much-loved father and father-in-law, grandfather and great grandfather.

May God bless him.

*Lest We Forget.*



David Evans (R) with his navigator next to a Canberra bomber in Vietnam. (Image courtesy Australians at War Film Archive)

# Air Force Association

## OFFICE BEARERS

### AIR FORCE ASSOCIATION – VICTORIA

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Carl Schiller OAM CSM – Immediate Past President

John Clarkson - Vice President, JBSG Representative.

Daryll Topp – Vice President, Administration

Peter Colliver OAM – Treasurer; Chairman, Welfare Patriotic Fund

Chris Hudnott – Director, Communications

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Peter Finkelstein – Honorary Solicitor

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