

AIR FORCE ASSOCIATION VICTORIA



ATC/AAFC BRANCH

ABN 96 091 342 304

OFFICIAL NEWSLETTER

Issue No 76
June 2019

President's Message



Hello again everyone, and I hope you're all coping with the rather sudden drop in temperatures as Winter approaches.

Firstly, on behalf of our Branch members, I wish to thank O.C. of 4 Wing AAFC, WGCDR (AAFC) Dee Smith for her appointment of our new ATC/AAFC Branch Liaison Officer, SQNLDR (AAFC) Bridget Hosking who is the Wing's Staff Officer Development and Community Engagement.

We extend a warm welcome to Bridget who will liaise with our Newsletter Editor, Ian Cohn, from time to time advising of any items/events etc. which would be of interest to the Branch members.

Congratulations are in order to long standing member and former Branch President, Doug Williams who, in recognition of his valuable contribution to the R.S.L. by holding numerous positions with the organisation over many years, has been awarded a Life Membership. Well earned Doug!

The Branch's A.G.M. was held at the Box Hill RSL on the 15th of April and so far as nominations for the open Executive Positions were concerned there were no surprises in store. As a consequence, the positions remain as previously, and I thank my group of stalwarts for their support:-

President: "Yours truly".

Vice President: Peter Wilson.

Secretary: Hugh Tank.

Treasurer: Tony Synhur.

Delegate: John MacDonald.

Returning Officer: Graeme Smith.

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 – 23Aug19

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

At our monthly luncheon on the 5th of April we were pleased to have a special surprise visitor, Lloyd Knight, join us.

Lloyd spent 19 years in the RAAF, flying in combat as a 20 year old fighter pilot during the Korean War in 1953 and as a helicopter pilot in the Vietnam War in 1969. He also flew C130 Transport Ops during the Malaysian Emergency, the Indonesian Confrontation and the Vietnam War, including one circumnavigation of the Planet.

For those who may be interested, Lloyd has written and had published, a book titled "Diary of a Pilot. Above and Beyond" and this we are informed is available in Paperback, Hardback or Digital form through URLink Publishing, Amazon, Kindle and such.

A signed paperback copy was donated to the Branch by Lloyd on the day, and it will be passed on in due course to our collection at Benalla Air Museum.

In the meantime, stay safe, stay warm, curl up and enjoy this latest offering from Ian.

Regards to all.

Laurie.



AAFC News from SQNLDR(AAFC) Bridget Hosking

News from 4 Wing Australian Air Force Cadets

This coming school holidays 4 Wing will run Cadet Corporal and Cadet Sergeant promotion courses. Cadets from across the state will come together to learn leadership and instructing skills that they will take back to their home squadrons.

4 Wing squadrons will also be recruiting for their Semester 2 intakes in the June-August period. If you know of anyone who might be interested in joining their local squadron, please direct them to www.aafc.org.au.

4 Wing Shooting Competition



In May, 4 Wing held its 2019 Wing Shooting Competition. Squadrons sent teams in to compete for the best possible score from 60 rounds with the .22 rifle.

The results were:

1st Place: 412 Squadron - Albury
2nd Place: 415 Squadron - Melbourne High School
3rd Place: 427/428 Squadron - City of Greater Geelong & Newtown

Top Shot: CCPL Hand, 413 Squadron
Cross Rifles (85% or higher): CSGT Evans, 412 Squadron
Congratulations to all cadets that participated!

Destination Imagination – Global Competition



4 Wing was recently represented at the Destination Imagination, Inc. Global Finals in Kansas City, US. Destination Imagination is a global learning system which aims to develop strong problem solving, competitive and critical thinking skills in a STEM (Science, Technology, Engineering and Mathematics) context. Teams compete in challenges which focus on research, strategic planning, design and construction as well as creative skills such as improvisation and artistic media.

The team from No. 412 Squadron placed 10th in the world! The cadets from Albury fought it out against teams internationally – including the United States, Canada and Korea to achieve this placing. Representatives from No. 416 Squadron, Moonee Ponds also battled on the world stage, proudly presenting in front of audience members and appraisers with some 1400 other teams.

4 Wing is online!

If you'd like to see more of what 4 Wing cadets are up to, you can find us on Facebook at <https://www.facebook.com/4wg.aafc/>. This year we also have a weekly feature about a former Victorian cadet seeing where they are now and how the AAFC influenced their career pathways. If you or someone you know would be interested in sharing your story with our current cadets, please contact sodce.4wg@airforcecadets.gov.au

4 Wing liaison point

In December 2018, 4WG appointed SQNLDR(AAFC) Bridget Hosking as the Staff Officer Development and Community Engagement. Bridget and her team's portfolio focuses on community liaison including connecting 4WG with the aviation and Defence industries, supporting squadron recruitment initiatives and promoting participation in community and RSL events. If you would like to connect with 4 Wing in one of the above ways, please get in touch via sodce.4wg@airforcecadets.gov.au.

Branch Events 2019

Friday, June 7 th	Branch Luncheon, Box Hill RSL.	Sunday, October 6 th	4 Wing, AAFC Annual Parade, Point Cook,
Friday, July 5 th	Branch Luncheon, Box Hill RSL.	Friday, November 1 st	Branch Luncheon, Box Hill RSL.
Friday, August 2 nd	Branch Luncheon, Box Hill RSL.	Sunday, November 10 th	AAFA's Annual Pilgrimage & RAAF Nashos' memorial Day, Point Cook,
Friday, September 6 th	Branch Luncheon, Box Hill RSL.	Friday, December 6 th	Branch Luncheon, Box Hill RSL.
Friday, October 4 th	Branch Luncheon, Box Hill RSL.	Sunday, December 15 th	Branch Christmas Luncheon, Box Hill RSL

Denotes dates subject to confirmation in due course.

April Meeting



Lloyd Knight presented Laurie Bell with an autographed copy of his recently launched book "Diary of a Pilot – Above and Beyond"



Carole and Murray McBain have sponsored a Plaque celebrating the life of Squadron leader (AirTC) Stan Tayler. Murray presented it to President Laurie Bell at the April Meeting. See detail below.

SQUADRON LEADER (AIRTC) STAN TAYLER AWARD
From the year 2001 to 2018, smaller versions of this award were engraved and presented annually to Victoria's "Most Outstanding Cadet of the Year" by the ATC/AAFC Branch of the R.A.A.F. Association (Victorian Division) as a personal keepsake in acknowledgement of the winning cadet's achievement.

THE AWARD FOR THE MOST OUTSTANDING VICTORIAN CADET OF THE YEAR IS PRESENTED IN THE MEMORY OF
SQN. LDR. (AIRTC) STAN TAYLER 1935 - 2000

Sqn. Ldr (AIRTC) Stan Tayler served with the Victorian Squadron Air Training Corps (ATC) between 1949 and 1952 as a cadet, reaching the rank of Cadet Pilot Officer and obtaining and completing a flying scholarship. He was a Reserve ATC Instructor from 1955 until 1979 after doing National Service Training with the R.A.A.F. He was commissioned in 1962. Between 1970 and 1994 he flew in general aviation which included Air Ambulance and Coast Watch operations totalling some 17,000 hrs; 5000 hrs. in Aero Commander aircraft.

Sqn. Ldr. (AIRTC) Stan Tayler was C.O. of the North Queensland Squadron AIRTC from 1989 to 1991. He returned to Victoria in 1994 and was an active member of the R.A.A.F. Association AIRTC Branch from 1994 until his untimely death on the 12th September 2000.

May Meeting



Member Story

David Crickmore – Part Two (Continued from the April Newsletter.)



On 3 November 1977 the "new" AIRTC was formed. Although no longer under the direct control by the RAAF, the responsibility for the administration of the Corps was vested in the Chief of Air Staff, and exercised by his delegate. Members were issued with new numbers - mine was AO93016 - and later uniforms. There were new titles - the Commanding Officer, was renamed Regional Commandant, and was to be appointed following an interview process. I was granted a very cursory interview and later told that as I did not have enough experience in the operation of the AIRTC, I was not considered for the new position. However, I remained. I had several HQ appointments – Librarian - and later twice appointed as Flight Commander at 1 Flight Froggnall.

After many changes in leadership in 1977, a former PAF ADMINO from East Sale - Ted Ilton was appointed and settled things down. He was also the CEO of the RSPCA, a very demanding job. After a heart attack he stood down, and the position was vacant. The RAAF Regional Liaison Officer invited and interviewed 10 members, and I was appointed as Regional Commandant of the Victorian Squadron as from 19 November 1978, with the rank of

Wing Commander (AIRTC), and as a secondary appointment the National Co-Ordinator (NATCORD), to convene and manage Annual Conferences, and to ensure that decisions were actioned in the appropriate way. There were no additional staff to assist in this task with 960 cadets and 140 staff.

My first task was to get Tax Group Certificates for Squadron members processed and issued from Air Force Office. Members received a small taxable allowance, - mine was (\$970) payable on proof of attendance - for carrying out their duties. There had been a hold up due to frequent staff changes. The Headquarters Group would meet for 2 hours of a Tuesday evening, and it soon became apparent that there was insufficient time to achieve all the tasks that had to be completed, so we met on a Thursday night at the RAAFA Building-in South Yarra-away for the Drill Hall at North Melbourne.

There had been no visits from HQ members to the Flights in the near rural and metropolitan areas. So, after work, I would collect a car from Tottenham Stores Depot and visit as many Flights as I could to explain to the staff, parents and cadets the new system, and to ensure that the parent support groups were aware of their role, and function.

The RAAF RLO and I visited the far areas - East Sale and Mildura. I was very lucky to have great support from two of the three RLO's when I held the job. The other one made it clear that he was not a child minder.

To say that the job was quiet would be an understatement. This was in the days before computers and the internet and email, so many phone calls from my office. At that stage the Education Department issued a statement as to the procedure in case of an explosive device at the school. It stated that you were to keep the person talking on the phone while you made contact with emergency services. I pointed out that we only had one line, and there were no public phones in the area, I would have installed a non-listed phone which would be on my desk. They agreed to this and so become the unofficial RAAF/AIRTC phone number.



We hosted the first - in the new AIRTC-International Air Cadet Exchange - when six cadets from the US Civil Air Patrol, and their USAF Officer - Captain Wayne, Denesik - visited on 15 August, 1979. The cadets were billeted with AIRTC Cadets and families, and Mary and I hosted Wayne. I invited Wayne to be the Reviewing Officer at the VICSQN AIRTC Annual Parade at Point Cook on 29 July, 1979. On 21 October we had the Fred Valentich and UFO incident. On the week end of 16-17 September 1979, I hosted the first AIRTC Regional Commandants, National Coordinator and RAAF Coordinator of Cadets Conference at RAAF Laverton. Many issues relating to the "nuts and bolts" of February 2019-70the new Cadet scheme were discussed-at times "warm".

One was that current Flights be made into Squadrons, and the present Squadron into to a Wing, and one of the RCOMs be appointed Group Captain - an idea shot down very quickly.

As well attempts were made to set up a AIRTC Pipe and Drum Band, with the Anderson tartan selected. The Australian Army were disposing of many musical instruments, but as they had to go to public auction for re sale, we could not afford the costs.

I had discussions with the Coordinator of the Duke of Edinburgh Award Scheme as to whether AIRTC training could be incorporated in to the Scheme. However, as at that time there was no syllabus of Training for the AIRTC the idea lapsed, but many cadets were involved in schools. There were deputations from parent and local council groups to request opening Flights at Bendigo, Shepparton, and Warrnambool, however due to restrictions on cadet numbers Australia we could not accede to their requests.

It was late in 1979 I received advice that I had been awarded an International Teaching Fellowship and was to take up duty in Sacramento, California for the year 1980. I resigned and Barry Videon took over and was able to devote more full time to the organisation.

After settling in at Sacramento, I found out that I had been made an Officer Member of the US Air Force Open Mess at the McClellan Air Force Base which was about 10 minutes' drive from our place. McClellan was the main base for the RAAF Detachment which was mainly engineers and supply staff in the F-111 project. We had many happy functions there as I knew many of the staff from ATC Camps as various bases. I also met up with the local Civil Air Patrol members and their team.

On return to Australia in 1982, I had year "off" as there was much work at the school where I was principal undergoing a \$1.5m upgrade. Later that year I was approached by Richard Bluck to see if I was interested in joining 21 City of Melbourne Squadron of the RAAF Active Reserve. So in November 1982 I was interviewed and completed the necessary paper work to transfer from the RAAF General Reserve to the RAAF Active Reserve, and be appointed to 21 SQN. Keeping the same number 039569. I was appointed with the rank of Pilot Officer, on 13th February 1983 pending a decision from RAAF Headquarters as what rank it would be. So back to square one. However on 20 May 1983 I was promoted to the substantive rank of FLTLT back dated to 14 Feb 83 - a few drinks that night in the Mess - and appointed as SQN ADMINO, - which included Flt Commander of Base Services Flight, Unit UCIO, and social functions, and Dining In Nights for the Squadron Officers and guests, The Right of Entry Parades for the Squadron in The City of Melbourne, ANZAC Day Parades in Melbourne, Recruiting, and the supervisor of the Reserve Pay Cell. Defence had introduced a new pay system for Reservists CENRES2 - designed by an Army Pay Corps Captain who was the manager of a CBA Branch. The PAF NCO in the Orderly Room and I attended the 5-day course at Fitzroy and later 21 SQN took over the pay for Reservists in TAS, VIC, Chaplains and Specialist Reserves. As part of the training obligations we had to attend a 14 day continuous Training camp. The first I attended was at Laverton. Later the PAF CO - a former AIRTC cadet organised for the Squadron to go to RAAF Townsville where the Engineering Section would carry out a major service on a Caribou and the other members would fill in on Base positions. The CO of Base Squadron had been my first RLO when I was RCOMM, and National Coordinator and it was great to catch up with him. We had four camps to Townsville and one of my jobs was the preparation of the Admin February 2019-71 Instruction for the exercise, and be a member of the advance party, for 5 days ahead. Later when the Caribou was

withdrawn from service, we had one camp at Laverton and then one at East Sale where the Engineers did the servicing on HS 748s.

In July 1984, we had a request from the Education Officer at Engineering Cadet Squadron at Frognall for a member to be a Non Academic Counsellor to students who were having some problems. I was asked to help out and the EDO at Frognall would give me a call at work on the Tuesday and let me know if there were any students. I went in civvies from work and over nine visits and about 12 students over 4 months I think we were able to help out. It was interesting that when I was posted to the Engineering Branch at LOGCOM I met up with several of the cadets who were now senior officers.

We had several weekend Field Training Exercises in the Broadford State Forest quite near where I used to live at Broadford.

I am not sure of the date but the Labor Government of the time decreed that Reserve pay should be taxed at half rate one year and full rate the next year. This caused many to leave and it took sometime to recover the loss in members. On 3 April 1987, I was appointed as ADC to the Squadron's Honorary Air Commodore, Sir John Young, who was the Lieutenant Governor and Chief Justice. The Governor at the time did not wish to have military links. Sir John was a former member of the Scots Guards. An Australian he had been in UK when WW2 broke out and enlisted there. He was a great person to work for and later when the Governor went on extended leave Sir John acted as Governor, I was called up to Government House Melbourne to act as ADC for the time. I was given leave by the Education Department from my job as Principal to act as when required. It almost became a full-time job, until I stood down on August 1989.

The biggest job I had was to coordinate the parade for the representation of the Squadron Standard by the Governor General Sir Ninian Stephens at Laverton on Sunday 27 November 1988, with over 600 on parade and about 500 guests and officers including CAS, with a formal Dinner the night before. I was very glad when they all left.

Next year after the Annual Squadron Parade I arranged the ceremony for the Laying Up of the Standard at the RAAF Chapel at Point Cook.

I had a phone call from OC Laverton to call in and see him. He asked how long it took me to coordinate the GG parade and when I told him it was about 6 months, he told me that I had 6 weeks to arrange for a parade for the GG to present a Banner to the RAAF Central Band in December of that year. Apparently there had been a mix up at Band HQ with a member. With WOFF Duncan Jones, a 21SQN member on attachment to HQ RAAF Williams, we were able to get the job done-just in time.

In the 19 May 1988 Special Commonwealth Gazette 140, I, along with many other ADF members, had been awarded the Reserve Forces Decoration with First Clasp.

As the RAAF could not fill several AFRLO positions with AIRTC Wings I was appointed RLO for 4 Wing as from 1 January 1989, until such time that a PAF officer could be appointed. After work I would visit of a Tuesday night at RAAF Tottenham where the AIRTC was now based, or act on any requests outside of the that time at my work place I received a letter at home advising that there had been a change in various regulations concerning medals and awards that I had been awarded the National Medal back dated to 3 June 1969, and the Second Clasp to the RFD on 19 October 1990.

In December 1990 we had a call from the Project Manager of the purchase of the additional F-111C aircraft for assistance in amending and carrying out the amendments to the USAF manuals that came with the aircraft. CPL GOSS and I completed the job with a great letter from WGCDR Gordon, the project manager. On the Squadron's Annual Parade on 27 April 1991, which was one of several that I coordinated, I was presented with the John Duncan Memorial Trophy by Air Commodore Kingwell. The award was for either PAF or RAAFAR 21 Squadron member who had made an outstanding contribution to the service and the squadron. At this time there was Compulsory Retiring Age (CRA) restrictions and as I was nearing the date for FLTLT I applied for an extension of service. In all I was granted 3 extensions with the final retiring date being 13 May 1993.

In late 1990, the SENGO and I visited East Sale to arrange for the Squadron to undertake its continuous training requirement there. The RAAF was phasing out the Caribou aircraft and the Engineering Section required a new type of aircraft. The new CO of 32SQN had been a CO of 21SQN and a former ATC cadet that I had had on a Junior NCO Course. The aircraft selected was the HS748 based at ESL. We arranged for the 14 days and drew up the necessary Admin Instructions and Orders. It was a great success as the Engineering Section completed the necessary training on the new aircraft in record time and with great results.

Whilst at ESL the CO of 21SQN received a request for me to go to Training Command at PCK under AFR 4j3 for full time service. On 18 June 1990 I took over the position of ETS2 at Training Command. I was tasked to resolve all the issues relating to RAAF Single Service Training at the Australian Defence Force Academy at Canberra. This required two trips of a week-long to visit ADFA to meet with staff and discuss issues and later to visit to discuss the issues raised by staff with the RAAF cadets. I also continued my 21SQN commitments.

As well I was requested to draw up a Syllabus of Training for ab initio entrants to RAAFAR Squadrons. On 02 May 1991 I presented the proposal at Air Command HQ at Glenbrook to the members at a conference called for the restructuring of RAAFAR Squadrons, and other matters relating to RAAFAR. The proposal was accepted, but I don't think if it was adopted. All the issues in relation to Single Service Training were resolved at a conference called at PCK. I suggested that RAAF ADFA cadets be issued with "Work Books" in which they had to complete a series of items in their various categories and signed off by the officer in charge after each RAAF training times during their year of study. It was easy to design, as at Training Command there were officers in each of the categories that were represented at AFDA. I was invited to stay with the project for two years and be based at ADFA, however it would have meant being away from home forme for that period. The posting finished on 31 August, 1990. At a working weekend at 21SQN, I was invited to accept a new posting to Logistic Command, Engineering Branch as ENGS2B commencing on the following Monday, and ending on 30 November, 1990.

This would be the most interesting job I have ever had, for it introduced me to these new things called computers, and the work was great job. It entailed Admin support to the Branch-completing Annual Reports for Officers and airmen, approval of overseas travel, attendance at public expense of short time courses, following up on security breaches as reported by the night time security sweeps in the building. However, the most challenging aspect was to review the budget allocation to the Branch. In April, the Branch had put in its budget requests for the next year, however the funds issued were such that it was almost impossible for some sections to carry out their work. I had to review each bid and funds received and to try to resolve the issues. I presented three proposals to the Air Commodore, and he selected one and that was adopted.

As well of a Friday morning we would get the currency exchange rates from the Commonwealth Bank for the funds held by the many RAAF engineers in many positions around the world, check their current balances in the local currency make any adjustments that were necessary, then send the new balances by message. The Army had a signal section on the 13th floor, and I would take the messages there for transmission, and later in the day I would receive a hard copy for filing. During this time I also attended, as required, 21Sqn Working Weekends. Whilst on a 14 day Camp at East Sale I received an invitation to be appointed as TDOI under AFR 4(J)3 at RAAF College at Point Cook for the period 18 March 91 to 13 December 91.

This job entailed the co-ordination and production of RAAF College Policy Manual, up grading and rewrite of the RAAF College Joining Instructions, maintaining liaison with other services/civilians requiring use of RAAF College facilities, the development of a syllabus of training for RAAF Active Reserve Members and Specialist Reserve Officers, and assistance at Officer Training School when required In addition to this I had to continue work as ADMINO at 21SQN particularly when the CO was absent on leave. At my final Base Parade on February 1992, I was presented with an Australia Day Medallion for services rendered to the RAAF, by the OC RAAF Williams.

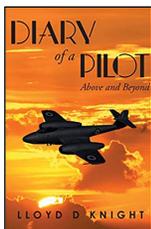
On Saturday 22nd February 1992, Mary and I were Dined Out by CO and 21SQN members, Sir John Young, OC RAAF Williams and wife, and many friends from ATC AIRTC, MFC days, Training Command, and RAAF College. My final RAAF working day - 27th February, 1992 was spent with the rest of the HQ Staff at 21SQN painting out the adjacent shower and toilet block, and at a following BBQ. Next morning, 039569 FLTLT CRICKMORE D. marched out of Her Majesty's RAAF and was given a Retired Member's card for my 43 years of service. What a letdown. No red carpet, no band, no guard. Never mind it was many happy years, and I enjoyed all of them.

Since then, I have maintained my membership of RAAFA, award Leadership Awards at several MFC Squadrons throughout Australia, and where ever possible attended the 4Wing Annual Parade where I present the Crickmore Cup for the winning Squadron at the Drill Competition, as well as LEGACY here in the Wide Bay area of Queensland.

Books

Diary of a Pilot - Above and Beyond

By Lloyd Knight



Lloyd Knight has generously given permission for our Branch Newsletter to publish some extracts from "Diary of a Pilot - Above and Beyond". So here is the first one. Thanks Lloyd.

The MP and the VC

Some will have seen it in American movies; 'Blue Thunder' and 'Apocalypse Now' come to mind. Some will have heard tales of it in bars and military messes. I am referring to the story of the alleged practice of prisoners being thrown from helicopters, as an interrogation technique. The theory goes that, if two or more prisoners are being transported, blindfolded and bound, in the back of a helicopter, and one is thrown out, then the others will spill the beans when they hear the screams of their compatriot, as he exits the helicopter.

It is possible that some overzealous soldiers have done this, particularly if it was accomplished at a low hover. The prisoners would not know that the aircraft was not cruising at height. So, the effect would be real for the victim, as well as the remainder. The plus side to this case would be that the exercise had no fatal outcome. Even so, it would be a despicable act of torture, and would certainly not be condoned by the Australian forces. No doubt the Viet Cong and NVA would have heard the same story.

I was tasked to fly two Australian Army Military Police, a staff sergeant and a corporal, out to a recent battle site. They were to collect two Viet Cong prisoners and escort them back to Nui Dat for interrogation.

Some questioning would have already been accomplished. A prisoner is more likely to give information while he is in a traumatised state, immediately after capture.

We landed at the forward location and the MPs went off to collect the captives. I shut down the engine while we waited. The co-pilot and crewman did the walk around checks in preparation for the return flight. This was now a secure area, and it had been a busy day so far. So, we took the opportunity to rest up while we waited for them.

After about half an hour we saw the MPs returning with their prisoners. Next to the burley Aussies, they looked diminutive. They wore the black pyjama outfits that were typical VC dress. Both had sacks over their heads, and presumably were blindfolded. Their hands were cuffed in front, and they were shackled with ties that allowed them to walk fairly normally. However, they would not have been able to run.

The corporal's charge was the shorter of the two, of extremely slight build, and appeared to be a female. She allowed her escort to steer her around the front of the helicopter and up into the left side of the cabin.

The other was limping badly and needed to be supported by the six-foot four Staff Sergeant. As they approached my side of the chopper I could see that this prisoner was shaking terribly.

He cried out in pain as the MP pushed him up, albeit gently, into the cabin. He sat on the bench seat against the rear bulkhead as the staff sergeant climbed in. Then, as we started the engine, I heard him crying. He was scared almost out of his wits.

I remember wondering at the time if he had heard 'the story', and thought that he was about to meet a sticky end. We were soon up and on our way back to the army base. About halfway to Nui Dat, I looked around and saw that the staff sergeant had his arm around his prisoner's shoulder. He had his mouth close to the VC's ear and seemed to be speaking to him above the noise. We normally flew with the doors open, so the crewman and left-hand door gunner had ready access to their M60 machine guns, and to provide a little 'air conditioning'. The big burly soldier appeared to be comforting this poor soul. That sent a little tingle up my spine as I identified with his apparent kindness. We landed about fifteen minutes later. With the rotors still turning, the corporal and his prisoner exited the left side of the chopper and went off towards the HQ building. The staff sergeant tapped me on the shoulder. As I turned, he gave me a thumbs up and mouthed, 'Thank you.' Then he turned to unload his sorry charge. As I spooled up the engine for take-off, to relocate to our pad, I turned to check that the passengers were clear. There, out to my right, walking towards the HQ was the staff sergeant. He was carrying his prisoner in his big gentle arms, as if caring for a sick child. I felt very proud to be an Aussie that day, and I still get a tear in my eye (it's there now), and a lump in my throat, whenever I recall that experience.

Astronomy News



Jupiter currently rises in the East, shortly after sunset, and is now one of the brightest objects in the night sky.



Saturn is also visible in the eastern sky from around 20:00 hr and is bright, but not as bright as Jupiter. Both are readily identifiable.

For planetary rise and set times refer to www.timeanddate.com/astronomy/night/australia/melbourne
See also www.abc.net.au/news/2019-05-31/astronomer-photographs-jupiter-great-red-spot/11162824

Space News

Real time view from the International Space Station - www.youtube.com/watch?v=uj3FqkflC7g
For you early risers the following ISS sightings are possible through to Saturday Jun 15, 2019.

Data from:-

spotthestation.nasa.gov/sightings/view.cfm?country=Australia®ion=Victoria&city=Melbourne#.XPPJwogzaUk

Date	Visible	Max Height	Appears	Disappears
Fri Jun 7, 6:20 AM	3 min	13°	10° above S	10° above SE
Sat Jun 8, 5:32 AM	< 1 min	10°	10° above SSE	10° above SSE
Sat Jun 8, 7:06 AM	1 min	17°	10° above SW	17° above SSW
Sun Jun 9, 6:17 AM	4 min	22°	14° above SSW	15° above ESE
Mon Jun 10, 5:30 AM	2 min	15°	15° above SSE	10° above ESE
Mon Jun 10, 7:03 AM	4 min	89°	10° above SW	43° above NE
Tue Jun 11, 6:15 AM	3 min	48°	21° above SSW	33° above E
Wed Jun 12, 5:28 AM	1 min	28°	28° above SE	19° above ESE
Wed Jun 12, 7:02 AM	6 min	28°	11° above WSW	10° above NNE
Thu Jun 13, 6:14 AM	4 min	55°	31° above WSW	14° above NNE
Fri Jun 14, 5:27 AM	1 min	42°	42° above ENE	18° above ENE
Sat Jun 15, 6:12 AM	2 min	18°	18° above NW	10° above N

Internet Links of Interest

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

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

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



Striking Storm Pictures –

www.theage.com.au/world/north-america/like-looking-at-a-god-chasing-the-storms-roiling-tornado-alley-20190529-p51saj.html



How does an Electric Car work?

www.youtube.com/watch?v=3SAxXUIre28

A Fond Farewell – The Roulettes PC-9/A is being replaced by the PC-21

From Air Force News 30 MAY 2019



FOR more than three decades, the Roulettes have piloted the iconic red, white and blue Pilatus PC-9/A turboprop aircraft. Sadly in March, the Roulettes wrapped up 30 years of flying operations using the aircraft.

These aircraft and their pilots have been showcasing the professionalism, precision and pride of Air Force personnel to the world. SQNLDR Jay Tuffley, Roulette one, said the Roulettes have been a success in encouraging military recruitment and helping Air Force maintain a great relationship with Australian communities.

“The PC-9/A was first introduced to Air Force in 1987 and was one of the most advanced training aircraft of its time,” SQNLDR Tuffley said.

“Between 1989 and 2019, the Roulettes flew the aircraft to impress audiences in Australia, Singapore, Malaysia, New Zealand and Norfolk Island, before the aircraft were proudly retired from Roulettes operations during the 2019 Australian International

Airshow in Avalon.”

In the past 30 years, the Roulettes successfully clocked more than 650 official aerial demonstrations in the PC-9/A – on average 30 shows a year in 20 different locations. “Some of the highlights of my Roulettes tour flying the PC-9/A include flying in close quarters to some of Australia’s iconic landmarks, including the Sydney Opera House and Sydney Harbour,” SQNLDR Tuffley said. “I have flown close formation over many venues, from performances at Birdsville Races all the way to the Whitsunday Islands.” SQNLDR Tuffley said he would always have a soft spot for the aircraft, having clocked up a large number of hours flying and teaching in it. Although the seven pilots may be the faces of the Roulettes, they could never perform without the assistance of the support networks around them. “From maintenance and engineering through to the administration support we received, all of this support is critical in order to achieve the public relations role we perform,” SQNLDR Tuffley said. “Additionally,

support from family and friends has also been vital to our success.” The Roulettes are currently going through a transition to the new Pilatus PC-21 platform, which is higher performing with more cutting-edge systems on board. FLTLT Daniel Armstrong, Roulette seven, said the PC-21 displays and formations will look different from the retired aircraft’s aerial demonstrations. “The PC-21 has notable differences to the PC-9/A, as a result, some of the formation shapes and manoeuvres will be modified,” FLTLT Armstrong said. “The PC-21 is also capable of much higher speeds and G-forces, and it sounds louder.”

FLTLT Armstrong said the team is looking forward to getting all six aircraft in the air and developing the new display. “The members selected for the new season are currently completing their solo low-level aerobatics and formation aerobatics ratings,” he said. “We will slowly and safely complete larger formation aerobatics at a higher altitude before we bring the manoeuvres down to low level.” FLTLT Armstrong said the process of creating a display required careful consideration of risks, the aircraft’s capabilities, aviation regulations and pilots’ skills. “Before we even get near the planes, we sit down and brainstorm potential manoeuvres, assess the risks, practise in the simulator, then conduct detailed planning,” FLTLT Armstrong said. “We will have pre-flight briefs and subsequent debriefs with onboard and ground-based video to assess each manoeuvre in the flight and continue improving towards a full display. It is an intensive but ultimately rewarding process.”

The Roulettes’ first public display season flying PC-21 aircraft will commence in the last quarter of 2019.

AIR FORCE ASSOCIATION VICTORIA



ATC/AAFC BRANCH

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