



**Royal Australian Air Force**  
**AIR TRAINING CORPS**  
now the  
**AUSTRALIAN AIR FORCE CADETS**  
in  
**Western Australia**  
**1941 to 2003**



by  
**Leslie R. Jubbs**  
**2003**



## Over View of this Book

In 1941 England was resisting every effort by the German Forces' objective to invade England while at the same time providing her own Defence Forces to hold the powerful German and Italian forces from taking control of North Africa and Syria. Australian Army, Navy and Air Force personnel were very much involved with the British Forces.

Here in Australia, volunteers, who had joined the Air Force, were being trained for Ground Staff and Air Crew duties, and then proceeded overseas to where they were most needed.

The Australian Government recognised the need to have a ready supply of potential recruits to meet the demands, so was born the creation of the **Air Training Corps and the Women's Air Training Corps**. Education qualifications had an important role to be developed, especially for those selected for Air Crews. Cadets from 16 years of age were the target so when they turned 18 years of age could apply for selection, but they had to have the permission of a Parent. The age of independence was, in those far off times, 21 years of age.

With the newspapers, magazines, wireless, posters and advertising, the population was continually being bombarded with details as to how they could help the war effort. These young men and women were highly motivated to join the Cadet Corps and willingly attended two nights per week to attend lectures relevant to what Air Crews were already doing at RAAF Initial Training Schools. Saturday afternoons occupied these young people in physical education and parade ground requirements.

All this recruitment commenced a few months before the Japanese attack on the United States Base in Pearl Harbour on 7<sup>th</sup> December, so the importance of the Cadet Corps was even more important now that the possible invasion of Australia was a very real possibility.

Every month the RAAF took into the Initial Training School a new Course of Air Crews, which soon included ex Air Training Corps members and would continue on throughout the war. Some 12,000 Cadets would enter the RAAF.

This book endeavours to provide evidence of the war time period and what was achieved, but without documentary evidence, because records were non-existent, while the post war period also had little written records.

This account was ready for publication just before the 50th Anniversary Celebrations of the Air training Corps in late September 1991 but this never happened.

With the prospect of this book appearing, (without any fee charges) on the Internet, it will endeavour to incorporate what has happened in the Air training Corps since 1941, including up until year 2001 when major structure changes took place, and the renaming of the Corps to the **Australian Air Force Cadets**, then onto 2003.

**Leslie R. Jubbs**  
**ex 1941 Cadet and ex RAAF Pilot.**

## Foreword

This book was assembled after a recently published book, "THE FIRST FIFTY YEARS", written by B.J. Videon, which outlined the history and development of the Air Training Corps in Australia.

Some of the references used in the above book were taken from a booklet of mine, The Air Training Corps, in Western Australia "[The Forgotten Era](#)", about the War years of 1941-1945. **I had no involvement in the material published in "The First Fifty Years" for the post war period.**

L.R.Jubbs 1991.

Please note:

WW2 R.A.A.F. Rank abbreviations often varied and differ to the current usage.

This **electronic version** of my original book differs only in one way in that photographs, which formally appeared on the left page of a book, now appear after text pages.

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## Acknowledgements

To Mrs Gwen Atkinson, daughter of Wing Commander C.W. Snook, who kindly allowed me access to her father's extensive collection of newspaper cuttings about the Air Training Corps from 1941 to 1945. **No Official Air Training Corps Records (1941-45) are available for research.**

To the ex A.T.C. Flight Commanders and the AIRTC Flight Commanders, who provided the information used in this Supplement as well as providing me with their original photographs.

To the fifteen Cadets, who provided me with their "Reflections" for 1991.

To Mr Maarten Schreuders for the production of the special bromides of all the photographs used in this publication.

To Mr Sam Oriti, who produced the laser prints of this manuscript.

To all those, who readily provided details, information and assistance.

To West Australian Newspapers for allowing their photographs to be used in this Supplement. Copies of the photographs may be purchased from their Perth Office.

Leslie R. Jubbs



Captain C.W. Snook as a young Pilot in the Royal Flying Corps during World War 1 (1914-1918).

**Wing Commander C.W. Snook was Commanding Officer of No.5 Wing of the Western Australian Air Training Corps during WW2, 1941-1945**

**76 Squadron Air Training Corps, Fremantle.  
Officers and Civilian Instructors**



F/O O.C. White    Mr W.W.Saw    Mr R.A.Williams    F/O A.J.Black  
F/O H.C.Rudderham    F/L J.W. Ferguson    S/L H.A. Holley C.O.    F/L R Reitze    F/L E.H.Oakley

Absent: F.L F.S. Mudford    P/O O.M.Hines

**Other Officers 1941-45**

P/O Benjarmine R.D.  
F/O Davies C.F.  
F/O Hoare R.M.  
P/O Marian J.S.  
F/O Mc Cusker J.  
P/O Millen A.L.  
F/O Moore J.H.  
P/O Olney K.M.  
P/O Quartermaine C.J.  
P/O Van der Velde J.

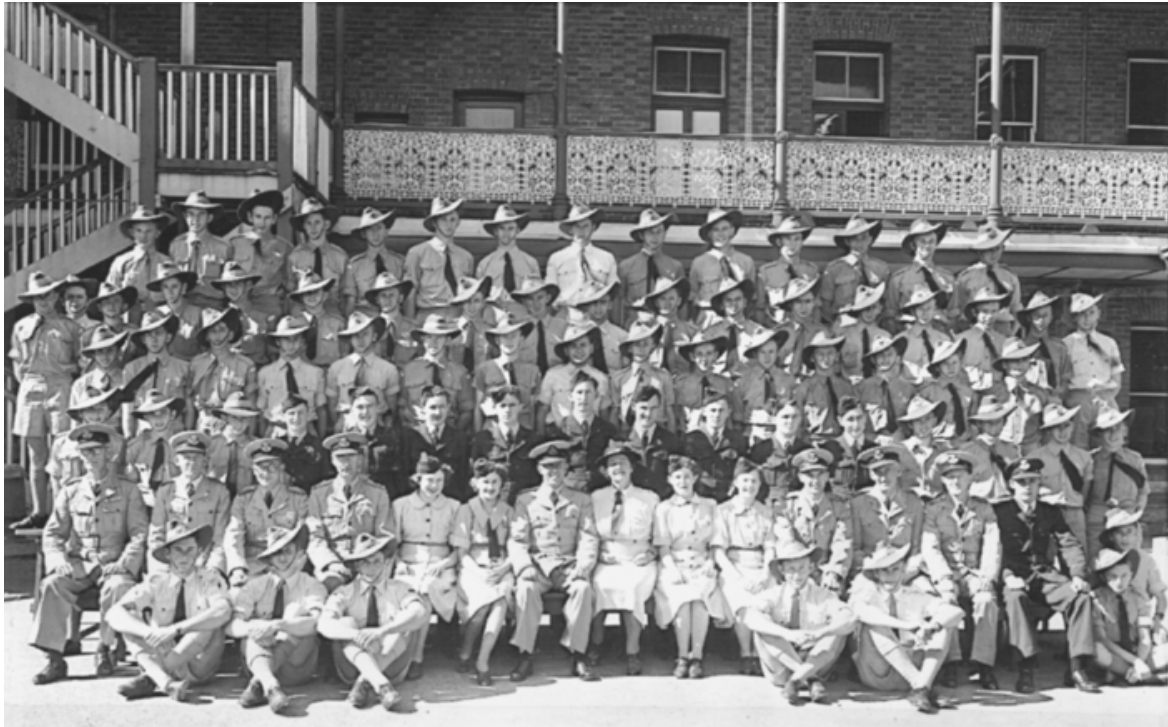
**Other Civilian Instructors 1941-45**

Mr Cahill C.  
Mr Caranbos C.  
Mr Dolan J.  
Mr Edwards E.  
Mr Faulds C.A.  
Mr Hill  
Mr Home I.  
Mr Hudson S.I.  
Mr Joaquim R.P.  
Mr Limb M.  
Mr Mountain J.  
Mr. Van Realte.

**Air Training Corps Officers  
&  
Warrant Officers**

**RAAF Base Pearce Induction Course  
1941**





## **No. 75 Squadron, Air Training Corps 1945**

The only known photograph of **No. 75 Squadron Air Training Corps**, which was believed to have been taken at the end of the War in the Pacific.

75 Squadron operated on two evenings a week and Saturday afternoon, from the Christian Brothers' School, in St George' Terrace from 1941 to 1945. It is generally not known that the A.T.C. Squadrons trained some 12,000 Cadets before they entered the RAAF as Air Crew and Ground Staff during WW2.

**The Commanding Officer (centre) is Squadron Leader T.J.Rankin-Wilson, who served throughout the war years, including as C.O. of No.78 Squadron, Maylands.**

## No. 5 Wing A.T.C. Officers & Instructors

A.T.C. of Western Australia  
as at 4th September, 1943.

(taken from an A.T.C. Souvenir  
Programme of a Rowing Regatta  
and Sports Competition owned by  
an ex Cadet of No.76 Squadron,  
Fremantle.)

### No. 5 WING, A.T.C., NOMINAL ROLL.

W/C. C. W. SNOOK, Commanding Officer.  
S/L. A. G. PRIDDLE, Staff Officer Administrative (R.A.A.F.)  
S/L. F. G. BRADSHAW, Assistant Commanding Officer.  
S/L. M. H. R. de LAETER, Staff Officer Training.  
F/L. T. A. W. DOWNING, Wing Education Officer (R.A.A.F.)  
F/L. R. E. HALLIDAY, P.T. Officer.  
F/L. M. J. L. UREN, Publicity Officer.  
F/L. J. BAIRD, Signals Officer.

#### 75 Squadron, Christian Brothers' College, Perth.

##### Officers:

S/L. H. J. Branch, C/O.	F/L. J. W. Oates, F/C. (C. Inst.)	P/O. C. Quin, Morse/Inst.
F/L. I. T. Smith, Adj.	P/O. J. P. McDermott, Equip/O.	P/O. G. E. Browne, Inst.
F/L. G. H. Armstrong, F/C.		

##### Civilian Instructors:

Abbey, Mrs. E.	Quartermaine, C. S. (P.T.)	McKinnon, R.
Magee, Miss M.	Watson, W. S. (Morse)	Neal, R. A.
Hocking, Miss	Farmer, P. (P.T.)	Mills, E. F. (P.T.)
Ward, Miss I.	Rodda, V. E.	Conole, Mr.
le Mesurier, C. R.		

#### 76 Squadron, Fremantle Boys' School, Fremantle.

##### Officers:

S/L. H. A. Holley, C/O.	F/O. F. S. Mudford, F/C.	P/O. E. H. Oakley, Inst.
F/L. W. A. Wilkins (DCM), Adj.	F/O. C. F. Davies, Inst.	P/O. O. C. C. White, Inst.
F/L. R. C. Reitze, F/C. (C. Inst.)	P/O. J. Vander Velde, S/Drill O.	

##### Civilian Instructors:

Coroneos, C.	Black, A. J. (Morse)	Limb, M.
Rudderham, H. C. (P.T.)	Hill, Mr. (Morse)	

#### 77 Squadron, Christ Church Grammar School, Claremont.

##### Officers:

S/L. J. A. Dimmitt, C/O.	F/L. S. G. Johnson, F/C. (C.Inst.)	F/O. B. Birmingham, S/D/O. (Eq.)
F/L. E. C. Rogers (MC), Adj.	F/O. A. K. Langley, F/C.	P/O. K. R. McNaught, F/C.

##### Civilian Instructors:

Boucaut, P.	Denning, A. (Morse)	Davies, W. (Morse)
Benjamin, R. (P.T.)	Miles, G.	Olney, K.
Sexton, C. (P.T.)	Cameron, J.	

#### 78 Squadron, Maylands State School, Maylands.

##### Officers:

S/L. T. J. Rankine-Wilson, C/O.	F/L. I. R. Berry, F/C. (C. Inst.)	P/O. D. C. Dodd, Inst.
F/L. H. S. Orkney (MM), Adj.	F/O. R. G. Waters, F/C.	P/O. R. M. Marum, Eq. & P.T.

##### Civilian Instructors:

Hayton, J. D.	Baines, D.	Malloch, Mr.
Jacks, L. D.	McCauley, J. M.	Jones, Cpl. (R.A.A.F.)
Birch, Rev. R. D.	Clough, C. A.	

## 79 Squadron—Country Districts.

### Officers :

S/L. L. G. Storey, C/O.  
 F/L. R. Egerton-Warburton, Adj.  
 F/L. I. W. Anderson, Bunbury  
 P/O. W. R. Hudson, Bunbury  
 F/L. A. W. Norrie, Wiluna

F/L. W. G. Moore, Kalgoorlie  
 F/L. W. C. Walker, Kalgoorlie  
 F/L. C. O. Mosley, Northam  
 F/L. K. Gamble, Geraldton

F/O. J. A. Barnesby, Albany  
 F/O. C. E. Duke, Collie  
 P/O. P. A. Charsley, Norseman  
 P/O. B. V. Flynn, New Norcia

### Civilian Instructors :

Jenkin, C. F.  
 Colgan, B. R.  
 Everingham, R.  
 Roberts, G. F.  
 Skinner, R.  
 Jones, J. R.  
 Le Mesurier, J. R.  
 Cosstick, J. R.  
 O'Dea, W. J.  
 Muskett, G. H.  
 Wellman, J. A.  
 Pearce, N.

Lawn, R. T.  
 Saunders, B. J.  
 Buchanan, D. W.  
 Rees, J. A.  
 Dick, S. R.  
 Tulloch, J.  
 Serventy, V. N.  
 Schorer, A. M.  
 Quinn, B.  
 Winter, Miss P. K.  
 Fleay, A.  
 Hardwick, R.

Hatswell, C. R.  
 Brechin, M. A.  
 Glass, N. J.  
 McLean, K. W.  
 McNaughton, D.  
 Carr, J. B.  
 Ferry, Miss  
 Glew, C. A.  
 Giralt, J. S. J.  
 Palmer, Miss P.  
 Edwards, W.

## 80 Squadron—Correspondence.

### Officers :

S/L. D. Dain, C/O.  
 F/L. R. P. Ramage, Adj.  
 F/L. J. A. B. Campbell, C/Inst.

P/O. E. B. Adams, Inst.  
 P/O. R. L. Browning, Inst.

P/O. H. C. Schorer, Inst.  
 P/O. H. W. G. Corney

### Civilian Instructors :

Davies, I.  
 Espie, J. R.  
 Johnstone, T. H.  
 Lowe, W. H. H.  
 Maccaulay, J.  
 Moir, W. R.

Morison, F. L. W.  
 Orr, G. E.  
 Press, T. H.  
 Sharp, I.  
 Wieland, J. T.  
 Huggins

Jones, Miss R.  
 Mills, Miss B. A.  
 Mitchell, Miss L.  
 White, Miss R. D.  
 Wood, Miss J. M.

## 81 Squadron.

### Officers :

S/L. A. E. Roberts, C/O.  
 F/L. J. M. Smith, Adj.

P/O. F. K. Fairweather, Eq/O.  
 F/O. J. W. Ferguson, F/C.

P/O. F. E. McL. Leachy, F/C.  
 P/O. A. L. Millen, Inst.

### Civilian Instructors :

Blatchford, R. V.  
 Hay (P.T.)  
 Hine, C. A.

Kuring, J. A.  
 Byrnes, K. P.  
 Black, W. L.

Hudman, G. (Morse)

## 175 Squadron – Public Schools

F/L J.L.Rossiter C/O    F/O J.H.Moore Adj.    F/O V.R.Cooper F/C



1

## **Air Training Corps** in **Western Australia**

Perth, Western Australia, September 1941:

The War with Germany had now been in progress for two years and England, with her Empire Members, (they were not then called Dominions) Australia, Canada, India, New Zealand, South Africa were fighting desperately, especially in the Middle East and North Africa.

Here in Perth there were periodic marches through the City by the A.I.F., R.A.N. and the R.A.A.F. just prior to them being sent overseas. Occasionally the city would be crowded with soldiers from New Zealand (Kiwis) and other States of Australia. They would be here for a day or two before reboarding the largest ships in the world, the "Queen Mary", the "Queen Elizabeth" and many others.

Each day there would appear in the newspapers the growing lists of men who had been killed while overseas. It seemed as if every family had some one, or a relation, in the armed forces.

Thousands of young women had also entered the three Armed Services while tens of thousands of women were working in wartime factories, producing goods, equipment and armaments for war.

### **Commencement of the A.T.C.**

On the 5th September 1941 saw the appointment of Mr C.W. Snook, an ex W.W.1 Pilot, the Managing Director of Airlines (W.A.) Ltd., as Wing Commander of A.T.C.

The following day saw an advertisement in the "West Australian" inviting members of the public to apply for positions as Officers in the A.T.C. He stressed that the positions were purely voluntary and no payment whatever could be made for their services.

The Air Training Corps was to train boys from 16 to 18 years up to the R.A.A.F. Initial Training School standard. This would be a most important contribution to the War Effort for there would come a time when the Corps would be practically the only field from which the Royal Australian Air Force could draw its Air Crew Recruits.

Subjects to be taught were: Mathematics, Science, Navigation, Theory of Flight, Morse Code and Drill. Physical Education and Fitness would also play an important part.

Some 140 Officer applications were received from which 44 were selected.

## 7th October 1941 Squadron Officers Appointed

### 75 Squadron, City of Perth:

Commanding Officer, Squadron Leader F.G. Bradshaw. M.M.  
 Adjutant, Flight Lieutenant A.E. Roberts D.C.M.  
 Head Quarters: Christian Brothers College, Perth.

### 76 Squadron, Fremantle:

Commanding Officer, Squadron Leader H.A.Holley  
 Adjutant, Flight Lieutenant W.A. Wilkins D.C.M.  
 Head Quarters: Fremantle Boys School.

### 77 Squadron, Claremont:

Commanding Officer, Squadron Leader J.A.Dimmitt  
 Adjutant, Flight Lieutenant E.C.Rogers M.C.  
 Head Quarters: Claremont Teachers' College.

### 78 Squadron, Guildford:

Commanding Officer, Squadron Leader T.J. Rankin-Wilson  
 Adjutant, Flight Lieutenant R.P. Ramage  
 Head Quarters: Guildford State School.

### Cadet Enrollment Parades

Tuesday, 14th October commenced with enthusiastic youths reporting to their nearby Squadrons. Preliminary training would soon commence but membership to the A.T.C. would not be confirmed until a Cadet passed a Medical Examination, which would be arranged by No. 5 Cadet Wing Head Quarters.

### First Parade of Air Cadet Corps

Thursday 23rd October 1941 at 7.30 pm saw the first Parade of Cadets.  
 266 Cadets at City Of Perth Squadron  
 84 Cadets at City of Fremantle  
 61 Cadets at Claremont  
 60 Cadets at Guildford.

### Women's Air Training Corps

During this same period, girls commenced their training, including a group of girls, who would enter the Women's Royal Australian Navy in 1942.

## [Air Cadets for Ground Staff](#)

On the 18th October 1941 it was announced that enrolments would commence for lads wishing to undergo Ground Staff Training.

### **Musterings included:**

Electrical Fitters, Electrical Mechanics, Wireless Mechanics, Engineers, Fitters, Armourers, Carpenters, Coppersmiths, Draughtsmen, Pattern Makers, Riggers, Instrument Makers, Plumbers, Turners, Welders, Dental Mechanics, Fabric Workers, Painters, Photographers, Motor Drivers.

Cadets could work through a properly designed Syllabus of Instruction, which would include some Mathematics and Science, the reading of Technical Drawings and Trade Theory.

## **Number 81 Ground Training Squadron**

Commenced at the Junior Technical School but later moved to Perth Boys' School.

## **Air Crew Cadets**

Two evenings parades were held each week at all Squadrons for Lectures, as well as Saturday afternoons for Drill and Physical Education.

Later in 1942 sailing on each Sunday commenced for selected Cadets.

In 1942 Air Training Corps Cadets took part in a number of Marches through the City of Perth.

R.A.A.F. Base Pearce hosted camps for N.C.O. Cadets.

## [Appointment of A.T.C. Officers](#)

**[The following Officers had been appointed in Oct.1941:](#)**

### **75 Squadron, City of Perth:**

Flying Officers: H.J. Branch, G.H. Armstrong, D.Dain , J.A.Mc Clean, J.W.Oates, L.W. Samuel.

### **76 Squadron, City of Fremantle:**

Flying Officers: R.M. Hoare, J.M.Moore

### **77 Squadron, Claremont:**

Flying Officers J.M. Smith, J.A.Cambell, A.K.Langley.

### **78 Squadron, Guildford:**

Flying Officers A.Todd, M.H. de Laeter, J.D.Collister.

### **First Country Flight**

This was formed at Wiluna with 18 Cadets on the 18th December 1941. Other Flights did follow soon afterwards.

### **Air Training Corps Uniforms**

During the summer period of 1941 each Cadet had to purchase their own uniform of shorts, shirt, long socks, and shoes. The R.A.A.F. supplied the F.S. Caps and A.T.C. cap badge.

In October 1942 the dark blue R.A.A.F. Uniforms were issued to all Cadets.(it had taken a year). Cadets wore this uniform on entry to the R.A.A.F.

### **Proficiency Certificates**

Through 1942 a continuous flow of Proficiency Certificates were awarded to Cadets who had passed the required standards. The same Cadets then moved on into the R.A.A.F. Air Crew when they reached 18 years of age.(with the permission of their parents)

### **War with Japan**

7th December 1941 saw the destruction of many ships of the United States Navy in Pearl Harbour, and also the U.S. Army Air Force facilities and aircraft, by Japanese aircraft launched from their aircraft carriers.

Within a short space of time the Japanese had conquered all the major regions of South East Asia, Malaysia, Singapore, Burma, Dutch East India ( now Indonesia), and had invaded New Guinea.

The invasion of Australia was averted because of the Coral Sea Battle in May 1942. Darwin was to suffer many Japanese bombing attacks as well as Broome.

Together with the vast resources of the American Navy and Army, and the combined Armed Services of Australia the Japanese were pushed back, and finally defeated by the dropping of the Atom Bombs.

## [Contribution made by the Air Training Corps](#)

Throughout the war years of 1941 to 1945 the Australian A.T.C. provided some 12,000 Air Crew and Ground Staff recruits for the Royal Australian Air Force. Many thousands of Cadets were still in training when the war ended in August 1945. This was a major contribution to the war effort. During the same era thousands of young women also entered the Army, Navy and Air Force.

The following pages show some of the facets of the Air Training Corps during World War 2.



Wing Commander C.W.Snook (left) lead the Air Training Corps in Western Australia during WW2 from 1941-1945. Some cadets were fortunate to be taken on flights over Perth with him at the controls as well as weekly sailing on his yacht. As a young man Mr Snook travelled to England to join the Royal Flying Corps in WW1. After gaining his Wings he flew in combat in France. He rose to be a Captain and was finally shot down and became a prisoner of War. After the war he returned to Western Australia and commenced flying and later formed his own Air- line known as **“AIRLINES of W.A.”**



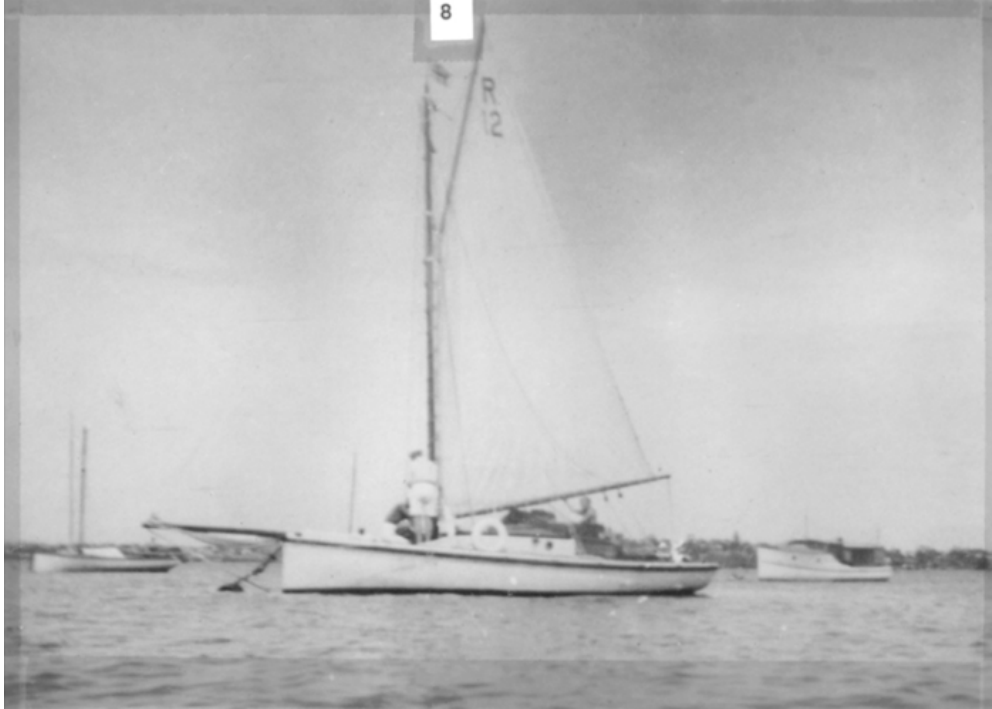
A.T.C. Cadet George Winnet was here being presented with his "Proficiency Certificate" by Air commodore F.H.de la Rue, Air Officer Commanding Western Area in February 1942, Langley Park,



A.T.C. Squadrons parade at R.A.A.F. Base Pearce during the Christmas 1942 in their new Blue Uniforms. Squadron Leader Bradshaw, Commanding Officer of No.75 Squadron Perth lead the Parade. Because the weather in Perth is extremely hot the Base personnel were all wearing summer uniforms.



A camp for A.T.C. Cadets and Non Commissioned Officers was introduction to R.A.A.F. Service life.



**“Matelot”** WGCDR Snook’s Yacht

During December 1942 WGCDR Snook, with a Cadet Crew aboard his yacht, make ready for a days sailing. A week’s sailing cruise off shore to Garden Island during the Christmas holidays, was a highlight, for the crew of would be Air Crew. Special permission had to be obtained for the yacht to pass through the anti-submarine net across Fremantle harbour. There were many Allied Submarines based in Fremantle harbour as well as Cargo & Naval Ships.



Each A.T.C. Cadet had to provide their own summer uniform, but the RAAF did issue the Cap and tie.

Royal Perth Yacht Club was then located on the foreshore of the Perth Esplanade.

A number of Yacht Owners provided sail training for A.T.C. Cadets. This was the period when Flying Boats & Sea Planes were operating.



No.78 Squadron Cadets on parade at RAAF Base Pearce.



This group of No.78 Squadron Cadet, Non Commissioned Officers, Paraded at the Maylands State School during 1943. They would soon enter the RAAF No.5 Initial Training School, RAAF Clontarf to commence Air Crew training. This occurred soon after turning 18 years of age. (Cadets entered the ATC at 16 years of age.)



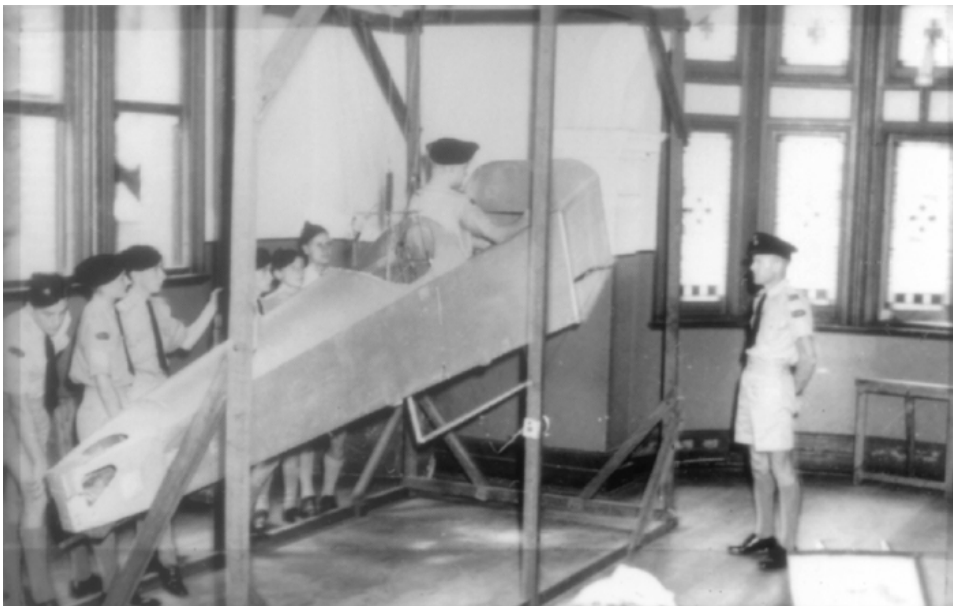
**RAAF Air Crew No. 42 Course** was made up of this group of **ex ATC Cadets** , who briefly met on the Perth Esplanade before boarding a bus to take them to RAAF Clontarf No.5 I.T.S.

**Rear** L to R: Unknown, Hoare, Munroe, Chiswell, Lorimer, Unknown, Sharp, Harpburt, Pollard, Newman, Bowers, Bradley, Treadgold.

**Front** L to R: Unknown, Unknown, Dungee, Moodie, Winnet, Mann, Kinsman, Mc Gibbon, Belford, Maslin.



No. 75 Squadron used the classrooms of the Christian Brothers' College for their two evenings per week lectures. Each Cadet supplied their own summer uniform. A large number of Cadets were already employed in the work force, while some were still at school completing their leaving Certificate.



The Sergeant Cadet, in the cockpit of this "mockup", was flying Tiger Moths 5 months after this photograph was taken, and then went on to Graduate as a multi-engine Pilot early in March 1944. He was then Posted to England.



During the summer of 1942 a march through the City of Perth brought home to the people the developing strength of the A.T.C. A considerable number of Cadets had already entered the RAAF as Air Crews.



The Women's Air Training Corps Cadets, together with the ATC Cadets in their new distinctive blue uniform of the RAAF, march along St George's Terrace during one lunchtime.



Inter Squadron Sports Carnivals were hotly contested by ATC sportsmen. Another unique activity was the ATC Jujitsu classes, held weekly for a group of volunteers. (the first of its kind in WA)



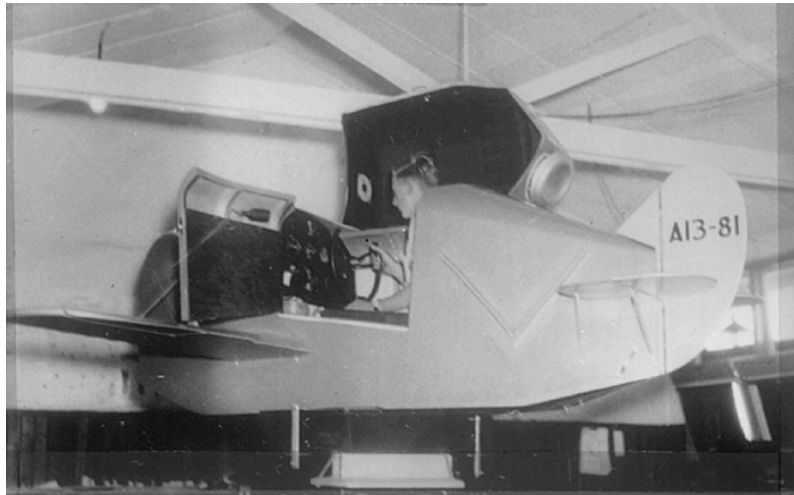
All ATC Squadrons were supported by well qualified and dedicated Officers, who gave their services as a contribution to the war effort.



To be able to attend an ATC Camp at RAAF Base Pearce, Cadets had to seek leave from their employers. These Camps were an important introduction to Service Life.



The Pearce Camp was a rewarding experience for these enthusiastic Cadets and their Instructors.



One high light at the ATC Pearce Camp was a “flight” in the Link Trainer. All Pilots would spend a considerable number of hours in a Link Trainer, (Flight Simulator), during their training and on active service.



Cadet’s introduction to a Beaufort Bomber was to see at first hand an aircraft that was being extensively used in combat zones in Europe, Middle East and the Pacific by Australian Air Crews.

The first two ex Air Training Corps Cadets to be Presented with their Pilot Wings on the same day, but **SGT Sainy Rees** received his in South Australia while **SGT "Gus" Glendinning** received his at RAAF Base Geraldton No.4 Service Flying Training School (SFTS). Both these young men had belonged to A.T.C. No. 75 Squadron, Perth. They both entered the RAAF early in 1942.



SGT H.S. Sainy Rees was then Posted to General Reconnaissance Cressy Base then onto a Beaufort Bomber Operational Training Unit. He went to No.14 Squadron based at RAAF Base Pearce on Maritime Patrols. His next Posting was to No. 8 Squadron based in New Guinea where he crashed on takeoff. He was out of operations for the next 6 months. His next Posting was to No.9 LSU on the island of Moratai with Beaufighters. At the end of WW2 he was Discharged for a short time then re-enlisted in the RAAF and was then involved in the Korean War flying Meteors. During the Vietnam War was involved in the Operations Section. Retired in 1972 as a WGCDR after a Distinguished Career in the RAAF. He was involved in the Air Training Corps for many years.



SGT W.A. "Gus" Glendinning was Posted to England arriving there in June 1943. He completed an Advance Flying Training Unit on Air Speed Oxfords at RAF Greenham Common. Posted to No.62 Operational Training Unit RAF Ouston where he spent some time flying Navigators being trained to operate Radar for night fighters. Posted then to OUT Cranfield on dual Beauforts, Beaufighters & Mosquitos. He was then Posted to No.169 Squadron RAF Great Massingham flying Intruder Mosquitos attacking German Airfields and accompanying RAF Bombers on night Operations. After his long overdue W.O. promotion he received his Commission. After the war he returned to Australia and was Discharged. He then entered Business.

From the time these two ex A.T.C. Cadets entered the Royal Australian Air Force, there was a constant stream of young men to follow them. Many were to go to Canada to complete Training while the majority finished their Air Crew Training Courses in Australia. They then joined Squadrons both here in Australia or overseas.

The only known record, in the form of an [Honour Board](#), that lists the names of Air Training Cadets, who entered the R.A.A.F. during W.W.2 was made at [77 Squadron Claremont](#). This board is now on display in the Main Drill Hall at AIRTC Headquarters, Leederville. (now at RAAF Base Pearce, 7WGAAFC HQ)

**Enrolments from 77 Squadron to R.A.A.F.**

1942	1943	1943	1944
Linton J.T.	Coe T.P.	Murray R.K.	Hood E.G.
Charman E.G.	Fisher E.C.	Cocks N.W.	Kiely R.W.
Cambell D.M.	Boulton R.W.	Grey N.D.	Lidbury J.D.
Napier P.L.	Dix R.A.	Mixen G.A.	
Longwood.N.J.	Waddell W.J.Mc.K.	Coperwaite P.C.	Andrews G.W.
McRae R.K.			
Pyke R.C.	Meyer G.N.	Eastwood H.R.	Miller G.C.
Strongman T.C.	Jones B.C.	Linton W.R.	Moore J.M.
Townley T.C.	Pascoe M.P.H.	Sharp K.S.	Morton G.W.
Jeffries C.F.	Hannah W.T.	Fitzherbert J.R.	Mounsey C.F.
Martin W.R.	Willington N.	Ashton F.	Nicholls D.
Leary R.H.	Cox F.S.	Bell R.B.	Nunn G.M.
Butchart A.J.	Luff L.F.	Giles H.J.	Nuttall E.R.
Lushey R.A.	Price R.B.S.	Sharpe M.A.	Pollard T.H.
Flemming M.J.	Treadgold R.S.	Whyte N.W.	Rae R.L.C.
Mongan R.J.	Haddon G.B.	Young J.E.	Richards K.F.
Bridger H.E.	Jeffers T.J.	Ames R.N.	Rogers J.A.
Lording L.C.J.	Marshall T.A.		Smith G.
Soutar D.W.	Heness T.E.	1944	Smith J.C.
Sweeney F.R.	George R.W.		Smith N.J.
Ryan L.S.	Coates G.V.	Cherry J.D.	Trigwell O.D.
Peglar N.W.	Mann L.E.	Andrews P.	Williams B.A.J.
Coleman M.J.	Bower R.E.	Leunig L.St.C.	Wilson R.A.
Bowman J.V.	Lorimer W.J.	Feakes D.B.C.	
Jacobs R.A.	Moody M.G.	Allan G.H.	1945
Bradshaw D.H.	Bradley G.S.	Andrews G.M.	
Walters J.R.	Griffiths C.G.	Atkins W.D.	Gleeson K.J.
O'Dea J.H.	Chapman C.L.	Attey P.E.	Grant R.L.
Jeffrey M.H.	Gaunt R.A.	Bailey E.S.	Hackett B.
Crain R.W.	Edwardes F.L.	Barbour W.P.	Miles T.V.
	Ashton R.F.	Batty G.P.	Stott B.K.
1943	Firkins P.C.	Bodin W.H.	Symons F.J.
	Pegler M.G.	Bradley J.D.	Toy P.D.
Rankin-Wilson R.	Paull K.C.W.	Corr R.R.	
Minchin H.B.	Angwin R.G.	Crockett F.E.	
Gibson G.T.	Lane A.F.	Dalton B.A.	
Faulds K.A.	Bell F.M.T.	Doonan D.A.	
O'Halloran R.	Gunning R.A.	Debnam A.H.	
Winter J.A.	Hood C.A.	Frazer J.R.	
Humphrys R.N.	Hutton A.G.	Halliday R.J.	
Richardson L.G.	Russell P.A.R.	Harrison W.A.	
Denny L.J.			

## **"I Belonged to No.76 Squadron"**

by

**FLTLT R.C. Reitze, Adjutant, 1941-45**

A unique document has recently been handed to me from a group of ex No.76 Sqd. A.T.C.Cadets, who have held their copies of this excellent historical record of the WW2 Squadron in Fremantle since 1945.

This Book is the only complete record of one of the war time A.T.C. Cadet Corps Squadrons. FLTLT Reitze compiled it to hand to Cadets at the end of the war. A copy of this book will be handed to the present AIRTC Headquarters as well as the Battye Library of W.A. History. (L.J)

### **Quote from the Book:**

"It is my intention to leave you all herewith a souvenir of 76- our Squadron. I do hope to be able to carefully and accurately plot the course of the Squadron's History, so that it will for all time remind you of happy days we have spent together, and it will help to keep alive with you, something that will never die, the fellowship of 76, that bond of friendship and respect, between Officer and Cadet, and Cadets themselves, and between ex Cadets and their Squadron. Always, with pride, you will be able to say: "I belonged to 76"

Recollections by ex 76 Cadets, of FLTLT R.C.Reitze, show a man of deep interest and compassion and an exceptional teacher ever willing to assist Cadets both in the Squadron environment and further coaching in his own home.

Throughout the war years FLTLT Reitze kept up an extensive correspondence with ex-Cadets and recorded their movements in the Services.

The Fremantle Squadron was a very active sporting organization, not only within the Inter Squadron Competitions, but their Hockey and Cricket Teams played with distinction against visiting H.M.A.S. ships, Royal Navy teams as well as Army and Air Force teams.

No.76 Squadron was also unique for not only did they train potential Air Crew but also Cadets who would enter the RAAF Ground Staff.

The following Honour Roll appears in the book "**I BELONGED TO 76 SQUADRON**".

**No.76 Squadron Fremantle**

## IN THE SERVICE

Air Crew

Aberle D.(A/Gunner)  
 Andrew G.  
 Booker F.(W.A.G.)  
 Bosci S.W/Nav)  
 Brown C.F.(A/Gunner)  
 Brown J.M.  
 Brown R.H.(Pilot)  
 Brown W.H.(Pilot)  
 Carey F.S.  
 Carey P.H.(Pilot)  
 Cartwright W.E.  
 Chandler R.N.  
 Cutts C.E. (W.A.G.)  
 Dixon N.C. (W.A.G.)  
 Dutch R.S. (Pilot)  
 Freckelton R.  
 Gaston M.F. (Pilot)  
 Grant N. (W.A.G.)  
 Green N.P. (Nav)  
 Grimshaw H.C.  
 Hogarth J.  
 Hutchings E.V.(Pilot)  
 Ingram R.M. (Pilot)  
 Johns R.J. (B/Nav)  
 Karasek E.  
 Kidner R. (W/Nav)  
 Luke E.D.(A/Gunner)  
 Mathews J.F.(W.A.G.)  
 Williams L. (Nav)  
 Worley F.T.(Pilot)

Metcher W.S.  
 McGuigan W.R.(Pilot)  
 Middleton F.L.  
 Miller P.J.(Pilot)  
 Parry E.A.(W.A.G.)  
 Parry K.F.(Pilot)  
 Pearce P.J.(A/Gunner)  
 Peddie A. (W.A.G.)  
 Phipps H.E. (Nav)  
 Rowe L. (W.A.G.)  
 Scott W.M.  
 Scott R.G.  
 Seddon J.L.  
 Simpson M.(W.A.G.)  
 Smith H.B.  
 Slattery J.K.(W.A.G.)  
 Spencer E.R.  
 Strickland A.M.(Pilot)  
 Stuart D.W.(Pilot)  
 Styles R.C. (A/Gunner)  
 Sullivan T. (Pilot)  
 Sweetman C.R.(Pilot)  
 Tompson I. (Pilot)  
 Thomas L.B. (W.A.G.)  
 Thomas R.A.  
 Vickery W.W.(Pilot)  
 Waters W.L. (Pilot)  
 West L.  
 Wild R.C.

Ground Staff

Allen C.  
 Bale F. (M.T.)  
 Bussanich (R/Loc)  
 Browne E.G.  
 Hall F.B. (Armr.)  
 Heap R. (R/Tel)  
 Hill C.C. (Inst/R)  
 Hodgekiss D.(Clk)  
 Holloway J.(Rigg)  
 Hunter R. (Clk)  
 Guest J.  
 Jeffrey F.  
 Jackson H.  
 Marland F.  
 McGinley M.(Clk)  
 Millington R.  
 Morrow A.  
 Muggridge N.  
 Murphy B.(Instr/R)  
 Ogden L. (Clk)  
 Pegg G.  
 Sapiarito G.(Rigg)  
 Scott M.G.  
 Smith C.  
 Smith H.J.(Clk)  
 Sontay F.R.(R/Tel)  
 Tebbit H. (Tel)  
 Turner J.J.  
 Turner M.  
 Witherow W.D.(R/L)  
 Hyde A.  
 Yates A.A.  
 Freckelton A.  
 Hawkins C.  
 Farr W.H.  
 Lloyd K.  
 Mather R.W. (Clk)  
 Lippiatt D.C.

This list of Cadets, who entered the R.A.A.F., is not the total number because FLTLT Reitze has used the word "some" when compiling the above. The Squadron had many Cadets, who did not enter the Services because of their age, and man power restrictions of the time. Throughout the war years hundreds of Cadets passed through this dynamic Squadron with many entering, either, the Navy, Air Force or the Army. (L.J.)



**My days in No.76 Squadron of the Air Training Corps**  
**by**

**Bob Sontay ex-Cadet 1941-44**

The first thing I knew about the Air Training Corps was when an Officer came to our school- C.B.C. Fremantle- late in 1941 on a recruitment drive. He explained to us what was involved, and although I was only 15 1/2 years old, he said I could join (they wanted numbers!)

We joined up in our school and learnt about the RAAF. We also did a lot of drilling on the oval opposite our school and it took us a while to get into it. We also used to go on Parade twice a week and Saturday afternoon.

The Officers who come to mind were W/C Snook and a W/O J. Van der Veldte, the latter sure made us "toe the line". Also F/Lt. Bob Reitze, who lived in East Fremantle, was very good to a lot of Cadets by having them at his home giving them extra tuition to help them pass into the Services.

Quite a few of my school chums joined. I also met a chap named R.C.(Bob) Styles from East Fremantle, who was an apprentice cabinet maker at Lockes of South Fremantle. We became very good mates.

I remember the Squadron wanted Cadet Buglers so Bob and I volunteered (first and last time!) We thought it would be fun as we could get out of Parade on Saturday afternoon. We went to Swanbourne Army Barracks to practise, but after 8 weeks we still couldn't play a note (but good bugle polishers) so we resigned!!

When the A.T.C. started it was great, we knew a lot of girls from our school days and we used to meet them after Parades and go to Mrs Rappeport's for milk shakes and ice creams. She was very good to Bob and myself over the years. We helped her with the washing up as staff was hard to get. On weekends we Cadets would go swimming either at South Fremantle or Leighton then to dances at the Embassy (Perth) or Queen Victoria Hall (Fremantle). A group of Cadets attended Mrs Wrightson's for dancing lessons.

Bob Styles was promoted to Corporal just before he joined the RAAF as an Air Gunner. He became a Sergeant A.G. and was posted overseas to England and was shot down over Germany and became a P.O.W.

What I really liked was when we went to Busselton on a camp in 1943 for a couple of weeks. We did Rifle Drill and marching as well as odd jobs. We used to go to orchards to get apples (windfalls!) which were the best.

In 1944 we had an Inter-Squadron Swimming Carnival at Crawley Baths, which turned out to be a good day. We had our cheering squad of W.A.T.C. (Freo.) Women's Air Training Corps to cheer us on. I was in the diving team and came third.

In April 1944 I joined the RAAF using my existing Blue Uniform. I could say a lot more about my 2 1/2 years in the A.T.C. but they would not be allowed to print it!!

### Formation of Country Flights

Wing Commander Snook travelled extensively throughout the country and remote areas of Western Australia during 1941-42, seeking suitable Instructors who could provide the necessary skills to support a Flight or Half Flight. Engineers, Teachers, Post Masters, Railway Personnel, and ex-Members of the Armed Services, etc. Local Doctors gave great support by carrying out the necessary medical examinations.

Once a nucleus of Instructors was formed Wing Commander Snook held a Public Meeting to seek the voluntary support from boys aged between 16 years and 18 years. A variety of buildings and facilities were used for subject lectures, morse training, Drill and P.T.

To cater for boys in remote areas or towns where a Flight could not be formed, W/Cdr. Snook established Correspondence Courses of Instruction. This was not uncommon for many children received their education in this manner.

On a number of occasions boys from Country Flights and individual Cadets were brought to Perth for concentrated instruction. The first occasion was Friday 24 July 1942 when 245 Cadets joined 455 metropolitan Cadets for a March through the City of Perth. Following the march the Country Cadets attended classes of instruction with the city Cadets.

Wiluna Half Flight of 15 Cadets made a 700 mile journey by railway train to Perth.

#### **Their Officers and Instructors were:**

Mr S.R.Hardwicke, Secretary of the Wiluna Road Board, Mr C.Carroll, Mr Tyrell, Mr E.W.Norrie, Mr B. Mitchel and Mr Angus Norrie.

In this period there were 8 Squadrons in W.A. No. 80 Sqd. Correspondence while No.79 Sqd.represented the Cadets from the country.

Although other country flights were established no records now exist of where they operated nor the names of all the Officers and Instructors, who gave their time and expertise. Nor has there been any response to a "Letter to the Editor" placed in Country News Papers in August 1991.

A number of country Shire Councils and country City Councils have been approached regarding the A.T.C. Flights during the war time period.

**Hopefully this may be one day rectified.**

"A" Flight Wiluna 1941-44

**By Mr Angus Norrie ex A.T.C. Officer**

When war broke out in 1939, I was working at Wiluna gold mine as a Mine Surveyor, gaining the necessary experience and writing a thesis for Associateship of the Otago School of Mines (New Zealand). In the evenings I was a part time lecturer at the local School of Mines.

The mine was declared an essential industry, as it produced, in addition to gold, lots of arsenic and, later, antimony. In spite of this, many Wiluna people joined the Armed Services.

I tutored the Air Crew Reservists while they waited for callup into the R.A.A.F.

When a Flight of the A.T.C. was formed at Wiluna in 1941 ("A"Flight) the enthusiasm was great. Everyone wanted to be in it. I was put in charge of Studies.

The enthusiasm soon faded. Instead of glamour, the boys found that all they got was boring Drill and Lessons in Mathematics and such like. The promised uniforms did not appear, and Manuals were scarce.

Morale dropped, boys and Instructors drifted away. and I found myself in charge of an unruly bunch of teenagers with little interest in studies. Discipline was poor, as there was no way for the Instructors to enforce it.

One night, we were meeting in the Mine Survey Office for studies, when Mr Bert Carroll, the General Manager of the mine walked in. He noticed the poor attendance and the lack of interest and discipline, and said to me: "What these boys need is a bit of discipline. There is an ex-boxer working in the mill, who could teach the boys boxing. He was once Light Weight Champion of Queensland. I'll get him to come over to talk to you."

Next day, Snowy Kelly arrived. A broken nose, cauliflower ears, a shuffling gait, and slow speech- he looked a real ex-prizefighter. I was to discover that he was the finest gentleman I have ever met, and the man who saved the Wiluna A.T.C. Flight.

Snowy agreed to be the Honorary Instructor in boxing to the Flight. Mr Carroll arranged for an old building opposite the Survey Office to be converted to a gymnasium, with boxing ring, punching bag, skipping ropes, and all the other equipment. I don't know where he acquired it.

News that the A.T.C. was to teach boxing created great interest in the town. Attendance boomed. The gym was ready in record time, and Snowy took over.

Each evening, after a little Drill, the boys settled to Studies in the Survey Office, while Snowy took them in small groups for boxing lessons in the gym so that every boy had his turn. It was a great success. At last we were operational.

Snowy became the disciplinarian. If a lad was playing up, Snowy would tap him on the shoulder. "Come over to the gym with me sonny. I want to put the gloves on with you." The Cadet would go, and return in a few minutes, as meek as a lamb.

It was announced that there would be a boxing tournament at the end of the month, with the Cadets divided into two teams-Spitfires and Hurricanes. So many people wanted to attend that we borrowed the local Church Hall and handed the tickets to the Cadets. They became the most popular persons in town.

One the night, the Hall was crowded, with the overflow outside, peering in through open doors and windows. Snowy had matched the Cadets carefully, and all fought gamely, some well, some not so well. It was a great success.

#### **Uniforms and Manuals arrived, and the A.T.C. was thriving.**

The local girls were envious, and took great interest in the Flight. As far as they were concerned, if a boy was not a Cadet, he was a non person.

Building on success, we appointed Instructors in physical training for each team. At the start of each month, we announced the contest for the month. It varied: athletics, gymnastics, water polo, cross country running, with something different every month, to develop versatility. Cadets and Instructors trained with enthusiasm, often every evening. Then the contest was held, the winning team declared, and the contest for the following month announced.

Using a wooden model of a Flying Fortress (U.S.A. Bomber) the mine foundry made an aluminum casting of the plane and mounted it on a mulga stand. It was a splendid trophy, for which the Cadets competed each month. (I wonder what happened to it after the War?)

One month, the contest was shooting. Ammunition was scarce, but we obtained .22 cartridges through the A.T.C. Head Quarters. Rifles were borrowed and, after work each day, the Cadets trained with their Instructors. At the end of the month, we all set off for a week end bivouac. Arriving at a remote waterhole, the Cadets were told that they would have to live on what they shot. Ammunition was handed out, the Cadets formed a circle, with the truck and the Instructors in the centre, and were told to shoot only away from the truck. It sounded like a war.

They came back with assorted birds, lizards, and snakes. An experienced bushman was cook, and every thing went into the stewpot. My memory was that it was delicious, helped by the bread and other supplies we found hidden in the truck. I forget how we decided the winning team.

The local Doctor was a great help. Each applicant was medically examined, including a report on defects such as flat feet and round shoulders. If a lad had a problem he was given corrective exercises to carry out. Every month, his Instructor checked his fitness by a series of tests, and recorded his progress, encouraging him to keep at suitable exercises. Most had good development of leg muscles, fair development of arm and shoulder muscles, and poor development of abdominal muscles, so important for an airman. Muscular co-ordination and agility varied.

There was a problem with those who failed the medical examination, for the A.T.C. was the only organized club for youths of Wiluna, and we could not kick them out. So they became "invisible" members, who did not exist on paper. There were advantages in being remote from Headquarters.

I remember one, a lad with polio and withered arms. In a competition, each Cadet had to do a cartwheel to win a point for his team. He was excused, as his arms could not support his weight, but he insisted. Running up, he leaped high and turned a cartwheel without touching the ground. I was so impressed that I got my camera and took his photograph as he repeated it. He was an inspiration to us all.

Wiluna was a wild town, and the boys young devils. Our aim was to make them disciplined devils. With enthusiasm and discipline under control, we worked on training. The Cadets studied individually from their Manuals, each at his own pace. A Tutor looked after about 6 Cadets, sitting down in turn with each, helping with problems, and checking his work before passing him on to the next lesson. One Cadet completed several lessons each evening. (He later became Captain of a Lancaster bomber operating over Germany)

Another Cadet took weeks to complete one lesson. (He became an airport guard) We kept detailed records of each Cadet and his progress.

Everyone was proud of our Flight. I was told that the town of Wiluna topped Australia for Air Crew recruitment, based on a population basis. Our success was due to those enthusiastic Cadets, the dedicated Instructors, and the support of the people of Wiluna.

I completed my Associateship in 1944 and was called up for full time service. When I visited Wiluna after the war, there was nothing left of "A" Flight Wiluna.

By  
**Mr Angus Walter Norrie,**  
Queensland.  
September 1991.

Editor's note:

By sheer co-incidence, and a very large degree of luck was I able to learn the name and location of one of the War time A.T.C. Officers of the 1/2 Flight at Wiluna.

- 1.12.41 Was the first A.T.C.Parade.
- 29.8.42 The Flight traveled to Perth to attend a special camp at the Show Grounds in Claremont.
- 14.1.43 Cadets went into camp at No.4 S.F.T.S. Geraldton using Hut 142.
- 8.1.44 A camp was set up in Rockingham.

Mr Angus W.Norrie left Wiluna on 16.2.1944 to enter the Royal Australian Air Force and was posted to No.3 I.T.S. Kingaroy. He was eventually discharged as a Flying Officer.

He then joined the Tait Publishing Company as a Research Officer and later becoming The Editor, of "Chemical Engineering and Mining Review."

In 1955 he joined the Queensland Department of Mines as Assistant Mining Engineer, followed by becoming State Mining Engineer and Chief Inspector of Mines in 1969. He retired in 1978.

## Wesley College A.T.C.

Wesley College has the distinction of being the only Private School to have had an A.T.C. Flight during the war time period. The following has been taken from the School Magazine, "The Western Wyvern" dated December, 1942.

The first Official Parade of the Wesley College Flight was held on April 7th, 1942. Thirty Cadets assembled and the year's work was begun.

On Tuesday mornings, Mr V.R.Cooper, who has had charge of the Parades at School, has arranged for Drill, Morse practice, and the educational side of A.T.C. work. On Saturday afternoons the Cadets paraded at No. 75 Squadron Headquarters in Perth. Here as members of B Flight, our Cadets carried out the Drill and Physical Training courses under the supervision of Flying Officer Oates. Occasionally a film screening or a lecture or a route march relieved the routine of the day.

29 of the 30 Cadets passed their Preliminary examination, and the following have qualified for the

### **Proficiency examination:**

Broomfield, Lawrance, Marsh (distinction) Southern (distinction)

N.C.O. training has been given at H.Q. The appointments for 1942 have been: Broomfield to be Flight Sergeant, Currie to be Sergeant.

F/Sgt Bloomfield, with some experience of A.T.C. work before the Wesley Flight was formed, has proved very useful instructor in Squadron Drill and a liaison officer between the Flight and No. 75 Squadron.

The Flight has been visited by Squadron Leader Roberts, F/O Branch and F/O Samuels. Pioneering difficulties, for the most part have been overcome.

Cadets have the choice of being attached to the City of Perth Squadron (75) or to the Technical Squadron (81). At the beginning of the year the uniform worn was shorts and shirts (drab) with A.T.C. cap and shoulder patches. By the end of the year most of the Cadets have been issued with the regulation A.T.C. blue dress uniform.

The first member of the Wesley Flight to be called up for training in the Initial Training School (RAAF) is Cadet, now A.C.2 H.W. Harler.

Lads of 16 years and over are invited to consider joining the A.T.C. in 1943. If you are likely to enter the RAAF, or are interested in RAAF training, here is your opportunity. You will be welcome if you are prepared to take the training seriously and, incidentally, you yourself will benefit by it.

**This extract was supplied by Mr Barry Angus, an "Old Boy".**

**Recollections of my experiences  
with No.75 Squadron  
in 1942**

The Commanding Officer of the newly formed 75 Squadron was Mr Frank Bradshaw, a returned soldier from WW1 and a Maths Lecturer at the W.A. Teachers' Training College. (There was only one-Claremont).

I entered the College for my one year course at the beginning of 1942 academic year and soon afterwards Mr Bradshaw called for volunteers to become civilian instructors to the Cadets.

Three girls volunteered- Sylvia Walters, Gwen Watson and me- Maureen Magee. Gwen married mid way through the year and was consequently forced to discontinue her Teacher Training Course, but she did continue with the Air Cadets. Sylvia was appointed to Narembeen School in 1943. She now lives in Spain, where she met and married an American.

We attended 75 Squadron on Tuesday & Thursday nights from 7pm to 9pm. We were all in our 19th year and the Cadets from 16 years upwards. We wore neither uniform or badge of rank and the classes were very large and held in the Christian Brothers School at the corner of St. George's Terrace and Victoria Avenue. We taught basic arithmetic and algebra from a text with which we were provided.

I recall that aircraft recognition was also taught and that beautiful and expensive models of aircraft hung from the ceilings. From time to time there was a fuss because the school boys interfered with the models during the school day.

I should add that the Christian Brothers were volunteering their School just as we were our teaching skills as a patriotic service.

[Mrs Maureen Nulson,\(nee Magee\)](#)

## “Aircrew Tomorrow”

A Song specially written for the Air Training Corps RAAF

Music by Mr Campbell Egan

Words by Campbell Milne

This was an Air Training Corps Song especially composed in 1942 for a Recruitment drive. In Perth a Cadet Choir was formed and trained and performed on the stage of a Perth Picture Theatre. The occasion was the special showing of the film “**TARGET FOR TONIGHT**”

### Aircrew Tomorrow

Everybody’s singing of our heroes  
 Of the gallant diggers in the field  
 Of the boys in navy blue, and the fighting Air Force too  
 We give them all our laurels they are due  
 But listen...

#### Chorus

Air Cadets today  
 Air Crew tomorrow  
 Helping to add  
 To Hitler’s sorrow  
 Doing all the chores  
 So we can win the wars  
 For the only decent cause  
 Is our Freedom.  
 Stewing at night,  
 Groping through the blackout,  
 Training for the day  
 We can give the knockout.  
 When we join the fight,  
 We will show ‘em we can fight,  
 So lookout Japs and Jerries  
 Here we come.

#### Second verse

Drilling on the square and getting roared at,  
 Doing all the “jerks” to get us right,  
 When the Maths and Trig we’re through  
 Algebra and Science too,  
 Then thousands more will sing this song to you  
 So listen....



## The Forgotten A.T.C. Flights

of

**W.A.**

It has been said elsewhere that there are now, (1991) no written records available that acknowledge, even the very existence of Flights in our country Towns of Western Australia. However, searches of Shire Councils, Road Boards, and City Councils Minutes, together with newspaper cuttings of the War time period have, revealed the following information.

The Armadale Road Board, of January 19th, 1942 states that the Chairman, Mr W.A.Haynes received a letter from the R.A.A.F. asking him to arrange for the inauguration of an Air Training Flight. A Committee had been formed and that local Instructors were available. The Armadale/Kelmscott Board would meet the administrative expenses.

On July 20th, 1942 Mr Morris moved, and Mr Barge seconded a Donation of 10 pounds be donated to the A.T.C.

In the "West Australian" of September 2nd 1943 A.T.C. Corporal F.A.Griffiths of the Armadale Flight of No.79 Squadron, had gained his Post Proficiency with Distinction.

### Country Organization

"West Australian" of October 22, 1941 reported that the W.A. Wing of the A.T.C. would provide for three Country Squadrons, each of four Flights of from 25 to 50 Cadets. Saturday 25th October 1941 saw the first Cadets enrolled at Wiluna. Classrooms at the Wiluna School of Mines would be used. (18 Cadets)

Tuesday, October 28th **Wing Commander Snook** proposed to start a Flight at Norseman under the guidance of Mr Decean, the Mine Manager and a Squadron at Kalgoorlie/Boulder.

Tuesday November 25, 1941 reported that Flights had been formed at Subiaco and Maylands (metropolitan)

It was reported on Wednesday December 10th, 1941 that the following week Flights at Bunbury and Collie would be established. Mr Ian Anderson would organize the Flight in Bunbury. The Road Board Chairman and Members were in full support for the formation of a Flight at Collie and that training would soon commence.

At Geraldton on the 6th January, 1942 the first Parade of Cadets was held at the Boys Club Hall under the guidance of an Instructor from the R.A.A.F. It was expected that there would be soon 50 Cadets.

By February 1942 Air Cadets Correspondence Corps had been established for it was realized that each boy represented a recruit for the R.A.A.F.

A visit to Bunbury Flight by Wing Commander Snook on the 21 April, 1942 and presented the A.T.C. Badges to the following Cadets:

G. Myles, D. Tyrie, N. Bromilow, R. Middely, N. Johnston, K. Mort, B. Clifton, R. Marshall, P. Davies- Moore, P. Howie, and P. Morris.

A tour of Country Towns was commenced during April 1942 to:

Armadale, Pinjarra, Waroona, Harvey, Collie, Bunbury, Busselton, Bridgetown, Manjimup, Pemberton, Denmark, Albany, Mt. Barker, Tambellup, Katanning, Wagin, Narrogin, Pingelly, Brookton, and York.

Great support was given by local Doctors to conduct medical examinations, and local School Teachers volunteered to supervise the school training of Cadets and examinations. As Morse training played a particular important part as so much time could be saved in the Initial Training School of the R.A.A.F. if a lad could send and receive. Valuable assistance was given in country districts by Post Masters and Railway Officials.

While at Collie, Wing Commander Snook presented four A.T.C. Cadets with their Cap Badges having passed their Preliminary Examinations. They were:

R. Lewis, K.A. McCalum, J. True, and D.R.O'Donnell

Reports in the "West" on June 29th 1942 stated that the following towns were visited:

Norseman (28 possible Cadets) Kalgoorlie, Leonora, Wiluna(28), Reedy(6), Meekatharra(12), Big Bell(8), Mt Magnet, and Geraldton. All towns offered assistance.

At Kalgoorlie, Wing Commander Snook inspected the Cadets at work and later spoke to a combined group of Reservists and Cadets.

Proficiency Certificates were presented to Cadets at Northam by Squadron Leader L.G. Storey, Commanding Officer of No. 79 Squadron.

### **A.T.C. Week Sept. 1943**

At a Parade of Cadets through the City of Perth, No.79 Squadron (Country Flights) had the honour of leading the March of some 800 Cadets.

Until evidence becomes available it must be assumed that many Flights, and 1/2 Flights were operational in many of the Country Towns listed above. (Editor)

## **No.81 ATC Squadron (Ground Staff)**

1941-45 Period

by

**FLTLT John W. (Gus) Ferguson**

When the A.T.C. Squadrons were being formed applications were called for Civilian Instructors to operate with No 81 Squadron. As I was manpowered, because of age and a Teacher in the Manual Training Branch of the Education Department, with achievements in sport I thought I would be of use so I applied for the position of Civilian Instructor.

At the interview I was asked about my interests so I informed them I had held positions as Captain of "A" Grade football club and Captain of the Kalgoorlie Citizen Rifle Club.

No. 81 Squadron Headquarters was situated at the **Junior Technical School** in Newcastle Street, Perth, where we had the use of class rooms and the Metalwork workshop.

Staff A Squadron Leader ( apologies for name forgotten)

P.O. Jim Smith Adjutant

P.O. Jock Campbell

P.O. Maths Instructor (name forgotten)

P.O. J.W.(Gus) Ferguson. I was the Instructor in Reading of Technical Drawings and Metal Work as well as Education Officer.

I was supplied with one copy of No. 87 Technical Library. The Reading of Technical Drawings book had 12 pages of information and the remaining 68 pages were devoted to the drawing exercises. A.T.C. Wing Headquarters were not able to provide me with one book for each Cadet so I had to provide Master Sheets of each drawing exercise and have them printed by H.Q. Each week I had to travel from East Fremantle to A.T.C. H.Q. in Perth to collect the printed copies, and leave a Master for printing for the following Parade night.

No.81 Sqd. Paraded on Tuesday and Thursday evenings for instruction and on Saturday afternoons for Physical Training and Drill. One night was used for Metal Work classes.

Some of the Cadets required extra assistance in Reading Technical Drawings so I prepared wooden, full size examples of the objects from which the Cadets were to provide Orthographic Drawings. This facilitated comprehension and increased the speed of accomplishment.

One night the Drawing Class was invaded by Officers from the Eastern States on a visit of Inspection.

They were surprised when they saw the wooden models and requested information as to their use and the source of supply. Advanced Cadets required me to have several Master Sheets in advance.

Periodically Tests were set for the Cadets but these were sent to Wing Headquarters for marking by independent sources.

I remember a weekend Camp, which was held at RAAF Base Pearce for both Officers and Cadets of No.81 Squadron. There I met an ex-Cadet, who was then in the RAAF so I asked how he was getting on. He replied that he had a peculiar feeling in his stomach. He had done his first repair job on an aircraft that a pilot had taken for a test but had been gone for a considerable time. Later that day I met him beaming with satisfaction for the pilot had returned with the aircraft and not by parachute and motor vehicle.

During their training Cadets were made to realize that the lives of others depended on their efficiency. During this Camp Cadets were taken on flights in a D.C.3, which was participating in "Circuits and Bumps". One Cadet required a mop and bucket to clean up his "air sickness".

Whilst with No.81 Sqd. I was given a job on Sundays to assist Cadets, who were constructing a device to perform the function of a Link Trainer. They were using a system of pulleys and ropes and were building it at the Maylands Aerodrome (now the Police Academy). I think the Cadets were from the Maylands Sqd.

When the opportunity came to transfer to the Ground Staff section of No.76 Squadron in Fremantle I jumped at the chance for travelling became so time consuming. I left No.81 Squadron after two years with the rank of Flight Lieutenant. I was to remain with No.76 Sqd. until the end of the War.

In competition with the Air Crew Squadrons in sport I found they were too good for No.81 Sqd.

No.81 Squadron Cadets were a fine group and I enjoyed my time with them during W.W.2.

I apologize for not being able to supply more details but 50 years is a long time when I have had no contact with the Air Training Corps since that time.

### **John W. (Gus) Ferguson ex A.T.C. FLTLT.**

(Mr Ferguson is now a gentleman of 86 years of age. During his A.T.C. appointment he devoted 2 evenings to Parades as well as Saturday afternoon and Sunday, while at the same time being a full time Manual Arts Teacher with night school classes. (Not a great deal of leisure time!! Editor)



# WOMEN'S AIR TRAINING CORPS

TELEPHONE B 6781

996 Hay Street,

~~Western Australian Chamber~~

~~70 St. George's Terrace,~~

Perth.

October 13th 1944.

*Training Headquarters :*

QUEEN'S BUILDINGS  
291 MURRAY STREET  
PERTH

*Australian Headquarters :*

34 MARTIN PLACE  
SYDNEY

*Divisions :*

QUEENSLAND  
240 OWEN STREET  
BRISBANE

NEW SOUTH WALES  
221 GEORGE STREET  
SYDNEY

VICTORIAN  
107-109 SWANSTON STREET  
MELBOURNE

TASMANIAN  
28 MURRAY STREET  
HOBART  
138A YORK STREET  
LAUNCESTON

SOUTH AUSTRALIA  
SHELL HOUSE  
NORTH TERRACE  
ADELAIDE

*Country Squadrons :*

NEW SOUTH WALES  
NEWCASTLE  
TAMWORTH

Official Letter Head used during WW2  
with a list of other State Centres.

Copy of a A.T.C. and W.A.T.C. combined  
programme conducted in December 1944.  
(Squadron Commander V. Ballantyne's copy)

A.T.C.

W.A.T.C.

**S/C BALLANTYNE**

## Souvenir Programme

9TH. & 10TH. DECEMBER,  
1944

ALBANY & DENMARK FLIGHTS  
AIR TRAINING CORPS  
Third Annual Week-end.

ALBANY SQUADRON (1st W.A. Country  
Squadron) WOMEN'S AIR TRAINING  
CORPS  
First Anniversary Week-end.

### WEEK-END PROGRAMME.

#### 9th December :

1530 Hours—March of combined A.T.C.-  
W.A.T.C. Parade to Sold-  
iers' Memorial.  
Display by W.A.T.C. Special  
Drill Squad, under F/Sgt  
Ravenhill.  
Inspection of Wing by Air  
Commodore Brownell, Air  
Officer Commanding West-  
ern Area; Wing Commander  
Snook; Wing Commandant  
Craig.  
March. Past and Salute  
taken by A.O.C.

1715 Hours—Dinner at Town Hall.  
2000 Hours—Ball at Town Hall.

#### 10th December :

0945 Hours—Combined A.T.C.-W.A.T.C.  
Parade. Fall in at H.Q.  
1000 Hours—Depart for Nanarup.  
Sports.  
1230 Hours—Lunch.  
1830 Hours—Sports continued.  
2000 Hours—Pictures.  
2245 Hours—Officers' Social.

## Women's Air Training Corps



**Miss Ballantyne** was the Assistant to the Commanding Officer of the Women's Air Training Corps here in Perth. The weekly Parades were held, and on Saturday parades were held in the Army Drill Hall, that was then located in William Street near the Swan River. The Perth Esplanade was also used during the Saturday afternoon Parades.



Women's Air training Corps Officers held a camp at Graylands in 1944. It was the dedication and willingness of all Officers in the W.A.T.C. that the Corps flourished.

Front row: Commanding Officer Mrs Craig, Assistant Miss Verna Ballantyne, Madge Dhu, ? ,

Back row: Miss Peggy O'Neil, Gwen Colebatch, ? , ? , ? ,



W.A.T.C. Cadets also provided their own summer uniforms. Parades were held on two evenings per week, and Saturday afternoons. The Esplanade was frequently used while the Army Drill Hall was also used for Physical Education.



Women's Air Training Corps Cadets march through the City of Perth in September 1944. Their new uniforms created a great deal of interest.

The hat badge worn by the WATC during WW2





### **Women's Air Training Corps**

This large group of WATC Cadets and Instructors assembled on the Esplanade in 1942. Squadrons operated in Perth and Fremantle but there are no records to indicate other groups.

The Perth Squadron also trained a large number of Cadets, who went on to enter the Royal Australian Navy (WRANS) while many upon reaching 18 years of age, with their Parent permission, joined the RAAF (WAAAF) or the Army (AWAS).

#### **17 W.A.T.C. Training Officers**

**No.4 Madge Dhu, 7. Dorothy Thompson, 8. C.O. Mrs Craig, 9. Verna Ballantyne.**

**14. Lette Alton. 15. Dorothy Thompson.**





## Women's Air Training Corps History

### Queensland Wing

**In July 1939, the first branch of the Women's Air Training Corps was created in Brisbane** with the object of training young women to perform Ground Staff Duties in the event of an Auxillary to the Royal Australian Air Force being formed.

Mrs J.R.Bell was the first State Commandant, and later became the Australian Commandant when the other States joined the organization.

Some 3000 WATC joined the WAAAF during WW2 from the Queensland Wing.

(These details were taken from the 5<sup>th</sup> Birthday Message Booklet of the Queensland Wing dated 9<sup>th</sup> to 15 July 1944. Editor L.J.)



The hat badge worn by the W.A.T.C. during WW2

\*\*\*\*\*

## Western Australia Women's Flying Club

(Maylands Aerodrome)

With the disbandment of the Women's Air training Corps at the end of 1945, the **WA Commandant Mrs Craig**, decided to use accumulated monies to provide flying training scholarships for interested young women so the formation of the **WOMEN'S FLYING CLUB** was established in 1946.

(An album of photographs and newspaper cuttings has been placed in the WA Battye Library depicting this era.)



With the end of World War 2 a farewell Wing Parade of the Air training Corps in Western Australia was held on the Perth Esplanade in October 1945 to honor Wing Commander C.W. Snook. He had travelled extensively throughout Western Australia creating Squadrons and Flights of A.T.C.

So ended the war time period of the Air Training Corps under his guidance. He had personally selected all the Officers and Instructors.



**This is the war time ATC Badge**

**The West Australian Squadron**

of the

**AIR TRAINING CORPS**

**AIR TRAINING  
CORPS**

**1945 to 1991**

**in**

**WESTERN  
AUSTRALIA**



**The Post war AIRTC Badge**

## **Post War Air Training Corps**

With the end of the Second World War in Europe (May 1945), and in the Pacific (August 1945) thousands and thousands of Australian Service Personnel had to be brought back to Australia. The demobilization of all these men and women was further compounded by the closing down of all the factories that had been producing all the equipment and materials to support the war effort. Great changes would affect every one including the Air Training Corps.

By the end of 1945 the Air Training Corps was re-organized (see p.10 The First 50 Years).

What follows on the following pages is an over view of the A.T.C. Flights as remembered by Officers of the Corps supported by photographs that were available.

### **W.A. Squadron Air Training Corps**

Soon after the war ended the W.A. Squadron was re-organized and commenced operating in an old science building in the grounds of the University of W.A. overlooking Crawley Bay. Wing Commander T.J. Rankin-Wilson was the Commanding Officer having served throughout the war years as the C.O. of No.78 Squadron in Guildford.

It was from this location that the Instructors went to the Flights, including the Flights located in Schools.

Wesley College was the only Private school to form an A.T.C. Flight, (during W.W.2) and commenced in April 1942. Dr Rossiter was the Principal and Mr V.R. Cooper in charge of the School Flight.

Wesley College	1942 to 1984
Christian Brothers College	1948 to 1969
Scotch College	1948 to 1980
Hale School	1951 to 1962
Narrogin High School	1955 to 1962
(Narrogin had been a Flight during the war.)	

The W.A. Squadron. was to move a new location, an Army building in Wright Street, East Perth in 1952.

Again the W.A. Squadron was forced to shift to a building in Palmerston Street, (1959-1961) just north of the City of Perth. This was not a particularly imposing building so another Army Drill Hall and house in Stirling Hwy. Claremont became the Head Quarters of W.A. Squadron in 1961 and would remain there until 1985.

Another shift found the W.A. Squadron Headquarters located at its present location in Vincent Street, Leederville (another ex Army Drill Hall and assorted buildings). This occurred in 1977 with the establishment of the HQ and CO's location to the new site.

## Western Australian Squadron

### Air Training Corps

**Formed 31 October 1945**

### Commanding Officers

<b>WGCDR</b>	<b>T.J. Rankin-Wilson</b>	<b>31.10.45 - 5.8.47</b>
<b>FLTLT</b>	<b>T.W.M. Rutter</b>	<b>18.8.47 - 22.2.49</b>
<b>FLTLT</b>	<b>P. G. Fisher</b>	<b>22.2.49 - 3.4.50</b>
<b>FLTLT</b>	<b>V.C.N. Hubbard</b>	<b>4.4.50 - 15.6.52</b>
<b>FLTLT</b>	<b>G.P. Gundelach</b>	<b>16.6.52 - 2.1.55</b>
<b>FLTLT</b>	<b>J.G. Goodall</b>	<b>3.1.55 - 24.6.56</b>
<b>FLTLT</b>	<b>R.A.E. Taylor</b>	<b>25.6.56 - 15.1.61</b>
<b>SQNLDR</b>	<b>R.H. Martin</b>	<b>16.1.61 - 17.2.63</b>
<b>SQNLDR</b>	<b>L.B.Weymouth</b>	<b>18.2.63 - 11.12.64</b>
<b>SQNLDR</b>	<b>D.A. Burgess-Lloyd</b>	<b>12.12.64 - 27.11.67</b>
<b>SQNLDR</b>	<b>K.R. Bartlett</b>	<b>28.11.67 - 6.1.70</b>
<b>SQNLDR</b>	<b>R.J. Crimmins DFC</b>	<b>7.1.70 - 9.12.71</b>
<b>SQNLDR</b>	<b>A. Eddleston</b>	<b>10.12.71 - 6.12.73</b>
<b>SQNLDR</b>	<b>G.W.E. Munrowd</b>	<b>7.12.73 - 4.6.74</b>
<b>SQNLDR</b>	<b>C.W. Cousens</b>	<b>22.7.74 - 1.12.74</b>
<b>SQNLDR</b>	<b>B.A. Carter</b>	<b>2.12.74 - 6. 2.77</b>
<b>SQNLDR</b>	<b>C de Rampant</b>	<b>7. 2. 77 - 20.1. 78</b>

#### DISBANDED

**From 5 June 1974 to 21 July 1974 it is believed that FLTLT D.I. Ende was Temporary Commanding Officer.**

#### REGIONAL COMMANDANT

<b>WGCDR</b>	<b>V.L.C. Lloyd</b>	<b>9.11.77</b>	<b>to</b>	<b>31.12.81</b>
<b>WGCDR</b>	<b>D.I. Ende</b>	<b>1.1. 82</b>	<b>to</b>	<b>11.6. 89</b>

#### COMMANDING OFFICERS

<b>WGCDR</b>	<b>D.I. Ende</b>	<b>11.6. 89</b>	<b>to</b>	<b>30.6. 89</b>
<b>WGCDR</b>	<b>T. P. Spiro</b>	<b>1. 7. 89</b>	<b>to</b>	

## Private Colleges and State High School Flights

The following Flights originated in these schools during the early post war period (Wesley also 1942 – 45) and many had a very long association with the Air training Corps in Western Australia.

No. 1 Flight	Wesley College (1942 – 1945) then 1953 – 1984	
No. 6 Flight	Perth Modern School	1948 – 1956
No. 8 Flight	St. Ildephonous School	1955 - 1956
No. 10 Flight	Hale School	1951 - 1962
No. 11 Flight	Scotch College	1948 - 1980
No. 12 Flight	Christian Brothers College renamed Trinity College (1962)	1948 - 1969
No. 15 Flight	Narrogin Town then Narrogin High School	1955 - 1962

## 1992 Air Training Corps Flights of Western Australia

- No. 1 Flight**
- No.2 Flight**
- No.3 Flight**
- No.4 Flight**
- No.5 Flight**
- No.6 Flight**
- No.6 Flight**
- No. 7 Flight**
- No.8 Flight**
- No.9 Flight**
- No.10 Flight**
- No.11 Flight**
- No.12 Flight**
- No. 13 Flight**
- No. 14 Flight**
- No. 15 Flight**
- No.16 Flight Gliding & Powered Flying**
- No.17 Flight Model Aircraft Club**
- No.19 Flight Band**

## **No 1 Flight Cannington**

This Flight has the distinction of inheriting the name of a Flight that commenced in 1942 at Wesley College, a Private college, where it remained active until 1984.

In 1943 No.175 Squadron was created and it was hoped that it would incorporate Flights from each of the public Schools, but this did not occur during WW2, except for Wesley College Flight.

Squadron Commander appointed was FLTLT L. Rossiter, the Head Master of Wesley College. The Flight Commander was Pilot Officer V.R.Cooper.

In 1976 No. 1 Flight became an Open Flight. Without attendance being part of School Curriculum numbers dropped so in 1984 WAAIRTC Headquarters decided to transfer No.1 Flight to Cannington to coincide with the creation of a new Flight needed in that area. (L.J. Editor)

**No.1. Flight**  
by  
**SQNLDR Colin Houghton**

Flight Commander 1981 – 1987

### **Flight Commanders**

Wesley College  
1942 P.O. V. Cooper  
1950 FLTLT P.M.A/Markham  
1951 FLTLT J.A.McLean DFC  
(he had been an Instructor with No.75 Squadron ATC  
before entering the RAAF Aircrew in 1942.)

1962 FLTLT W.G.Green  
1968 FLTLT H.J.Aistrop  
**1976 WAAIRTC**  
1976 FLTLT H.J.Aistrop  
1977 FLTLT R.B.Hale  
1981 FLTLT C.C. Houghton  
1988 FLGOFF C. Cooper  
1989 FLTLT M.Hampson  
1991 FLTLT C.J.Clifford.

### **Pre 1975**

Number 1 Flight was the first WAAIRTC Flight to be formed in WA. It was originally formed as a School Flight, meaning that the membership was restricted to the Students of the host school, namely Wesley College.

Instructors were also members of the School Staff, who had enrolled or qualified as members of the RAAF Reserve. During the early years they included some decorated WW2 veterans, who contributed significantly to the character of the Flight.



## Wesley College

Wesley College also had an Army Cadet Unit, and during the period until approximately 1966 it was compulsory for all Year 9 students to participate in one of the two Cadet Units. Participation was then optional until they left the College.

This was similar to circumstances in other private Colleges that had cadet Units at that time.

As a school Flight, No.1 Flight paraded on Monday afternoons from 3.00 pm until 5.00pm on the school premises. The Flight HQ was located next to the Army Cadet Q Store under the Rossiter Grandstand, and the school classrooms were utilized for lectures.

Parades were held on the bitumenised basketball courts adjacent to the school gymnasium.

It was normal for all Cadets to wear cadet uniforms to and from school and during normal classes on Parade days.

The school had a 25 yard small bore rifle range behind the school oval. This was used by both the Army and the AIRTC Cadets for weapon training and range practice. This range was closed down in approximately 1968.

Cadets were able to progress to open range firing with 303 rifles at the Swanbourne Rifle Range where competitions were held between the Flights. Top marksman from these competitions were able to participate in annual inter-Squadron rifle shoots with all the other States. These were generally held in the Eastern States and successful Cadets were flown to the Competition in RAAF Dakota aircraft. In years when attendance at these competitions was not possible the WA participants competed in absentia by firing in Perth.

An annual school Cadet Parade and march- past was held with the combined Army and AIRTC Cadets on the School Oval. This was normally reviewed by a visiting officer and included presentations of Awards to top performing Cadets.

After the early 1960's the School made participation in the Cadets optional. It then became necessary for the AIRTC to actively recruit students. This was normally maximized on the Annual School Open Days where all the school activity groups held displays.

No.1 Flight created a first by arranging for the RAAF Iroquois helicopter to participate in one the Open Days by landing and take off from the school oval. Landings by helicopters in built up areas of Perth is now common place.

The activities of No.1 Flight are chronicled in Wesley College annual Magazine, "The Wyvern" where it was normal for a senior Cadet or Instructor to write an article on the Flight's highlights for the year.

An optional aeromodelling class was started in 1972, which Paraded on Saturday afternoon. Cadets from No.8 Flight, South Perth were invited to participate and this Aeromodelling Group continued until approximately 1980.

This association contributed to the amalgamation of No. 8 Flight and No.1 Flight after the Disbandment of the old AIRTC.

1975 to 1983

With the support from the RAAF withdrawn in 1975 the school undertook to support the AIRTC Unit as long as practical. No.8 Flight was unable to continue and both Flights were suffering from diminishing numbers.

No.1 Flight became a "night" Flight and opened its ranks to the local community. The members of No.8 Flight then began parading with No. 1 Flight at Wesley College premises on Wednesday evenings between 7.00pm and 9.00 pm.

Whilst still retaining a close association with Wesley College, the majority of Cadets in No.1 Flight were now coming from outside schools such as Como Senior High School and Kent Street Senior High School.

FLTLT Hale was instrumental in revitalizing the Squadron inter-Flight Swimming Competition in 1977 by utilising the Wesley College Pool. No. 1 Flight then hosted the competition for many years until interest in it again diminished.

The demographics of the immediate South Perth population was not suited to maintaining a South Perth Flight. The Coode Street location of Wesley College was also out of the way for potential teenage recruits. This was evident in the dwindling attendances during 1983 when numbers fell to 20 Cadets.

With the successful transfer of No.13 Flight to the Agricultural Hall in Cannington it was decided to shift No. 1 Flight to that location and Parade on Wednesday evening.

## Post 1984

In its first year at Cannington only a handful of Senior Cadets made the transfer. Cannington was too far away for most and they left the AIRTC. No.1 Flight was then basically re-started from scratch.

An extensive recruiting campaign was started at local High Schools and success was almost instantaneous. Over 60 new recruits were enrolled in that year so it was necessary to transfer some Senior cadets from neighbouring Flights to assist with Flight Administration and lecturing. At that stage No.1 Flight Instructor strength was only 4 with over 70 Cadets parading.

The following year recruiting was just as successful and the Flight's strength swelled to in excess of 110 Cadets, making it the largest Flight in the WA Squadron at that time.

Facilities at Cannington were very different from those available at Wesley College. All Flight Administration was performed from a small office, and that was shared with No.13 Flight, which paraded on Friday evening. This office was partitioned to allow separate area for the Flight Commander, the TRNGO and another for the remaining Instructors.

All instruction was carried out in partitioned off areas in the main hall. The partitioning and seating used in this area by the Flights had to be set up and dismantled each night as the Hall was used by other community Groups on other nights.

A new Agricultural Hall was built in 1986 and apart from a short period of overlap the facilities available have remained, but in a new building.

With the move to Cannington the association with Wesley College dwindled and a stronger bond with Cannington area developed.

No.1 Flight with No.13 Flight participate in the Canning RSL ANZAC Commemorations and also participate in the Cannington Agricultural Society's Annual Show.

**Squadron Leader C.C.Houghton**

**WAAIRTC Headquarters.**



1988 to 1990 the following information was supplied by then Flight Commander M.Hampson to the Editor (L.J.)

**During this period No.1 Flight won the Drill Competition four years in a row.  
In 1989/90 the Flight also won the A.M.P. Shield.**

The then Flight Commander visited all the Service Clubs in the local Community with a group of Cadets, seeking monetary support to provide Gliding Scholarships. The response supported 4 to 5 scholarships for both No.1 and no.13 Flights as both Flights were supported by one Parent Support Group. This Support continued over the 3 year period.

Each of the Service Clubs received a Special Certificate acknowledging their generous donations that provided the opportunity for Cadets to experience Glider Flying.

Currently No.1 Flight has FLTLT J.Clifford as Flight Commander and 7 Instructors for 80 Cadets. Flying Scholarships are provided by the Parent Support Group and local Service Clubs. An Air Experience Camp was conducted at Northam Airfield with one Cadet going solo in powered flight. A Survival Camp was held to prepare Cadets for the Annual Junior N.C.O. Course.

No.1 Flight is one of historical significance having been formed during the dark days of WW2 when Australia was likely to be invaded, through to the present day. During its 50 year history, the number of dedicated Instructors, whose names donot appear in this document, must be considerable, while hundreds, or perhaps thousands of Cadets, who have passed through this particular Flight, no doubt still kindle fond memories of their involvement as do the present members of this Flight.

Fortunately the History of this Flight has been recorded in Wesley College's Annual magazine **"The WESTERN WYVERN"**

Editor (L.J.)

## **No.2 Flight, Wanneroo**

by  
**Flight Commander, FLTLT M.Hampson**

Number 2 Flight was one of the original WAAIRTC Flights formed at Wright Street, Perth in the 1950's. It was relocated to Palmerston Street, Perth and then to 337 Stirling Highway, Claremont where it remained active from 1961 to 1985.

After approaches to the City of Wanneroo the Flight was transferred to Wanneroo Agricultural Showgrounds in 1985. Plans for new premises were discussed in conjunction with Army Cadets. After some time the Army Cadets withdrew from the idea of a joint venture. With a strong Parent Support Group backing the Flight Commander, FLTLT K. Hughes, approaches were made to the City of Wanneroo for a grant of Land on which to build new premises.

A lease of 21 years was approved on land situated at Kingsway Sporting Complex on the corner of Skeit Road and Kingsway Road in Lansdale.

Extensive fundraising commenced to provide funds for the erection of a building on the leased land. It should be recorded that the efforts by Instructors, Parents and Cadets during this time was exceptional. Construction work commenced on the premises in 1987/88 and is still underway. A very large Drill Hall (shell) has been built together with an extensive Parade Ground. The whole of the leased land has been fenced.

Another significant project undertaken in 1988 was the attendance of No.2 Flight Cadets at the Bi-Centennial Airshow at RAAF Base Richmond, N.S.W. 42 Cadets and 4 Instructors completed a 12 day excursion across the Nullabor by bus. The party took trips to South Australia, Canberra and New South Wales.

No.2 Flight transferred its parade locality to the Kingsway Christian College in Kingsway Road around 1987.

In 1991 a group of 18 Cadets from No.2 and No.15 Flights, under the command of FLTLT M.Hampson ventured on a 10 day excursion to Canberra to attend the 50th Anniversary Parade of the AIRTC. The trip took in visits to Melbourne, Canberra and Sydney.

Late in 1991 work on the premises ceased due to lack of funding. In addition the Flight was ordered to return to AIRTC Headquarters in Leederville as the chances of the building being completed were diminishing. The Parents Support Group reacted strongly by soliciting support from various Ministers of Government to reverse this decision and have No.2 Flight stay in the Wanneroo District. Discussions are being held with the RAAF and the City of Wanneroo to come to the aid and help financially.

**1991 saw No.2 Flight winning the AMP Efficiency Shield.**  
Present strength 100 Cadets  
Instructors 10.

In 1992, with strong support from the RAAF, approval was obtained from the Federal Government to have the building completed during 1993.

### **No 4 Flight**

In recognition of the strong support from the local community and the number of recruits in Wanneroo, No 4 Flight was transferred from Leederville to Wanneroo in 1992 by the then Commanding Officer(AIRTC) WGCDR T.P.Spiro.

Like No. 2 Flight the history of No. 4 Flight goes back to the 1950's and its track record as a Flight within the WAAIRTC well recognised.



No.2 Flight, Flight Commander, FLTLT Mike Hampson (right) and No.4 Flight, Flight Commander FLTLT Tony Sharman, with the A.M.P. Proficiency Shield for 1991. This shield is awarded to the WAAIRTC Flight judged to be the most efficient in Western Australia..



## **No. 3 Flight, Fremantle**

No. 3 Flight began in October 1941 as No. 76 Squadron of No. 5 Wing. Record show that over 200 recruits turned up on the first night, amazing for the "Port" City. In later years its Flight Commander was Ian Thompson, one of those listed as a Cadet during the War.

The Flight had great traditions and names such as Danny Rees, Darby Munro, Ted Ellery, Frank Johnson, Terry Kenny and Bob Hale come easily to mind. It was thus with great dismay that the Flight saw its reputation under attack when a "gentleman" from the North ( of the river, that is ) in the form of Malcolm Yeo was appointed in 1974 to Command No. 3 Flight. The ghosts of the past need not have worried as he gathered around him the likes of Tom Grace, Steve Lansell, Frank Bartlet and Geoff Hurren.

When the building in Fremantle was originally placed under the charge of 3 Flight it had four rooms. When the R.A.A.F. sent a tradesman to paint the four rooms a few years later he found an equipment store (fully stocked with every size of every article of uniform), a furnished Mess, a kitchen, a Flight Commander's Office, an Orderly Room, a C.I.'s Office, a Training aids Store, and, two big classrooms. When he reported back to H.Q. the investigators arrived to see for themselves the building that had reproduced internally!!!No one knew how these rooms had all appeared and all declared it must have happened before they were appointed there.

The Vampire restored to pristine condition similarly sprouted a "temporary" (although remarkably substantial) shelter.

In 1976, 3 Flight was delivered a body blow by a hostile government, the building was closed down. The Mayor of Fremantle was indignant that this important institution for youth be lost to the Port. Reluctantly the building was given back but without electricity. The Flight switched to Saturday morning parades. Gradually the Flight was restored with facilities and was in business again.

In 1981 Flight Commander Malcolm Yeo was transferred to H.Q. 1986 the building was bulldozed and the remains buried under a road. The nearby Army Hall was used before shifting into the newly acquired Base at Leeuwin.

Many of the Squadrons present Instructors served their apprenticeship as Cadets and/or Instructors at No. 3 Flight...the Flight which pioneered flying and gliding scholarships...the use of light aircraft at Camps, the establishment of Parent Groups and a continuous Service to the youth of the Fremantle region.

**Malcolm Yeo, Flight Commander 1974-81.**

**1991 Flight Commander is Flt/Lt. J. Newton**

## **No. 5 Flight, Albany**

The City of Albany has been associated with the Air Training Corps since its inception in 1941. The original Flight Commander was the then Mayor of Albany, Mr John Barnesby (Snr.). The Barnesby family's association with the Flight spanned three generations. John's Grandson Peter rose through the Cadet ranks to become an Instructor and then Flight Commander for a short time in the late 1980's.

During the war years the Flight had the strength of up to 100 Cadets. It even boasted its own Sporting Club from which the "Royals Football Club" was formed and which still competes in the local competition, but no longer as part of the A.T.C.

In the late 1970's and early 1980's the Flight had its own Radio Programme on the local station (6VA) called "Contact". The programme went to Air at 7.30 pm on the first Saturday of every month. It included music and news from the Flight and interviews with Cadets and Instructors.

In 1981 the Flight set a precedent by being the first Air Training Corps Flight in Western Australia to be granted the "Freedom of the City". This is traditionally the highest honour which can be bestowed on a Military Unit.

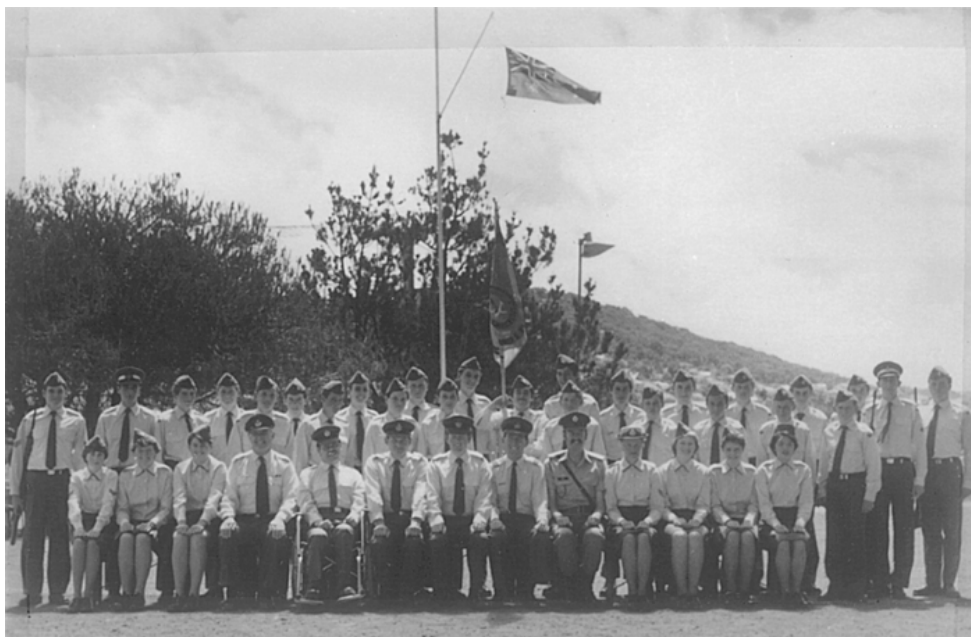
The Flight introduced a number of other innovations such as a Flight Crest and motto, recruiting posters and advertisements on radio and television, which were adopted by other Flights in the Squadron as a whole.

Many distinguished R.A.A.F. Officers began their careers with No. 5 Flight, including Air Commodore Bob Walsh, who once flew his F111 down the main street of Albany, whilst on a flight from Amberley to Pearce Base.

No 5 Flight twice won the A.M.P. Efficiency Shield for the most Efficient Flight in Western Australia.

**Peter Gould ex Flight Commander (1976-85)**

**1991 Flight Commander. WOFF P. Balmer.**



No. 5 Flight Instructors and Cadets are here on the occasion of the Graduation Parade in 1984. Some Cadets in this photograph now serve in one of the three Services.



No.5 Flight Cricket Team in 1977. The Flight competed annually with Training Ship Vancouver (Naval Reserve Cadets) for trophies in cricket and soccer.

## No. 5 Flight Albany



FLTLT Peter Gould accepts the A.M.P. Efficiency for the most efficient Flight in W.A. in 1978. No.5 Flight shared the Trophy with No.15 Flight, Belmont in a dead heat finish to the competition.



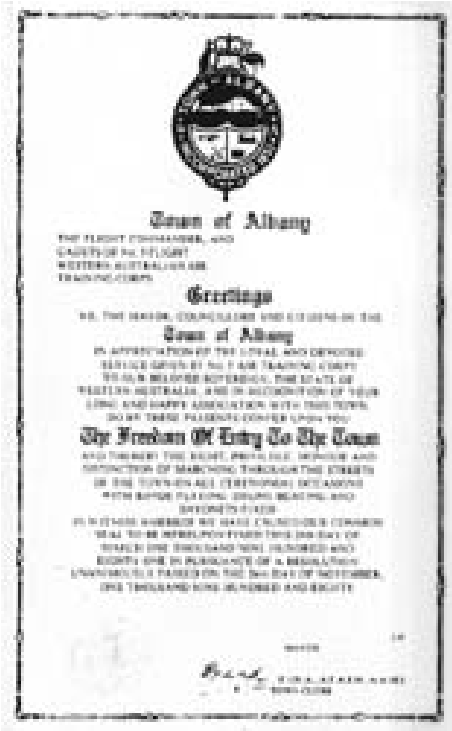
No. 5 Flight marches down York Street (main street) of Albany on ANZAC Day 1979.

Leading the parade is FLTLT Peter Gould, Adjutant (left foreground is FLGOFF, the Venerable M.R. D. Harford, who later rose to the rank of SQNLDR (AIRTC) and became the first Squadron Chaplain of the WAAIRTC.



Albany Senior High School Students inspect No. 5 Squadron Iroquois helicopter, whilst FLTLT P. Gould and No. 5 Flight's Chief Instructor FLGOFF, The Venerable M. Harford look on. FLTLT P. Gould and 5 lucky Cadets arrived and departed on the "Chopper". Remainder of No.5 Flight Cadets, not lucky to "score" a ride were called down to inspect the aircraft.

No.5 Flight was presented with the  
**Freedom of Entry  
 to the  
 Town of Albany  
 by the  
 Lord Mayor  
 on the 24 day November 1980.**



**No 6 Flight, Headquarters Leederville**  
**by**  
**Flight Commander, FLTLT D. Hope.**

During the immediate post war period when the Air Training Corps was expanding in every direction, a need was seen for the establishment of a Flight at the Perth Modern School and so it was that No.6 Flight came into being in August 1948.

The Flight continued to parade at Perth Modern School until it temporarily closed for a very short period during April 1961. However the Flight continued on until 1971 when it closed. The Flight reopened at Leederville Headquarters in 1979 where it parades on a Tuesday evening and like most mid week Flights has never been very large, generally parading about 40 Cadets.

Being a small close knit Flight allows a more intimate feeling of belonging, even with the discipline and rank structure, and allows for more personalized instruction, with each member taking an active part in the Flight activities. Air experience flights in both glider and powered aircraft are undertaken on an annual basis, and it is hoped that a Flying Scholarship can be awarded in the not too distant future. Abseiling was recently been added to the flight activities and it is hoped that parachuting will be added in 1992.

The Flight conducts at least four Fieldcraft type activities each year and these are extremely popular. Cadets enjoy the challenge of discovery and adventure when traversing new ground of a night-time with only a map and compass to guide them. In a recent National AIRTC inter Squadron Competition held in Queensland, a No. 6 Flight Cadet was nominated as one of several Cadets to represent WA and finished third overall in the competition.

The Flight is self- supporting and does not have a Parent Support Group, but conducts several fund raising activities during the year. During this coming year it is hoped that sufficient funds will be available to enable the purchase of several radio sets which will allow more activities to be undertaken, and also add a layer safety margin while conducting Fieldcraft type activities.

While parading at Leederville the flight has always been small. This requires a strong disciplinary base which in turn allows personal challenges and close friendships, which form so much a part of No.6 Flight way. The Flight has 5 Instructors including a Chaplain, who was appointed by WAAIRTC H.Q. as part of an initiative by the C.O. in 1990 to establish a formal Chaplaincy. The first in any Squadron (State) in Australia.

**No.6 Flight was the ATC Band Flight.**

## Girls in AIRTC

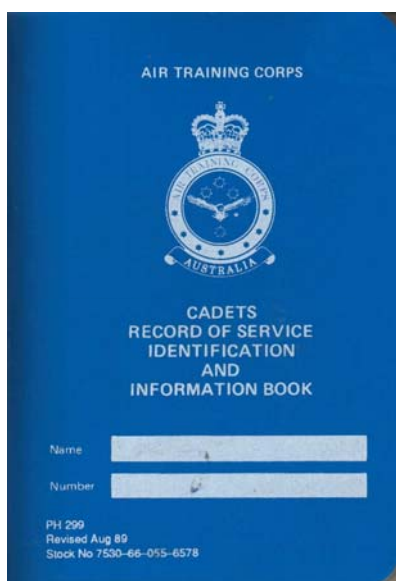
Girls had to wait until 1982, primarily due to the inadequacy of facilities before becoming eligible to enter the Air Training Corps, yet during WW2, Perth had a very strong Squadron complement of girls in the **Women's Air Training Corps**. (see photographs in the 1941-45 era)

They then attended two evening parades and Saturday afternoons each week. During official marches through the City of Perth the WATC proudly paraded in their distinctive uniforms. In one parade in 1943 there were 200 Cadets of the WATC. A great number of WATC entered one of the Defence Forces.

One Flight comprised of girls, who were known as the Navy Flight, went on to enter the Royal Australian Navy. A Naval Petty officer took them through a demanding Physical Education Course.

Signals was a very important subject during WATC training and comprised of Morse Code, using sound and light as well as using twin signal flags.

Currently (August 1991) there are 134 female Cadets in Western Australian Flights. They are represented in all the N.C.O. Ranks as well as Under Officers, and many have earned their Glider Wings.



Each Cadet is required to carry this Book when on Duty, and records the details of training and achievements.

## **Swetman Prize Fund**

**For**

**A.T.C. Cadets**

This Fund was established in 1988 by **ex RAF FLTLT Ronald Charles Swetman, DFC, DFM, RAFVR** to help foster, and perpetuate the traditional links between the Royal Air Force and the Royal Australian Air Force.

### **Prize:**

1. Return Tourist Air Fare between Perth and London
2. Basic messing charges
3. Internal U.K. travel and off RAF Station expenses.

### **Eligibility:**

1. Should be a Senior N.C.O., or Cadet Under officer between the ages of 16 years and 21 years.
2. The recipient should be intended for RAAF Air Crew or Technical Duties.

### **Reporting on return:**

1. The prize- winner is required to keep a detailed journal.
2. A Report evaluating the visit.

### **Selection:**

Candidates for selection will be the top graduates of Under Officer and Senior Non Commissioned Officer Promotion Course held in January of the year of Award.

**The Recipient for 1991**

was

**Flight Sergeant Ree Arnold**

of

**No.3 Flight Fremantle.**



## Air Training Corps to Hornet



After 15 years as a RAAF Fighter Pilot how do I remember my time in the Air Training Corps? Was it just one of those boyhood things half a lifetime ago? As a SQNLDR flying F/A Hornets at RAAF Base Williamtown I knew it was school holidays again by the mobile packs of 14 year olds in baggy uniforms marching every where; stumbling over each other in their haste to salute; looking too young to be away from home. How do I remember it? With pride, pride then and pride now.

As a Cadet with Wesley College's No.1 Flight we held our Camps at RAAF Base Pearce. I still remember seeing Air Crew Trainee cadets around the base and eyeing with something approaching hero worship. They flew the Macchi. The hottest thing around! On the odd occasion one saw a Flying Instructor, wearing those coveted Wings – that was to gaze upon a god! And years later as one of those “god” I understood what the look meant. Then when this “god” actually spoke and said “Enjoying the Camp? I was in the AIRTC too, you know...” That’s when you saw the pride.

Apart from being very enjoyable years I feel my AIRTC time definitely helped early in my RAAF career. At the start I was better aware of the opportunities available to me, and what I wanted. I felt better prepared and (relatively) at ease in the interviews. The men in blue across the table noted my AIRTC Service, noticed my background knowledge, noted my attitude. Sure there were tests upon tests, medicals etc but I was already one step forward.

Turning up for pilot Training on day one wasn't a culture shock. I was coming into an environment I knew- sure “big boy” stuff but I felt at home. The overall orientation and general service training became much easier. Even when the WOD bellowed on parade or making us “panic” the blocks yet again light at the end of the tunnel always remained on. There have been more than one otherwise capable pilot fall by the wayside in training due to incompatibility with Service Life and requirements.

In the RAAF I often crossed paths with mates from my AIRTC days. I once flew a C-130 with a room- mate from one ATC Camp, and was in a Mirage SQN with another. Others in the mess would often mention being in the Cadets. It was one of the many things we had in common,. I recently attended Wesley College Class 20 year re-Union and met again some AIRTC mates, who had chosen different career paths. And guess what? They remember the same good times, remember the same pride. Still agree it gave us a solid start in our lives,

**Squadron leader Brian Johnson 1991**  
**Royal Australian Air Force.**

## Evolution of the AIRTC

The wartime Metropolitan A.T.C. Squadrons then came under the WA. ATC Squadron (October 1945) with Flights being the NEW name for each Unit. Eventually the initials became AIRTC.

### Cadet Officer Rank

During the 1950's saw the emergence of the rank Cadet Pilot Officer (for Cadets) but this rank was later changed to Cadet Under Officer still wearing the peak cap and Officers' cap badge. The Service Caps worn by these ranks had been changed so that all ranks wear the garrison Cap (previously the Forage cap)

1992 CUO's were again allowed to wear a peak cap, but with the AIRTC badge.

### Uniforms

Uniforms would also come under a host of changes both in colour and design. Photographs else where in this book show this change.

The period immediately after WW2 the distinctive dark blue Battle Dress, for winter and the drab summer uniform continued through 1981. The Cadets of 1941 to 1945 wore Drab Shorts as did all the Service Personnel in the Army, Navy and Air Force. In 1981 the new blue uniforms became general Issue. A.T. C. Officers and Instructors received theirs in 1973 – 74.

In photographs it is evident that the position of wearing the Garrison Cap on a Cadet's head has also undergone a change from the "defying gravity" angle to the current position.

### Drill

Drill Commands and action has also not escaped evolution. For "older ex Cadets", the new halt and turn is a surprise.

### Flying

From the 1950s through to the mid 1970s, RAAF Flying Scholarships were awarded to selected Cadets, while most Cadets had "Air Experience" as passengers, in a variety of RAAF aircraft. Around 1977 there were two Flying Scholarships each year, provided by Commercial Sponsorship, and Instructors of the Royal Flying Club carried out the flying training.

Commencement of AIRTC Flying Training at Northam, using Gliders, was in 1979. Gliders had been purchased by the Corps, from funds raised in a variety of ways. Cadets from all Flights, who indicated an interest in this new venture, and had financial applicants were then attached to No.16 Flight for training to prepare them for flying. **Wings are Awarded to Cadets after having gone Solo.**

## **Bivouacs**

Some time in 1942 FLGOFF G. Armstrong of No. 75 Squadron, Perth, did take a group of cadet on a week- end hike through the darling Ranges from Kalamunda to Kelmscott following the then railway line. (it no longer exists). Around the same time a small group of Cadets from the half Flight at Wiluna were taken some 100 miles (160km) out and told to live off the land for a week. Unknown to those cadets, they were under observation for the whole time, and when they were brought to Perth, they saw photographs that had recorded their time in the bush. The Bivouacs and Expeditions that the Cadets of the present day conduct probably have evolved from those two early experiments graduating to exercises at Walyunga National Park,

## **Age to Join the AIRTC**

Where the war-time ATC Cadet ages were between 16 and 18 years the AIRTC Cadets may now enroll from 14 years through 18 years.

## **Signals**

One notable difference is in the emphasis of Signal Training of Cadets of long ago where they spent a great deal of time perfecting sending and receiving Morse Code. All Air Crews had to pass so many words per minute at different stages of training. Pilots had to pass 12 words per minute (code, numbers & letters) in sound and 5 words per minute with light (Aldis lamp). This skill is no longer applicable to AIRTC Cadets. The phonetic alphabet now used by the Services, Commercial and Private Aircraft Pilots also has changed. (It used to start with Able, Baker etc)

No doubt there are other changes, but Cadets now have a greater diversity of subjects in their cadet Syllabus of Training.

**Observations by L.R. Jubbs.**



1963 Cadets in the dark blue Battle Dress (as worn by the RAAF during WW2) receiving air- craft engines instruction.



At the Opening of the Leederville AIRTC Headquarters the Hon. Ian Viner was found discussing the new facilities with Corporal Romano and Cadet Cahill.



Major General Sir Douglas Kendrew visited the Senior Non Commissioned Officer (N.C.O.) Camp held at RAAF Base Pearce during February 1965.



The distinctive dark blue uniforms being worn by the 1965 Cadets during the Annual Camp at RAAF Base Pearce.

## Drum Band



A.T.C. Drum Band at an early morning Parade during the 1965 Camp. The Drums had been presented to a War-time Squadron.  
**No.6 Flight was from Perth Modern School.**

## 1991 Support Group Pipes and Drums Band.

The WAAIRTC is fortunate in having access to this Band with Pipe Major Mr R.W. Brooks. During the Wing Parade to commemorate the 50<sup>th</sup> Anniversary of the Air Training Corps this Band created the atmosphere for this important occasion.

The Band also supports AIRTC Flights, Final Parades each year as well as the yearly Graduation Parades at RAAF Base Pearce and ANZAC Day.

This Band also takes part in the Royal Show Mass Bands Parade and Memorial Parades at the Air Force Association, Bullcreek.

**Known as the WA Air Training Corps Pipes & Drums is designated as No. 19 Flight.**



Mr George Winnett (ex 1941 Cadet) inspects the guard of Cadets at the RAAF Base Pearce camp in 1973 for graduating CUO and SNCO of the WAAIRTC.



During 1967 these Cadets are about to get “involved” in the Christmas Cake.



In 1988 the final Parade of Cadets at the completion of their Camp came a close examination by the Reviewing Officer.



Comments are frequently made about the very high standard achieved by the end of Courses held at RAAF Base Pearce.

Reviewing Officer is Air Commodore Lane, with Commanding Officer WAAIRTC WGCDR (AIRTC) Ende.



At the Annual Camp at RAAF Base Pearce for Cadet Under Officers the Hon. K. Beasley, Minister of Defence, congratulates the Dux of the Course, CDTUO G.Pumphrey. CDTUO Gamma Pumphrey is now (1991) a Royal Australian Navy Midshipman, Based at RAN Stirling (Garden Island) while completing her University Science degree at UWA.



During the 1990 "under canvas camp" Cadet Warrant Mc Sweeny (No.15 Flight) offers some suggestions.



“Getting the feel” Cadets Powell and Roberts try out the controls of this Cessna 150.



These war- time accommodation “Huts” were still serving the ATC up until mid 1985.

## ANZAC DAY Parade



The Western Australian Air Training Corps always create a great deal of attention during the ANZAC Day Parade. Pictured here in 1980 is the officer Commanding WGCDR (AIRTC) V.L.C.Lloyd.





Junior N.C.O. Course at RAAF Base Pearce in 1988



RAAF Lecture theatres are in frequent use by the cadets during their Annual Camp.



While FLTLT Mac Donald (AIRTC) left is talking, the RAAF Pilot (centre) glances over his shoulder to watch the cadets inspecting his “chopper). FLTLT M. Crosbie is unconcerned.



Range experience, along with rifle shooting competitions were a popular event.

## **The Annual Debutante Ball in 1990**



The Annual Debutante Ball was composed of Cadets from many Flights and took place at Government House. A considerable amount of training is necessary for such an important occasion.

## **The W.A. Squadron Ball**

The Squadron Ball was in August in 1986 to provide Senior Cadets with an element of training in social etiquette. Female cadets, and young ladies from RAAF families, are invited each year to nominate for places in the Debutante Presentation. The event, which is held in Perth's Government House Ballroom, has proved so popular that not all debutante applicants can be accepted each year. Escorts are provided by the Squadron's Cadet Under Officers. Dance and presentation training is provided gratis by the Kalamunda Dance Studio

**The initiative for the Ball was provided by SQNLDR (AIRTC) J.E. Stewart.**

## **WAAIRTC - CAMPS AND BIVOUACS**

### **FLTLT S. Kinsella**

Each year WAAIRTC conducts a number of courses for cadets most of which are carried out by detachments to RAAF Pearce during school holidays and Flights carry out their own or combined training camps and bivouacs on weekends.

### **PEARCE DETACHMENTS**

#### **JANUARY COURSES**

The CDTUO and CDT SNCO Courses are carried out each year by a detachment at RAAF Pearce during the January school holidays.

#### **CDTUO COURSE**

A seventeen-day course which cadets of senior NCO rank are eligible to attend. This course qualifies cadets to be promoted to cadet officer status and the syllabus of training includes instructional technique, leadership, and administration topics as well as advanced training in drill and ceremonial, fieldcraft and weapons handling.

The emphasis at CDTUO Course is on training cadets to fill the role of junior instructor at their flight and to give them the basic management skills necessary to organize an activity at the level of a flight weekend camp. Cadets who pass this course are in addition to enhancing their AIRTC career, beginning to equip themselves for the management role in industry and commerce, or of course, the forces, in their adult lives.

#### **CADET SENIOR NCO COURSE**

Cadet Senior NCO Course runs for fourteen days ending on the same day as the CDTUO Course. Its syllabus leads in to the CDTUO Course and is similar in many respects. The difference is mainly one of emphasis where CDTUO Candidates are trained in elements of management and CDT SNCO candidates are trained for the field leader's role. Instructional technique is introduced at SNCO course as are administration and leadership. It is usually at this course that cadets are introduced to live firing with the SLR rifle. The fieldcraft syllabus at the SNCO Course is integrated with that of the CDTUO Course and their field exercises are inter-dependent.

Cadets passing this course qualify to be promoted to Senior NCO rank, that is Cadet Sergeant and in turn Cadet Flight Sergeant and Cadet Warrant Officer.

Both these courses are intensive for the cadets, involving a full eight hour training day and lots of study and preparation work after hours. Combine these requirements with the need for three or four periods of training per day outdoors in the customary January heat and you have an intensely physically demanding detachment as well.

Traditionally these courses culminate in a combined Graduation Parade on the last evening where the cadets' parents are invited to watch their sons and daughters manoeuvre on the Parade Ground and receive their honors. This Graduation Parade is the premier event in WA Squadron's annual calendar and WAAIRTC instructors and cadets like to think that we show the RAAF each year that we can conduct a parade equal to the best that any RAAF unit can do.

It is also a tradition of this event each year that we take the opportunity to have social events at each of the base's messes to show our gratitude to RAAF members and other guests for their assistance to the Squadron through the past year.

### **JUNIOR NCO COURSE**

This seven-day course, generally for cadets in their second, or Proficiency year of training, is held during the July school holidays and is where cadets qualify to be promoted to the rank of Cadet Corporal.

#### **The syllabus includes:**

Oral Communication    Drill and Ceremonial

Field Craft            Service Knowledge

Role of Junior Non-Commissioned Officer

### **BASIC FAMILIARISATION COURSE**

This big event in the Basic or first year of a cadet's training takes place in the October school holidays and is for most cadets their first exposure to life on a RAAF base. It is also for many fourteen year olds their first extended stay away from the security of family and friends.

Cadets are introduced to the routines of service life, shown around the RAAF base and its activities and their basic stage training is reinforced with some additional lectures and demonstrations. If the right type of aircraft are available cadets may also get their first ride in a RAAF aeroplane or helicopter.

**Flight Lieutenant S. Kinsella, H.Q.**

## WORK EXPERIENCE COURSES

Usually take place on the July and October detachments. The opportunity is given to older cadets to gain work experience alongside RAAF members in areas of work that appeal to them as possible future careers. The programme is similar to that run by schools but gives AIRTC cadets the advantage of being able to gain the work experience while living in the Service environment.

## WEEKEND TRAINING BIVOUACS AND CAMPS

All the activities detailed above are organized by the WA Squadron headquarters and run as squadron activities by volunteer staff from the flights. Throughout the year each flight runs a number of training exercises on weekends to complement their home training programme.

The most important of these, numerically will be fieldcraft training bivouacs in the bush, of which each flight will usually carry out at least two per year in such places as Wellington Dam, the CREST property at Leda, Walyunga National Park, Manjedal Scout Training Area private properties and so on. Additionally flights will often incorporate fieldcraft training in their other activities, for instance filling out a flying camp.

Most flights will conduct a flying camp or accompany another flight on a joint flying activity. A good example is the flying camp run each year in June by 15 Flight at Northam Army Camp to which other flights and the Navy Cadet unit TS Canning are usually invited. In 1990 some two hundred and forty cadets and thirty instructors attended this long weekend camp.

The Squadron Gliding unit 16 Flight offers Flying training and air experience activities at the Northam Town Airfield. Many flights will use this activity as the basis for a weekend camp at the Northam Army Camp.

## OTHER ACTIVITIES

Throughout the year AIRTC Flights may be engaged in Ceremonial events such as Remembrance Day, ANZAC Day Parades and various other Service oriented commemoration services.

Each year the Squadron conducts a Drill Competition between the Flights, that for 1991 being held in conjunction with the Fiftieth Anniversary Parade at the Army's Leeuwin Barracks, home of 3 Flight.

Individual flights carry out other special visits and activities including the RAAFA Aviation Museum at Bull Creek, visits to Navy cadet units, Perth and Jandakot Airports and many more.

**AIRTC SQNLDR Chaplain, The Venerable Michael Harford**  
**No.5 Flight, Albany**  
**1977 – 1979**

As Rector of the Anglican Parish and Archdeacon in the Diocese of Bunbury I was invited by Pilot Officer Peter Gould to become the Chaplain of No.5 Flight. I readily agreed on condition that I would be more involved than the odd Parade because of my interest in young people and in aviation.

Within the space of three weeks I found myself the Honorary Chief instructor in the days when the Corps was officially in recess through the Commonwealth decision. No Cadets could be enrolled, nor could uniforms be replaced, and much equipment had been taken away.

PLTOFF Peter Gould had been appointed to the Albany Senior High School as English Teacher, and as a member of the WA University Air Squadron was keen to carry on the ATC in Albany after meeting Les Searle, a former RAAF Warrant Officer Pilot.

I had completed some flying training in the RAF in 1944-45 and had obtained a Private Pilots Licence in 1965 in Kuala Lumpur. As Vice President of the Albany Aero Club I recruited John Little, our president, as an ATC Instructor and together we attended a Training Course at RAAF Base Pearce. John and I were promoted to Pilot Officer and Flying Officer respectively.

Early in 1978 No.5 Flight was inspected by the new CO of the WAAIRTC, WGCDR Viv Lloyd, who came with SQNLDR Chris Rampant, the RLO. PLTOFF Gould was promoted to FLTLT in front of No.5 Flight Parade.

The next years at Albany were full ones for the AIRTC as we had become. The Aero Club was a great help. Once a month three Cadets cleaned the Club aircraft on a Saturday morning and during the afternoon flew as passengers during Club flying competitions. John Little, a farmer, with a property at Green Range, which had an airstrip. Half the No.5 Flight flew from Albany to the airstrip, the other half being driven there by cars. The return trip was vice versa. On one occasion, 5 Cessnas flew 14 Cadets to RAAF Base Pearce for a Fly-In.

Besides the regular parades and instruction we held a Bivouac in each school term with many activities relevant to the Duke of Edinburgh Award, for which I was the Assessing Officer. It became a regular activity to hold a canoe camp on Deep River at Warpole. One small group of Cadets carried out a canoe expedition on the Franklin River, which proved to be a demanding exercise. Their arduous weekend earned them the Bronze Duke of Edinburgh Award.

SQNLDR Rampant, the Regional Liaison Officer, arranged with the RAAF "chopper to give as many Cadets at the high School, who could be taken to the Airport, a flight. "Noddy" Richards, the Head Master, a former Lancaster Pilot, soon broadcast the information through the School P.A. System. On another occasion an Iroquois helicopter actually landed at the school and ferried a number of Cadets and John Little to Mount Barker High School.

In 1980, I was for a time FLTCDR of No. 12 Flight, Belmont and successively of No. 4 Flight, Leederville, No.13 Flight, Cannington and No. 14 Flight, Leederville before retiring in 1986.

## **No. 7 Flight**

The documented history of No. 7 Flight begins in mid 1952 with the appointment of Flt/Lt. R.D.Benjamin as Flight Commander. The Flight was located at the Wright Street Head Quarters and paraded on Tuesday evenings. Flt/Lt Benjamin was to remain Flight Commander until the appointment of Flt/Lt E.J. McDowell in 1962.

During this period however the Flight along with Air Training Corps Head Quarters was move twice, firstly to Palmerston Street in 1959 and then to Stirling Highway, Claremont, in 1961. The Flight was to remain at Claremont until its temporary closure on 30 June 1985 pending a decision on relocation of the Claremont property.

Flt/Lt McDowell was the first of a number of ex W.W.11 aircrew to command No 7 Flight while at Claremont between 1962 and 1979. This included:

<b>FLTLT</b>	<b>A. Craze</b>	<b>1964-65</b>
<b>FLTLT</b>	<b>R. Merralls</b>	<b>1965-67</b>
<b>FLT LT</b>	<b>L Daniells</b>	<b>1967-68</b>
<b>FLTLT</b>	<b>D. Mc Quoid</b>	<b>1968-77</b>
<b>FLTLT</b>	<b>I. Thompson</b>	<b>1977-79</b>

Of the above, Daniels, Mc Quoid and Thompson had long distinguished careers in the AIRTC as Instructors and Flight Administrators. Their War Service was equally long and varied. Daniels serving with Bomber Command as an Air Gunner, Mc Quoid flew bomber in the South Pacific Area and Thompson flew Fighters with RAF Fighter Command in Britain & Europe.

FLGOFF J.Newton's appointment on 11 July 1979 heralded the first of non "wary" Flight Commander, a product of time forcing the retirement of the olds and bolds. Newton, a Commercial Pilot brought a new style of leadership based on the belief that the "air" should be placed back into the Air training Corps. The result was a long series of Flying Camps held on weekends where cadets often experienced powered flying for the first time. No.7 flight developed a reputation for holding well organized Flying Camps at places such RAAF Base Pearce, Northam and Serpentine.

FLTOFF J.Newton was succeeded in 1983 by FLGOFF J.Eftos, a former Cadet, who rejoined the AIRTC as an Instructor in 1981. Jim Eftos continued the Flying Camp Policy by arranging joint camps with No.8 flight (where Newton had been posted) so continuing the utilization of Newton's skills. Jim Eftos resigned in 1985 to join the RAAFAR and is presently an Operations Officer with No. 25 Squadron (City of Perth Squadron)

FLGOFF A. Stoffels, an ex PAF Officer assumed command of No.7 flight in 1985, some six months prior to its Disbandment. Both Newton and Stoffels remain members of the AIRTC as Flight Commanders, with **Stoffels in Command of the Squadron's Flying Flight as SQNLDR (AIRTC) Staff Officer Air Training.**

## **No 8 Flight, South Perth by**

### **ex Flight Commander Harry Fennell**

**The Flight was formed in February 1963.**

**Flight Commander FLT/LT Alan Craze,  
who was also the Aide to the Governor of Western Australia.**

Chief Instructor FLT/LT Kevin Parker.  
Administration Plt/Off Harry Fennell

**Instructors** Mark Mayhill, W/O Charlie Brown Cpl John Clifford.

Cadets originally recruited from Kent Street Senior High School and Como S.H.S. with 40 Cadets. Later, Cadets were recruited from both Bently S.H.S. and Rossmoyne S.H.S., which increased the Flight to 80 Cadets.

In 1964 Alan Craze re-joined the RAAF and Kevin Parker became Flight Commander, Harry Fennell (then F/O) as C.I. Mark Mayhill (then Commissioned) as Admino. Several more Instructors joined the Flight: FLT/LT Tom Offord, FLT/LT Peter Hummerston, PLT/OFF Don Lawrence.

In 1966 No.8 Flight won the A.M.P. Efficiency Shield and I think won it again later.

Kevin Parker resigned, as he was the Aide to the Governor and Harry Fennell took over as Flight Commander and was there until his retirement in 1974.

### **Tom Offord then became the Flight Commander**

No.8 Flight was located in the Collins Street Hall in South Perth. This Hall was built by donations and Fund Raising activities by the residents. It was also available as a picture theatre in the early 1950's, and No.8 Flight Orderly Room was the Projector Room. We also had an Armoury and sometimes used an old rifle range in Jarrah Road (now the Department of Agriculture). 8 Flight had 5 Qualified Range Officers and the Cadets used .22 rifles.

No.8 Flight enjoyed a great rapport with H.Q. for which we were very grateful.

Cadets attended the annual camps at RAAF Base Pearce as well as camps at Point Peron and Bickley Dam. Swimming and Bush Craft skills featured in these camps.

Parent nights at No.8 Flight provided the evidence of the progress and development made by Cadets.

**No. 9 Flight Kalgoorlie**  
**by**  
**Mr George Hayhow, ex original Instructor**  
**as told to the present**  
**Ft/Commander R. Elliott**

When I first became aware of No.9 Flight it was then located at the Boulder Central School on the corner of Boulder Road and Moran Street. This would have been late 1953. Mr Rus Raynor, who was either Head Master or Deputy Head Master, an ex RAAF Flt/Lt, approached a few of us to become Instructors in the Flight. He was trying to relocate away from the School with the view to a broader base in the district as both the Senior High Schools i.e. the Eastern Goldfields and Christian Brothers had a very strong Army Cadet Unit. He felt there were a lot of youths who favoured the RAAF. Quite a few of us agreed to join. After looking at various sites we finally settled for the trotting ground on Federal Road. Raynor now had the job of obtaining RAAF permission and negotiating with the Trotting Club, which at that time was very dormant, only racing once or twice a year. They saw this as a good chance of keeping the grounds in good order and condition. Having got permission from both parties it was time to "get on the road".

By now Raynor had collected enough Instructors to get started. There were 10 or 12 of us but not everyone could be sure to attend all parades owing to the various types of work commitments but the base was as follows:

Flt/Lt Rus Raynor Commanding Officer  
 Plt/Off Allan Deus Adjutant  
 Plt/Off Bob Lewis Education Officer  
 W.O. Norm Keegan W.O.D. & P.T.  
 Sgt. Len Hayhow D.I. & P.T.  
 F/Sgt George Hayhow Orderly Room  
 F/Sgt Ray Mitchell lectured in Electricity

Kevin Burton, who became Orderly Room Clerk stayed with the Flight for a long time.

Recruiting started in the New Year of 1954 and met with success. The two schools were a bit hard to get on with, wanting all their students to join the Army Units, but this was over come. With help from the parents and the Education Department we soon had sufficient numbers for three Flights, approximately 50-60 Cadets and went into action. The RAAF set us up with plenty of equipment, lecturing aids, gym. equipment, small arms, field telephoned, etc.

The facilities at the Trotting Grounds were not very good. The buildings were very old and there was no bitumen or grass so everything was very dusty, and cold in the winter and hot in summer. The horse exercise area was used for Parades and Drill. The Club's Offices were used as the Admin. Centre and the Driver's Room as a Tech. Store and Mess. Two lecture rooms in the Tote Building and also two more in the Bar and refreshment Building.

We were very fortunate in having good relations with the Army Unit, which was then CMF amalgamation of the 16th & 26th, under the Command of Captain Jack McIver. The Unit often let the A.T.C. Cadets join them in various Camps and exercises in the area. This also applied to the Instructors and we had some very happy social occasions together.

As time went on the A.T.C. Flight came to be well thought of in the area. This was due in the main to the high standard set by the Cadets. They were very proud of themselves and the Unit. We tried to keep them in view of the public as much as possible, ANZAC Day, Battle of Britain Day parades or acting as Honour Guards with visiting dignitaries, including Royalty, or anywhere they could be of use and they lapped it up.

We kept the pressure on the RAAF and Federal Government, with the objective of getting some of the buildings shifted from the site of the Unit at Boulder Race Course to the Airport, where the RAAF Repair and Maintenance Depot was disbanded after the War. We didn't have much luck, but this was to change. By this time we were a couple of years old and much had happened. Four of our senior cadets, otherwise Cadet Officers, had gone into the RAAF for Air Crew Training. Three of them went through. Two to a Sabre Squadron and one to Canberras. One married the Squadron Commander's daughter and finished up as a Qantas Captain. The fourth Cadet gave up flying, got a scholarship to Monash University and went on to do a Doctorate of Economics.

When we first formed we had Norm Keegan with us doing D.I. & P.T. Norm was a big name in football (I think with Railways) and also with North Kalgoorlie Fire Brigade. He was also an underground supervisor on the Paringel Gold Mine. On one night shift he fell off the ladder in a man way falling some hundred feet and dying next day. The West Aust. Fire Brigade Board decided that he would have a full Fireman's Funeral, which meant that the coffin is carried on a fire engine and all available firemen and Board Chiefs march. The Board invited the entire 9 Flight to join them. This meant marching from the top of Hannan Street right to the cemetery, a distance of some 3 to 4 km, and then forming a Guard of Honour. This was quite an honour. We all marched and we and the public were very proud of those kids.

About this time a Federal Election was held and the Labor Government was defeated, but the most amazing thing was that for the first time in history the seat of Kalgoorlie was lost to the Liberals so there we were with a new Government who wanted to please everyone. A very young chap, Peter Browne was elected, so he had to be told about the need for new rooms. He took the bait and immediately had success but there was still a lot of red tape to be negotiated but we were on our way.

Also about that time the RAAF introduced the first of the Hercules transport aircraft. One of them was sent to show the public on a flight around Australia. The plane called in here on the last leg of the flight on a Friday afternoon. Over a drink with the crew in the Club it was suggested that it would be good if the A.T.C. Cadets could get a flight seeing they were going to guard the aircraft that night. The Skipper said if on inspection next morning the engineer found it to be U/S he would have to do some test flights, and if the Minister could arrange with the Defence Minister to take the Cadets up with him he would be happy to oblige.

Next morning Browne rang the Minister and got permission. It entailed 3 flights on Saturday and 4 on Sunday all brought about by U/S magnetos.

Very few of us who started No.9 Flight off were to enjoy the use of the new buildings which were by now in sight. But owing to business commitments and changes in employment quite a few of us were forced to leave. This we all did with regret as it had become part of life we had enjoyed. Also the success we had with the Cadets and their Parents. We had at least 6 Camps at RAAF Base Pearce and were well respected. The effort had been worth it. Quite a few of the Cadets went on to make a mark in life and their chosen careers. We enjoyed the thanks and respect of their Parents. Some of those who were to follow us I knew, but not from Flight service.

Don Endie, Flying Doctor and RAAF  
 Arthur Rul Weather Bureau and ex RAAF  
 Vin Zanni, who was to become C.O.  
 Frank Fletcher from a Perth Flight and local Post Master.  
 Neil Rear, Aero Club and former Cadet.

### **No.9 Flight's current situation**

23 Cadets

6 Instructors:  
 FLTLT FLTCDR

PLTOFF TRNGO

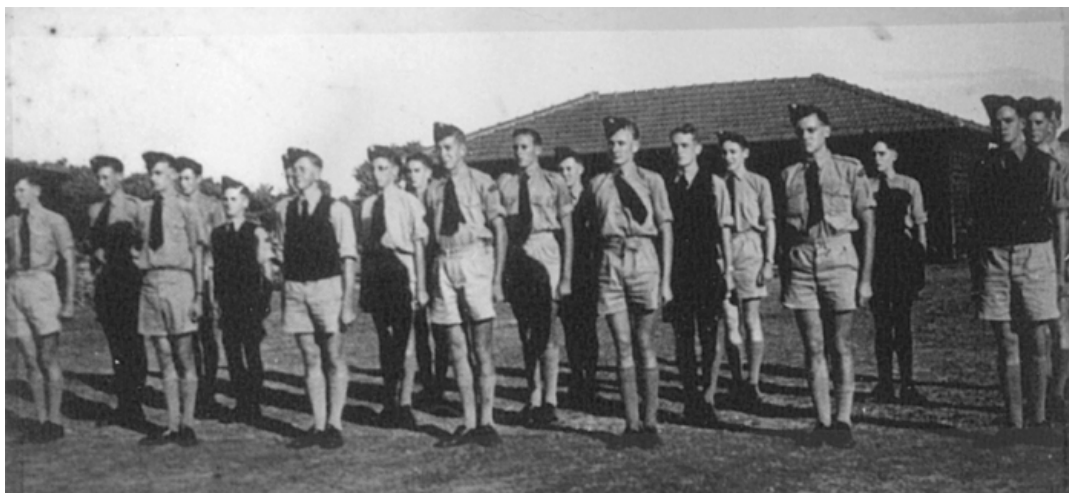
CPL ORCLK

3x ACs INSTR

Parading Monday nights at Cruikshank Oval

**No.10 Flight Bunbury****Ex Flight Commander FLTLT D.Tucker (1983- 1990)**

In 1942 a Flight was established at Bunbury, and in April of that year, Wing Commander Snook presented A.T.C. Badges to eleven Cadets. Many Cadets from the Flight entered the RAAF when they reached 18 years of age.



During 1942 the Air training Corps was established in the Town of Bunbury and from then onwards many Cadets entered the Royal Australian Air Force.



New dark blue uniforms were finally issued in 1942 to the Bunbury Flight. The girls in the background could possibly be members of the Women's Air Training Corps for they appear to have the same uniform as those in Perth.

It is unknown when the Bunbury Flight was disbanded (probably towards the end of 1945) but in 1964 it was re-established under Flt.Lt. Mc Kenzie D.F.C. J.P., as Flight Commander (1964-68).

He was then followed by:

<b>Flt.Lt. M.Mc Donald</b>	<b>1969 - 1975</b>
<b>Flt.Lt. R.Newberry</b>	<b>1976 - 1981</b>
<b>Flt.Lt. D.M.Tucker</b>	<b>1982 - 1990</b>
<b>Flt.Lt. P.Wild</b>	<b>1991 -</b>

### Flying Training

In 1976, flying training was introduced to the A.T.C. Cadets by FLTLT Tucker in a C182. On two occasions the Flight sent two Cadets to Perth to take part in Glider Flying. Since then, Flight Experience has been given on 7 occasions each year, with the assistance of the Bunbury Aero Club, using monies raised by the Flight.

### Rifle Training

The necessary training has been with the Army 11th Rifle Company at their Head Quarters using the S.L.R. Army Instructors also parade at No.10 Flight to carry out training. The A.T.C. Cadets also parade with the Army on their Bivouacs as well as holding 3 to 4 for their own Flight. A yearly Shooting Competition is conducted and judged by the Army between the AIRTC and Naval Cadets.

### ANZAC Day

Each year the Bunbury Flight joins all the other Units for the March through the City of Bunbury. During 1991 to mark the special occasion the Flight marched through the City and was inspected by the Lord Mayor. The RAAF provided a Fly Past by three PC 9 aircraft from Pearce Air Base. RAAF personnel stayed the weekend and attended a Dine In Night, with 85 guests including past A.T.C. Officers and Instructors.

### Annual Drill Competition

Each year the Bunbury AIRTC and the Navy Cadets hold this competition, which is judged by the Army.

### Inter State Trip

In 1980, funds were raised by the Flight to travel to South Australia, where they joined an Army Cadet Camp at Murray Bridge with 85 other AIRTC Cadets. This was followed by a week in Adelaide where the Cadets were billeted with families.

### Tri Service Dine In Night

It was arranged by No. 10 Flight to organize a Dine Night at the Epicure Restaurant, Bunbury Technical College. The purpose was to foster inter-service assistance and of course have a great evening.

All personnel attending had to be a serving member or either the Local Army Reserve, Navel Cadet Unit or AIRTC. Uniform was Mess Dress.

### No. 10 Flight Bus

A Committee formed in 1982 for the sole purpose to raise money for the purchase of a bus. With the assistance of the Lord Mayor of Bunbury, Mr. D. McKenzie DFC, sufficient money was raised in less than 12 months for the purchase of an ex-MTT bus. This bus had just had a complete overhaul and being a diesel should give many years of service. With this bus the Flight could be transported to Perth three times a year to the Camps at RAAF Base Pearce as well as to visits to the AIRTC Albany.

### No. 10 Flight Overseas

The following article has been taken from the RAF "Northolt News" magazine.

### Visitors from "Down Under

**December 1988**

In 1986, 26 Cadets and two Instructors commenced a fund raising venture for an educational trip to the United Kingdom. During the first year \$13,000 was raised from a diversity of ventures:

Car washing,...bingo nights,...quizzes,...litter and bottle drives,...and raffles.

Regrettably, as time went by some Cadets were forced to drop out for a variety of reasons, not at least School examinations.

Nine (9) Bunbury Cadets led by FITLT Doug Tucker made the trip. The W.A. Cadets were looked after by the London and South East Region Head Quarters Staff, mainly Mrs Val Loughrey, who not only arranged large parts of the itinerary, but also drove the "Shepa" on some of the trips.

### Our W.A. Cadets made visits to:

RAF Wittering    RAF Stafford  
RAF Bentwaters    RAF Uxbridge  
and

RAF Northolt

WA Cadets visited many Sections of RAF Northolt.

Two RAF A.T.C. Squadrons were next on their itinerary along with RAF Hendon Museum and Haberdasher Askes School CCF. Our Cadets were particularly grateful to No 14 F. Squadron ATC at RAF Northolt, who took them under their wing.

Comments were made about the WAAIRTC Cadets in their smart, but unfamiliar uniforms. They certainly brought credit to themselves as well as the W.A. Squadron by their bearing and enthusiasm.

A most memorable trip.

### While Sight Seeing in London



Field Marshall, Lord Bramall, H.M. Lord Lieutenant for London, left his car to discuss with the AIRTC Cadets their visit to the United Kingdom. He readily joined No.10 Flight for this photograph.

### Group

FLTLT D.M.Tucker   CDT CPL Lee   CDT FLTSGT Holker   CDT CPL Lilly  
 CDT CPL Marshall   **Field Marshall, Lord Bramall**   CDT SGT Harris  
 CDT FLTSGT Beringer   CDT CPL Davis   CDT WO Hynes.

## Royal Air Force Base NORTHOLT



A sunny day, and with a famous WW2 aircraft in the background, is a fine way for No.10 Flight to finish their visit to England in 1988.

## No.10 Flight 1991

No.10 Flight has been an active Unit for many years and continues to do so under the guidance of the present Flight Commander, FLTLT P. Wild and his Officers and Instructors.





## No.12 and No.15 Flights Belmont



The first Unit to move into the old R.A.A.F. buildings on the corner of Epsom Avenue & Durban Street was No. 15 Flight ( previously located at the country town of Narrogin). This Flight paraded on Friday evenings and held its first Parade at Belmont on 14 February, 1964. FLTLT Ron (Blue) Spencer was the first Flight Commander.

Prior to its occupation by the A.T.C. the building was occupied by the R.A.A.F Provost Corps. During W.W.2 years it housed support staff attached to the Perth Defence Control Centre, which operated from the "Bunker," now used by the State Emergency Service, as an Operations Room.

In 1968 another Flight was established at Belmont. No. 12 Flight (previously at Trinity College) paraded on Wednesday evenings. FLTLT Geoff Smith was the first Flight Commander.

1970 FLGOFF. Peter Hummerston was posted from 8 Flight South Perth to 12 Flight as Chief Instructor. 1972 FLTLT Smith transferred to 15 Flight as Flight Commander and FLGOFF Hummerston promoted to FLTLT and Flight Commander, remaining with No.12 Flight until retirement in 1983.

Over the years the Flight grew in size and profile to become one of the largest of the W.A. Squadron Flights. The acquisition of such valuable training aids as the Link Trainer and Vampire aircraft, with the necessary additional buildings to house the equipment, were some of the many improvements.

The formation of the Parents Support Group, for fund raising helped ease the workload on the Instructional Staff. The City of Belmont provided a great deal of support in many ways..

1975 a change in Commonwealth Government Policy saw the temporary disbandment of the Air Training Corps. A decision, which was to be reversed when the Government changed soon after. Unfortunately much valuable training equipment was disposed of during the shut down. If it hadn't been for Peter Hummerston, with a spare set of keys, and the assistance of his younger Instructors, David Moignard, Kevin Stubbs, and Geoff Hill, the Link Trainer would also have been lost. It just happened to fly away to a safe storage area, to be reclaimed later. It is still at the Flight's premises.

1981 Both Flights at Belmont combined with the City of Belmont to perform the Ceremony for the Conferment of:

## **"Freedom of Entry to the City of Belmont"**

upon

### **No. 12 and No.15 Flight.**

The ceremony was carried out on 31 October 1981. His Worship, the Lord Mayor, Councilor F.W.Rae J.P. represented the City of Belmont.

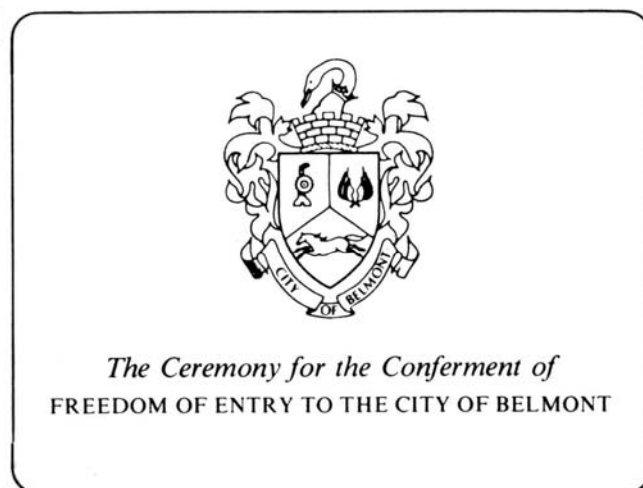
20 October 1984, No.12 & No.15 Flights conducted a re-Enactment of The Freedom of the City of Belmont.and again in 1988.


A great deal has been done to improve the facilities for Cadets at Belmont. This being achieved with the support from Cadets, Instructors and Parents of the Cadets, and with generous donations from local businesses of goods and materials.

17 September 1989, the Flights celebrated 25 years of activity at Belmont with a "Back to Belmont" Open Day for past Instructors, Cadets, Parents, and the many other people, who have been involved. The Guest of Honour, the Honorable Sir Thomas Drake-Brockman D.F.C. dedicated the Plaque to Honour those who have assisted the Flights over the years.

Up to 1989 some 1600 Cadets have passed through the Flights, some continuing on and making Careers with the Permanent Defence Forces. Also some 150 Air Training Corps Instructors have been involved with No 12 & No.15 Flights.



### **Former Flight Commander Peter Hummerston.**






**CITY OF BELMONT**

CONFERMENT OF THE FREEDOM OF ENTRY  
ON THE FLIGHT COMMANDERS  
OFFICERS, AIRMEN AND CADETS OF  
NUMBER 12 AND 15 FLIGHTS  
WESTERN AUSTRALIAN SQUADRON  
AIR TRAINING CORPS  
BELMONT

10.00 a.m., WRIGHT ST., BELMONT, 31st OCTOBER, 1981



*The Ceremony for the Conferment of*  
**FREEDOM OF ENTRY TO THE CITY OF BELMONT**


Upon

**The Flight Commanders**  
**FLIGHT LIEUTENANT P. HUMMERSTON AND**  
**FLYING OFFICER R.K. de BURGH**  
**OFFICERS, AIRMEN AND CADETS OF**  
**NUMBER 12 AND 15 FLIGHTS**  
**WESTERN AUSTRALIAN SQUADRON**  
**AIR TRAINING CORPS**  
**WRIGHT STREET, BELMONT**  
**31st OCTOBER, 1981**

Mayor  
Councillor F.W. Rae, J.P.

Town Clerk  
E.D.F. Burton

**City of Belmont**



TO THE FLIGHT COMMANDERS, OFFICERS,  
AIRMEN AND CADETS OF No. 12 AND 15 FLIGHTS  
WESTERN AUSTRALIAN AIR  
TRAINING CORPS

**Greetings**

WE, THE MAYOR, COUNCILLORS AND CITIZENS OF THE

**City of Belmont**

IN APPRECIATION OF THE LOYAL AND DEVOTED  
SERVICE GIVEN BY No. 12 AND 15 FLIGHTS AIR TRAINING CORPS  
TO OUR BELOVED SOVEREIGN, THE STATE OF  
WESTERN AUSTRALIA, AND IN RECOGNITION OF YOUR  
LONG AND HAPPY ASSOCIATION WITH THIS CITY,  
DO BY THESE PRESENTS CONFER UPON YOU

**The Freedom Of Entry To The City.**

AND THEREBY THE RIGHT, PRIVILEGE, HONOUR AND  
DISTINCTION OF MARCHING THROUGH THE STREETS  
OF THE CITY ON ALL CEREMONIAL OCCASIONS  
WITH BANDS PLAYING, DRUMS BEATING AND  
BAYONETS FIXED

IN WITNESS WHEREOF WE HAVE CAUSED OUR COMMON  
SEAL TO BE THEREUPON FIXED THIS 31st DAY OF OCTOBER  
ONE THOUSAND NINE HUNDRED AND EIGHTY ONE IN  
PURSUANCE OF A RESOLUTION UNANIMOUSLY PASSED ON  
THE 23rd DAY OF MARCH, ONE THOUSAND NINE  
HUNDRED AND EIGHTY-ONE

*F. W. Rae*  
F.W. RAE, J.P. MAYOR

*E. D. F. Burton*  
E.D.F. BURTON A.A.S.A. Dip.L.G. A.I.M.A. TOWN CLERK

**CITY OF BELMONT**

**FREEDOM ROLL AND DEED OF CONFERMENT**

WHEREAS the Mayor and Councillors of the City of Belmont,  
at a meeting of the City Council

**UNANIMOUSLY RESOLVED**

that, as a mark of honourable and traditional attachment to

**THE OFFICERS, AIRMEN AND CADETS OF NUMBER  
12 AND 15 FLIGHTS WESTERN AUSTRALIAN  
SQUADRON AIR TRAINING CORPS**

A Deed of Conferment of The Freedom of Entry bearing the  
Common Seal of the City of Belmont be granted to the Officers,  
Airmen and Cadets of Number 12 and 15 Flights Western  
Australian Squadron Air Training Corps on all ceremonial  
occasions "in full panoply and with Swords Drawn, Bayonets  
Fixed, Drums Beating, Bands Playing and Ensign Flying".

NOW THEREFORE AS FLIGHT COMMANDERS OF  
NUMBER 12 AND 15 FLIGHTS WESTERN AUSTRALIAN  
SQUADRON AIR TRAINING CORPS WE, FLIGHT  
LIEUTENANT P. HUMMERSTON AND FLYING OFFICER  
R.K. de BURGH accept on behalf of the Officers, Airmen and  
Cadets the HONOUR, DISTINCTION, AND PRIVILEGE,  
under the conditions so granted aforesaid of FREEDOM OF  
ENTRY TO THE CITY OF BELMONT

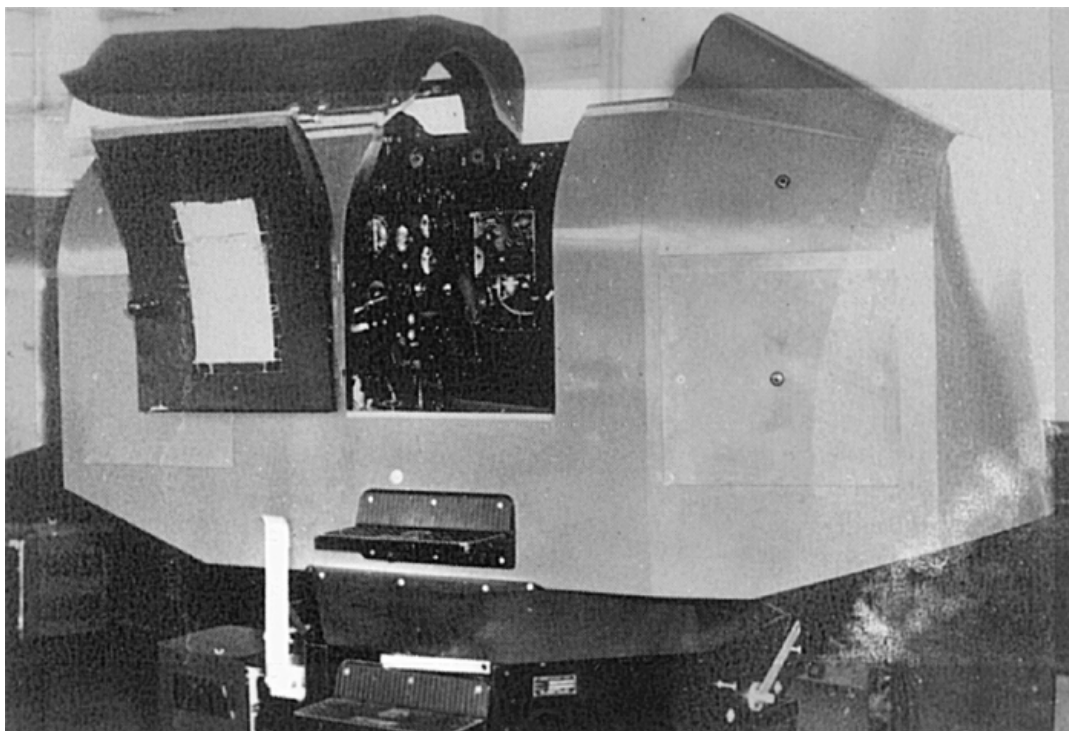
Signed at Belmont on the 31st Day of October 1981.

*P. Hummerston*  
P. Hummerston, Flight Lieutenant

*R.K. de Burgh*  
R.K. de Burgh, Flying Officer

*F. W. Rae*  
Councillor F.W. Rae, J.P., Mayor

## Link Trainer



No. 12 and No. 15 Flights Belmont have a recently restored Link Trainer for giving flight simulation experience to their Cadets.

The Link Trainer is named after the American, who invented this instrument Flight Simulator. The first Link Trainer entered the RAAF in 1938 and remained until 1957 when they were replaced by a jet version, which in turn lasted until 1971. A Total of 210 Link Trainers were used in the RAAF.

All Pilots, during WW2, were introduced to the “Link” at Elementary Training Schools flying “Tiger Moths”, and on throughout the remainder of their training, especially for Beam Approach procedures. This Blind Flying training gave confidence to Pilots when descending through heavy cloud, through dense fog to near ground level. Some Pilots actually made a landing without seeing the ground although the Instructor could.

### Restoration of No.15 Flight’s “Link”

To return the Link to full operation for used by Cadets necessitated extensive repairs. Fortunately No. 15 Flight has FLTSGT Keith Payne, who spent 20 years in the RAAF as an Aircraft Electrician, to carry out the time consuming restoration.



## **No.13 Flight Cannington**

Through the assistance of a number of ex AIRTC Flight Commander/Instructors have I been able to trace the development of this Flight. (L.J. Editor)

### **Flt/Lt Phil B. Hicks 1961-62:**

On my arrival at No.13 Flight I found the 8 Cadets under the control of a CDT CPL, who had for each week, unlocked the tin shed in the Kelmscott Show Grounds and hopefully awaited the arrival of a Flight Commander.

Gradually the number of Cadets increased and so did the Instructors: Harry Mc Nally, Gordon William Smith, Jimmy Miller, Darby Munro. In time the Flight had increased to 100 Cadets so it was necessary to seek larger premises. The Maddington R.S.L. Hall was selected as our new Flight Headquarters.

Flt/Lt Wally Taus (deceased) Spent 12 months as Flight Commander prior to being promoted to Squadron Leader.

### **Flt/Lt George Oliver 1967-70:**

In the mid 1970's I was posted to NO. 13 Flight as Chief Instructor having entered the A.T.C. RAAF Reserve in the 1950's. Parades were Friday nights weekly in the old Maddington Hall in Albany Highway, Maddington. The Shell Service Station opposite was used for external parades and inside the Hall for inclement weather.

#### **Staff at that time:**

<b>FLTLT Ted Flanagan</b>	<b>Flight Commander</b>	<b>ex RAAF Equip.</b>
<b>FLTLT George Oliver</b>	<b>Chief Instructor</b>	<b>ex RAAF Pilot</b>
<b>FLGOFF Jim Miller</b>	<b>Adjutant</b>	<b>ex RAAF W.O.P.</b>
<b>FLGOFF Norm Griffiths</b>	<b>Instructor</b>	<b>ex Civil Engineer.</b>
<b>FLGOFF Tom Stevenson</b>	<b>Instructor</b>	<b>ex RAF A.G.</b>
<b>W/O Ken Quick</b>	<b>Instructor</b>	<b>ex RAF Grnd.Staff</b>
<b>FLTLT Frank Utley</b>	<b>Instructor</b>	<b>ex RAAF Navigator</b>
<b>FLGOFF Ian Burton</b>	<b>Instructor</b>	<b>School Teacher</b>

### **On the death of Ted Flanagan George Oliver became Flight Commander in 1967.**

The Hall consisted of a stage area and had been used as a picture theatre at one time although the floor was level. There was a biography room upstairs, which was used as the Admin. Office and armoury for our rifles. The projector room was handy for watching the activities below in the Hall. Partitions were erected each night for forming class rooms.

Camps were held at: Point Perron, Bickley Reservoir and RAAF Pearce.

On one camp at Point Perron we were joined by FLTLT Ted McDowel and his Cadets for a long weekend. 80 Cadets in attendance. The bulk food was supplied by the RAAF along with a cook, who didn't arrive!! Several stories about his non arrival circulated.

Neither Ted nor myself or any of the Instructors had the faintest knowledge of cooking and there were bags of potatoes, cabbages, onions etc together with a wide variety of meats, tin food and 80 hungry Cadets. The kitchen was equipped with great wood stoves and all sorts of pots and pans and implements. We formed fatigue parties and got all fires going and then Ted and I had our first experience of supervising Cadet cooks, who had no more knowledge than us. It was great fun with the CUO's and NCO's handling the outside activities while we looked after the meal problem. The highlight for me was when I was dishing out the food a Cadet came back and said,

**"May I have a second helping Sir? That was delicious"**

The camp at Bickley was for No.13 Flight only and was a typical ATC Camp with lectures and cross-country navigation exercises, drill etc. The main concern was with Cadets 14-18 years swimming in the freezing fresh water. Myself, and the Instructors spent most of the weekend counting heads. Fortunately we had no accidents.

I decided to leave the A.T.C. in 1972 and asked for my Commission in the RAAF Reserve to be terminated for in those days all Instructors were on the Reserve.

### **FLTLT George Oliver**

+++++

### **Flt/Lt Jim Miller (25 years in the A.T.C.):**

I was with No.13 Flight for some 25 years including Flight Commander 1974-84. Following the Flight's move from Maddington to Cannington, which was specifically designed to cater for the demands from newer schools closer to the city. I became involved in the negotiations with the Canning Shire to move our Flight from the old Council premises to a Hall on the local Show Grounds. This was eventually affected, providing more space and promise of better facilities when the planned new premises were completed. This has now come to fruition with arguably the best premises in the state, at that time, and catering for an additional Flight, No.1 Flight.

Looking back, over the years, I think my greatest personal satisfaction has been to see the fruit of our labour reflected in the careers of so many young men. To this end, we conducted extra-curricular "careers" lectures. This comprised of motivational factors, advice and encouragement in all aspects of employment and educational pursuits and entry requirements; appropriate subjects for private service apprenticeships and entry requirements for University and Degree status service entry. All Flight Instructors drew on their particular trade or professional experience. In this, we could take no credit for long term success as they became known to us, but felt that our personal contribution, and that of the Corps had made worthwhile our efforts.



**No13. Flight Cannington**  
by  
**SQNLDR Rob Caldera**

(SQNLDR Rob Caldera has had a long association with this Flight. (Editor.)

In May 1972 I joined No13. Flight as a Cadet and left in December 1975 as a CWO to spend a year away as a Rotary Exchange Student in U.S.A.

The following year (Dec.1977) I rejoined No.13 Flight as an Aircraftsman and remained there until I received a Commission in February 1982 and a posting to another Flight.

In 1989 I returned to No.13 Flight as Flight Commander and that year the Flight won the A.M.P. Flight Efficiency Shield in conjunction with No.1 Flight, which was special because the last time 13 Flt. had won the Shield was the year I joined in 1972.

I was posted from 13 Flight with a promotion to Squadron Leader and appointed Executive Officer of the Squadron in 1990.

In 1992 I again returned to No.13 Flight as FLTCDR and Squadron Commander for No.1, No.13, No.3 & No.10 Flights.

**Flight Highlights**

1985 CDTWOFF R.C.Smith was 2nd. on the CUO Course.  
Flight Camps were at: Point Peron, Wellington Dam and Avon Valley.

1986 Flight Camps: Cadets and Fathers camp at Yanchep, and Bickley. A highlight of the year was an Eastern States in a "self drive" bus with 46 Cadets and Officers. Visited No.13 Flights in Adelaide and Melbourne and RAAF Edinburgh, Point Cook and Fairbairn. 8940 kms travelled.

1987 Flight Camps: Spring Hill, Whitman's Park. 13 Flight Hovercraft trials (FLT bought a Hovercraft).

**Blessing of 13 Flight Banner**

1989 Flight Camps: Point Peron and Flying Camp at Northam.  
Drill Competition practice for three months every Sunday culminating in the Squadron Drill Competition.

**Mayoral Parade** As a Patron of No.1 & 13 Flight Support Unit, Mr Stuart Clark, Mayor of Canning City, reviewed the Flight.

**CDTCPL C. Hammond inaugural winner of the Mayoral Trophy for the Best Section Leader.**

**No.1 & 13 Flights were joint winners of the AMP Flight Efficiency Shield.**

1991 Gliding days were held at Northam by No.16 Flt. and Manjidal Camp.

**CUO C. Hayward Dux of CUO Course**  
**CUO Jones 2nd of CUO Course.**

1991 Squadron **Debutante Ball at Government House Ballroom. LCDT Tanya Spindler (debutante).** CUO's Jones, C.Hayward & CDTWOFF's Reinsma & Wilson (escorts)

**50th AIRTC Anniversary Parade at RAAF Fairbairn, Canberra, 21-28 April** had CDTSGT's Francis & Lewis and LCDT Shackelton selected as 13 Flt. representatives. SQNLDR Caldera also attended.

**Air Marshall R.G.Funnell, AC Chief of Air Staff, reviewed the Parade and presented the Air Training Corps with its first National Banner.**

**W.A.Squadron Parade and March Through Perth**

31 August & 1 September 1991

Some 500 Cadets from country and metropolitan Flights were on parade at the Leeuwin Barracks on the Saturday 31 where they were **reviewed by Air Vice Marshall Neil.**

On the following day the Cadets marched through Perth and reviewed by CO, WGCDR T. Spiro, followed by a Church Service at St.George's Cathedral. The Venerable M. Harford, Hon. Chaplain to the WAAIRTC, and The Right Reverend Bishop Bryant D.F.C. officiating. The National Banner was also in attendance.

**Current No.13 Flight, Cannington.**

The Flight is located in the Cannington Agricultural Hall where classes are set up in each corner then cleared away of tables and chairs etc. at the end of each Parade. Two permanent rooms are allocated to No.13 Flight: one is our Office and the other used as a storeroom.

These facilities are shared between No.13 & No.1 Flights as well as the active Parent Support Group serves the interests of both Flights.

**No.13 Flight has 82 Cadets.**

1992 commenced with a number of changes to the Staffing:

SQNLDR. Hale was posted in as Flight Commander.

FLTLT J.Newton was posted in as Executive Officer

FO M. Curulli was posted in as an Instructor

PO P. Chandler was posted in as an Instructor

WO K. Stubbs was posted in as an Instructor

LAC D. Motteram was posted in as an Instructor

AC B. Welbon was posted in as an Instructor

SQNLDR R. HALE was posted in during March 1992. He is presently on sick leave.

While SQNLDR Hale was on sick leave **FLTLT Newton was in charge of the Flight.**

**Executive Cadets of No.13 Flight:**

**CUO S. Lewis**

**CUO M. Reinsma**

**CUO C. Francis**

**CUO F. Oates**

**CDTWOFF B. Elvey**

A Flying Camp has already been organized for both Power and Gliding experience. This will be held at Northam Air Field using the Squadron's, and hired aircraft, while the Cadets will be billeted in the Northam Army Camp. Other Camps have already been held.

One Cadet from No.13 Flight is in United States of America as an Exchange Student sponsored by a Service Club. His Host is a Commercial Pilot so the Cadet has had some passenger flights with hands on experience in light aircraft. His return, after a year away, is eagerly awaited by the Flight.

A "Dining In Night" is to be held shortly at the AIRTC Headquarters, to introduce the Cadets to the formality of such an occasion.

(details supplied by FLTLT Newton to Editor, L.J.)

**1992 Dux of the CUO Course was CUO Shaun Lewis of No.13 Flight.**



## No. 14 Flight Leederville

Throughout its distinguished history, No. 14 Flight has always adhered firmly to its motto of "Highest Standard" by being one of the leading Flights in the Squadron. Established in 1956 at the Wright Street Headquarters, it was to relocate three times. Firstly it moved to Palmerston Street in 1959, Claremont in 1961, and finally to Leederville in 1979 - where it is situated today.

Almost ironically No.14 Flight leadership role stems from its original function as the recruiting flight for the W.A. Squadron to which all metropolitan prospective cadets were enrolled for initial training, issue of uniform, and then posted to flights close to their homes.

The first Flight Commander FLTLT Pat Markham, former RAAF Pilot, is still serving the Air Training Corps today in a civilian capacity as a member of the W.A. Regional Council of the Air Training Corps.

Perhaps the most significant Flight Commander in formulating the strategic development of No.14 Flight, who seemed to win the AMP Shield annually throughout the 1960's, was FLTLT Ray Sampson. He went on to become the Squadron Reserve Training Officer (SRTO), the Senior Training Corps posting available to an Air Training Corps Instructor at that time.

FLTLT Ron Newbury, Chief Instructor No.14 Flight succeeded FLTLT Sampson as SRTO until the disbandment in 1975.

When the new Air Training Corps was formed in 1976 a number of No.14 Flight Instructors were seconded to form the WA Headquarters. By 1981 three out of the five Staff Officer positions were occupied by former No.14 Flight FLTLT's now SQNLDR's Crosbie, Sullivan, and Spiro.

FLTLT Terry Spiro has been the most successful of the post Sampson era Flight Commanders having led No.14 Flight to successive AMP Shields and other Awards in 1979 and 1980.

In 1989 Spiro was promoted to Wing Commander and appointed Commanding Officer of the WA Squadron.

During this period, many young men and women have progressed to the Services and civilian life careers. **This has been illustrated by the vast number of Cadets who have been accepted into Duntroon and the Australian Defence Force Academy. Many have already graduated from these establishments.** However, in 1991, former No. 14 Flighters, John Vanderklooster and Eamon Barton continue their training at Duntroon. Others - including Heather Milne, Rosemary Ryan, Richard Harrison, Jamie Riddell and Louise Visser - continue their training at the Academy in Canberra.

No.14 Flight continues to demonstrate its strength in the Squadron by continually receiving Field Promotions at Annual Promotion Courses. Of the many instances when No.14 Flight has had members in the top three of the course, the most remarkable occurred in 1988 when the Flight received five of the six possible promotions on the JNCO Courses 21 & 22. Another notable achievement resulted in 1990, when No. 14 Flight's Gemma Pumphrey became the first female in Western Australia to Dux a CDTUO Course. In a Squadron where competition for Field Promotions is always high, No.14 Flight has the distinction of receiving many of these promotions between 1987 & 1991 - a performance which reflects the standards set by all concerned with the Flight.

Achievement has always been synonymous with No. 14 Flight. After winning the inaugural Drill Competition in 1979, the Flight once again was awarded the privilege of wearing the prestigious "Blue Lanyard" in 1991. The competitiveness shown in other activities - such as the Squadron's rifle and swimming competitions - aided it to win a number of Over-all Efficiency Shields during its thirty-five year ongoing existence.

No.14 Flight has always been a fine Flight with a very proud history and tradition. The Flight's single narrow-minded pursuit for excellence has been its landmark in the past; and the determination of present Instructors and Cadets ensure that 14 Flight will lead the W.A. Squadron for years to come.

**Flight Commander Flight Lieutenant Paul A. Rengel**

1991



## No.16 Flight..its formation

**From information supplied by ex Flight Commander Merve Walker (1979 to 1983). (Editor)**

WAAIRTC Wing Commander Viv.L.C. Lloyd suggested the possibility of creating Glider Flying as an important adjunct of the Air Training Corps, when Merv Walker was appointed to No.16 Flight as Flight Commander in 1979. Investigation indicated that more enthusiasm could be generated among a large number of Cadets if gliding, rather than power flying was used.

It appeared, that to initiate this project, was to try to obtain Sponsors to provide scholarships for Cadets. Six Sponsors were eventually obtained but it was pretty hard going.

It was most fortunate that Corporal Wally McDougall, an AIRTC Instructor, who was also a qualified Tow Pilot and Gliding Instructor, agreed to join 16 Flight. A gliding Camp at RAAF Base Pearce Gliding Club was arranged to utilize the Sponsor money, the Blanik glider and towing vehicle for towing the gliders.

Although this camp was not as successful as hoped, the Cadets enthusiasm was very evident. The scholarships were largely completed later during normal weekend flying at the Pearce Club.

Around this time it was discussed and adopted that it was impractical to rely on Sponsors so we would institute a system of "user pays". Individual Flights raised money to subsidize their own cadets, who intended to continue gliding, as well as providing Air Experience to other interested cadets.

In May 1980 another Flying Camp was held at Beverly using the Pearce Blanik and one each from Morowa and Beverly Clubs. Launching was by means of aero tows using a hired "Bellanca" aircraft. During this period the AIRTC relied upon civil pilots to assist with the flying. Flt. Commander M. Walker obtained a towing endorsement so was able to assist in this area.(he was a Commercial Pilot).

It was not long before it was decided to obtain a glider for the AIRTC. Money had to be raised. A Blanik was advertised for sale in Darwin so Wally MacDougall and Peter Fardon made the decision to tender for it and were successful.

Transport was arranged with the RAAF to fly the glider and trailer to Exmouth Gulf using a Hercules. Loading was interrupted when it was found that trailer and glider was some 25 mm too high. A welding torch was considered when a Darwin Cadet suggested letting down the tyres on the trailer. This was the remedy. Walley and Merve towed the trailer and glider from Exmouth to Leederville.

Around 1981 an arrangement was made with Viv Chappell, who conducted a business at the Northam Airfield,

to air tow our glider using his Tripacer. A hanger was rented. The Flight was registered with the Australian Gliding Federation and Wally McDougall became the inaugural Chief Flying Instructor. Flying was conducted during weekends using instructors from wherever possible.

The next step forward was to buy "GIS", the Beverly Blanik, which was declared surplus to requirements, and to settle into a pattern of regular flying.

After the Tripacer was destroyed by fire Viv Chappell obtained a Cessna 182 allowing operations to recommence. Flying camps were conducted at Northam Airfield with accommodation being provided by the Army at the unused camp at Spring Hill or at the camp at Northam.

The late AIRTC Wing Commander Don Ende bought an Auster for aero towing and was used by the No.16 Flight for that purpose. Viv Chappell decided to cease operations so the Flight purchased the hanger, which the Flight now occupies.

The Flight was further enlarged by the purchase of a third Blanik from the Pearce Gliding Club, and is the one in which No.16 Flight began its flying so many years ago.

Note:

It is most evident that the success and development of No.16 Flight has been through the assistance of so many un-named people, many of whom were not members of the AIRTC. (L.J.Editor)



16 Flight

WAAIRTC

Glider Training Book



## **No.16 Flight**

by

## **Ft. Commander Mike Coates**

No.16 Flight was created with two main objectives. The first is to provide "hands-on" experience for all Cadets with the Squadron, while the second is to provide flying training for as many cadets as possible subject to the limited resources available to 16 Flt.

16 Flt began, with a Blanik (GPV) obtained from Darwin, flying out of the Northam Air Field. Flying training and air experience flights were flown principally by FLGOFF's, Mac Dougall and M. Walker. Viv Chappell's Cessna C180 was used as the tug.

A second Blanik (GIS) was purchased from the University of WA Gliding Club, paid for by several raffles organized by FLGOFF Peter Fardon and FLTLT Colin Houghton.

In 1984, FLTLT Fardon attended the Glider Instructor's course held at Cunderdin at Easter, and became an Assistant Flying Instructor. Michael Coates and CPL Aaron Duff also attended this course, the former through the AIRTC & the latter through the Pearce Gliding Club, and joined the regular gliding staff of No.16 Flight.

Two week long Annual Camps were held at Beverley during the January school holidays, with a fresh intake of Cadets for each week long course. Approximately ten Cadets were selected for each course, and generally half went solo during the course while the rest achieved solo standard during the following training days in the new year.

During 1985, both M.Coates & CPL A.Duff attended an Instructor's Upgrading Course during Easter, becoming QFI's (qualified flying instructors). This entitled them to send students on their first solo, but more importantly enabled them to run a gliding day, so taking the load from FLTLT Mac Dougall, 16 Flight's Flight Commander, CFI (chief flying instructor) and Tug Master as well.

At this time, FLTLT Mac Dougall, PLTOFF Coates & Mr Tony English purchased the Astir, a single seat fibre glass glider, from the Pearce Gliding Club. The last of the 10 shares was held by WGCDCR Don Ende, the CO of the WA Squadron AIRTC. WGCDCR Ende also became an AFI (assistant flying instructor).

Following the 1986 Gliding Course, again held at Beverley, FLTLT Mac Dougall passed on the CFI's position to PLTOFF Coates, but remained FLTCDCR and Tug Master. Mr Alan Derwort and former CDTUO Alan Yeo joined 16 Flight, helping out as required. The Squadron finally took possession of the Auster KCG in June, following an accident (prior to being purchased by the AIRTC) on the ground in which a strong wind gust flipped it onto its back. This delayed its introduction to 16 Flight by a year. In the interim, several aircraft were used (a Supercub & another Auster for

example), as well as a period at York using Cunderdin's winch. In late 1986, Ben Firkins arrived from Britain, where he had been a member of the RAF AIRTC.

The 1987 Gliding Camp (GPC 11 & 12) was held at Northam for the first time, with accommodation being provided by the Army at their Spring Hill Camp. An additional course (GPC 13) was held in July, although it was very small.

1987 also saw a number of major personnel changes. FLTLT Mac Dougall resigned from the AIRTC after many years of service. In recognition of these years of service, and to acknowledge the fact that it was FLTLT Mac Dougall who began and sustained No.16 Flight through its early years, 16 Flight would name their Flying Scholarship after Wally. The inaugural "Wally Mac Dougall Scholarship" was awarded in 1992, and at least one will be awarded each year.

FLTLT Mac Dougall's place as FLTCDR was taken by FLTLT Adrian Stoffels. FLTLT Fardon & Mr A. Duff also left 16 Flight at this time, leaving PLTOFF Coates and a group of volunteers from the other gliding clubs (Graeme Clinton, Jim Payntor & Keith Moffatt in particular) to continue with operations. However, Ben Firkins became an AFI during the year, easing the workload. AC Derwort began his Instructor training later in the year, while AC Yeo began a gliding maintenance course, with the aim of 16 Flight having its own maintenance section. PLTOFF Stewart also joined us as an AE Instructor.

The last of the January gliding courses (GPC14) was held in 1988. It had been found that the weather tended to be unfavourable for ab initio training, with many days being lost due to strong cross winds. It was intended to have two courses, each a week long, with one in April school holidays, and the other in October. The first of the Aeronautical Instructor Courses was held in April, designed to improve the general standard of instruction in the AK (aeronautical knowledge) courses at Flight level. These courses involved subject matter lectures, instructional technique lectures, as well as a few instructional flights to demonstrate the practical aspects of the theory. The first of the October courses (GPC15) was held in 1988, with PLTOFF Derwort attending as 16 FLT's newest AFI. LAC Yeo completed the form 2 course, enabling him to inspect, and maintain gliders. Another member to join 16 FLT, was FLGOFF Lindsay Hale in the position of Chief Ground Instructor. This position deals with all the non-flying aspects of 16 FLT, thus freeing the Flying Staff from these duties.

Initially, 1989 continued to show growth, with one of our former cadets returning to 16 FLT, after some year's absence: AC Graham Lonergan gained his AEI (Air Experience Instructor's) rating during the early part of the year. During GPC16, held in October, one of our regular tug pilots (Graeme Cronin) soloed in gliders. Another tug pilot to join our ranks was Kate Steinitz, whose husband, an



experienced gliding instructor, would soon be leaving Britain to join her. In the early part of the year, ACW Parker, another of our former cadets, gained her AEI rating, while in the latter part of the year, AC Marsh, another former cadet, gained his Qualified rating. WGCDR Ende also continued to instruct, having his Qualified rating, but with his work commitments, he was not often available. Also assisting 16 FLT as AFI's were Peter Maddren, and Rev. Father Dean Griffiths, becoming regular helpers with the appointment of a new C.O. WGCDR Spiro in 1989.

1990 was a year of considerable change for 16 FLT. SQNLDR Stoffels was promoted to that rank at the start of the year and took up the position of Staff Officer Flying Training Operations (SOFTO). His place as 16 FLT Commander was taken by FLGOFF Hale. But before the year began in earnest, the Squadron was rocked by the untimely death of WGCDR Ende in a flying accident, robbing the Squadron in general and 16 FLT in particular of one of their tireless workers. To commemorate the services of Don Ende, the C.O., the Squadron initiated two flying scholarships each year, to be called the "[Don Ende Scholarship](#)". Two of these are awarded each year, one for each of the gliding courses. They are awarded to the Cadet who gains the highest mark from the Interview Panel, assessing the Cadet not only on academic excellence in aeronautical knowledge, but also on the general bearing of each cadet.

During the year, 16 FLT lost some other stalwart members. PLTOFF Derwort & CPL Yeo resigned for personal reasons. Both Allans had been tireless workers, always helping out where possible, and invariably were at the airfield. They both would be missed at 16 FLT. Also leaving was PLTOFF Parker, again for personal reasons. She had given sterling service over the short time she had been with us. To balance these losses, two new people joined 16 FLT. Mr Henry Egan joined his wife (Kate Steinitz, one of our regular tug pilots) and while he joined the Narrogin Gliding Club, he regularly gives of his time to 16 FLT. From Switzerland came Bernie Hurzeler (to undertake studies at the University of W.A.). He quickly gained his AEI rating. Later in the year, PLTOFF Hans Schneiker joined us, quickly gaining his AEI rating as well. The year saw the regular gliding courses established, with GPC17 held in April & GPC18 in October.

On the maintenance side, Bill Foster arrived from the Pearce Club, replacing the loss of Allan Yeo. At least 16 FLT could continue performing its own maintenance of our aircraft. This was especially necessary in that 16FLT had purchased its third Blanik (GFS) from Pearce. With three gliders to maintain, it was essential that a regular maintenance scheme be initiated. The training for this was to begin in the next year.

1991 saw the stabilization of staff, with the only change in FLGOFF Coates passing on the mantle of CFI to PLTOFF Firkins, whilst taking on the responsibility of Flight Commander. FLGOFF Hale had left 16 FLT earlier on taking up a teaching appointment at Karratha. PLTOFF Schneiker, in addition to becoming AFI, also took the Form2 course (maintenance) so that he could assist Bill Foster. Following the first part of the two- year course: one intensive week in one year, followed by a second week course the following year. This allows a year of experience under supervision to be gained, he took the position of ENGO (Engineering Officer) for 16 FLT.

GPC 19 & 20 were held in April & September, with GPC 20 being the biggest course to present: 18 Cadets, 5 Gliders & two Tugs, held in two sections, one going to Cunderdin & the other remaining at Northam. However, it was found that this course was too big, with difficulty in providing follow up training.

1992 begins with further consolidation, with PLTOFF Schneiker attending the second part of the Form2 Course, enabling him to be authorized to undertake maintenance independently. Also helping in the side were CPL Alex Porrock & CDTCPL Carl Ende (nephew of the late WGCDR Ende, his father Jan had become one of 16FLT's stalwart Tug Pilots). It is planned for Alex & Carl to attend the first part of the Form 2 Course later in the year.

GPC 21 was held in April, with 13 Cadets attending. The inaugural "Wally Mac Dougall Scholarship " was awarded for this course. LCDT Stone of No.1 Flight was the first recipient of this scholarship. This course was also the first in which every student went solo during the course!!. No less than nine first solos were achieved in ONE day, a record that may stand for some time.

### Catering

The onerous task of catering for this camp was taken on by Mrs J. Derwort and her Aunty Lyle, as it had been for several years previously, ever since her son Noel had been one of 16 FLT's Cadets. Jenny continued on when Alan became a 16 FLT Instructor, and still does today. The efforts of both Jenny & Lyle must not be forgotten, as through these efforts, the Gliding Camps ran smoothly.

The future looks promising for 16FLT. In the pipe line, initiated by WGCDR Spiro, is a move back to Pearce Air Base. Our Instructor ranks are presently stable, and our maintenance section is strengthening. We will continue to provide air experience flights to all Cadets in the Squadron, and provide flying training to those who wish to become pilots. Many of our ex-Cadets are in the Permanent Air Force, flying Hornets, Hercules, etc, having had their first taste of freedom in the front seat of a No.16 Flight Banik.

**Flight Commander Mike Coates.**

## WAAIRTC Flying Scholarships

In memory to the late AIRTC Wing Commander Don Ende, who had served with distinction in the RAAF No.34 Squadron, and tragically lost his life (1990) in an aircraft crash, the Air Training Corps here in Western Australia at the direction of the C.O. created the:

### "Wing Commander Ende Flying Scholarship".

#### Successful Cadets

GPC 19 LCDT P.Harrison B154203 No. 1 Flight 1991  
 GPC 19 CDT CPL C.Poultney B154180 No. 1 Flight 1991  
 GPC 20 LCDT I. Dovana B154247 No. 3 Flight 1991  
 GPC 21 CDTSGT S.Marshall B153860 No. 1 Flight 1992

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### "Wally J.Mc'Dougall Flying Scholarship

This scholarship has been created in recognition of the part played by ex AIRTC Instructor, Mr Wally McDougall as the Founding Instructor of the AIRTC Gliding Club. This Club then evolved into the present No.16 Flight Flying Training.

#### Successful Cadet

GLP 21 LCDT C .Stone B154748 No.1 Flight 1992



**No.16 Flight WAAIRTC.**



No.16 Flight is an enthusiastic crowd, especially during their sessions operating out of the Northam Strip.



Early start is the only way to maximize the daylight hours during the Glider Camp. Camps have been held at Serpentine, and RAAF Base Pearce.



Team work is the essential ingredient in preparing aircraft for the Tug. Every one therefore benefits. On one occasion a record was set for the greatest number of take-offs (78) in one day.

## **Disbandment of the A.T.C.**

in

### **Western Australia**

It came as a shock to A.T.C. Instructors, while attending a Cadet Camp at RAAF Base Pearce, during August 1975, to read in the daily news paper," The West Australian" that the Cadet Corps training throughout Australia was to be discontinued.

The Department of Air itself was to be also abolished along with the six University Squadrons. All RAAF Personnel, facilities, stores and supplies were immediately withdrawn after the A.T.C. Headquarters were notified on the 30th September.

Letters appeared in the newspaper condemning this action taken by the Commonwealth Government as well as protests by Cadet groups.

Cessation of a very active Air Training Cadet Corps caused considerable consternation and bewilderment for the ensuing months.

**The result of an election in December 1975 saw a new Commonwealth Liberal Government installed in Canberra (Jan/Feb.1976) and the Disbandment Order was withdrawn.**

The ATC continued on in a limited basis with no new Cadets to be enrolled. Here in W.A. morale was at a low ebb with some Cadets and Instructors resigning and Cadets, who reached 18 years of age, having to leave. No Annual Cadet Camps took place.

**This uncertainty would continue until 3rd November 1977 when the Act No.138 designated eligibility for the AIRTC came into being.**

Since that time the AIRTC has expanded and developed through the efforts of the Parent Support Groups, Flight Instructors and Squadron Headquarters Staff.

With the **50th Anniversary Celebrations of the Air Training Corps in 1991**, the general public saw evidence of the very high standards exhibited by Cadets in the successful **West Australian Wing Parade** held at Leeuwin Barracks on Saturday 31st August, followed by a March through the City of Perth and a Church Service at St George's Cathedral on Sunday 1st September, all indicated the proficiency and size of the AIRTC in our State. Cadets were brought from the country centres of Albany, Bunbury and Kalgoorlie to combine with the metropolitan Flights.

The RAAF commitment to AIRTC was ably demonstrated by the attendance of ACPERS-AF Air Vice Marshall G. Neil (former OCPEA) to review the Wing Parade at Leeuwin.

Hopefully, in the future, the growth and support by the Commonwealth Government will expand so that the WAAIRTC is able to meet the needs of the youth of our State of Western Australia.

**L. R.Jubbs**

# GOVT MAY SCRAP SCHOOL CADETS

CANBERRA: The Federal Govt may scrap all school cadet units.

The Defence Department has been asked to report on whether the cost of cadets for the three services — more than \$12 million a year — could be better spent in other defence areas.

The Defence Minister, Mr Morrison, is expected to recommend abolition of the cadets if he is not satisfied they have a strong military value in the defence of Australia.

There are more than 35,000 boys in Army Cadet Corps, 5700 boys in the Air Training Corps, and 2000 Naval Reserve Cadets.

If the cadets are relieved they may switch departments—from Defence to the Department of Tourism and Recreation.

The move is a result of cost-cutting attempts in the current Budget dis-

cussions and a report on army cadet corps prepared for the Government last year.

The report, by Dr Tom Millar, director of the Australian Institute of International Affairs at the Australian National University, recommended the retention of the army cadets system with modifications.

There have been school cadets in Australia for more than 100 years.

In June, 1973, the then Defence Minister, Mr Barnard, moved to ensure that all cadet units were composed only of volunteers. He directed that if a school made service in its cadet unit compulsory, army support would be withdrawn.

But a month later, Mr Barnard modified his stand and made the parent or guardian responsible for deciding whether a cadet was to continue serving.

On the latest figures available, for 1973-74, the Army Cadets cost \$6.1 million for the boys and \$3 million for 350 army staff to organise them.

The Air Training Corps cost \$1.7 million, plus capital equipment.

Navy cadets cost about \$400,000.

The Millar committee estimated that between six and 12 per cent of navy cadets joined the RAN, and about seven per cent of air force recruits had an ATC background.

More than 50 per cent of entrants of the Royal Military College, Duntroon, were former cadets and about 35 per cent said that cadet service had influenced them to apply.

But the Millar report also told of youths who had been deferred from any form of military service by their cadet experience.

PERTH MONDAY AUGUST 4 1975

The first news that the WAAIRTC received was through this press release in the "West Australian".

## **EX - W.A.A.I.R.T.C. Instructors' Association**

In 1986 there were 406 ex-A.T.C. Instructors, some of whom had served with the AIRTC for up to 30 years, decided to form this Association. Many of the Instructors had been in the Air Crew of the RAAF during WW2 and as Instructors, were placed on the RAAF Reserve. At the present time the ex Instructors number some 517.

An incredible number of post war Cadets must have come under the guidance of these dedicated Instructors. It has been estimated that some 21,500 Cadets have passed through the WAAIRTC since 1949.

Several times a year there are formal gatherings but many still have personal and regular contact. As always their interest and concern is for the development and well being of the AIRTC in this State of W.A.

**Details supplied by Mr Peter Hummerston, ex FLT Commander.**



**W.A.SQUADRON  
AIRTC**

**CADET  
REFLECTIONS**

**OF**

**1991**

**Air Training Corps**  
**CADET**  
**Contributors**

<b>Rank</b>	<b>Name</b>	<b>Flight</b>	<b>Subject</b>
CDTFSGT	Renee Arnold	No.3	"Swetman Trust" U.K.Visit
CDTUO	Nerida Kelly	No.3	Scholarship. Australian Defence Force Academy.
CDTSGT	Riddle	No.14	Gliding
LCDT	Littlejohn	No.14	50th Anniversary Camp, Canberra
CDTCPL	D.Guillaumier	No.14	AIRTC Flying Competition
CDTCPL	Livingston	No.16	Pilot Training Course
CDTCPL	M.E.Pearson	No.2	Air Experience Flight
CDTSGT	Ian C. Morgan	No.14	Camp Wandering
CDTFSGT	M. Patterson	No.2	S.N.C.O. Course No.15
CDTCPL	D.J. Schneiker	No.14	International Exchange
CDTSGT	D. Middlemass	No.14	Air Traffic Control Course
LCDT	A.D'Alessanbro	No.3	My First Solo Flight
CDTCPL	Vaness Sanford	No.	15 Ambition...Pilot
CDTUO	Nicholas Dodd	No.3	Flight...Flying Camps
CDTUO	N.H. Clarke	No.14	Fieldcraft Competition



### [CDTFSGT Renee Arnold with British A.T.C.](#)

On the 21 of July 1991, I left Perth for London, as the first recipient of the "**Swetman Trust**". Mr Ron Swetman, (ex RAF) set up the prize to give Cadets the opportunity to experience the British Air Training Corps.

I was met at Heathrow Airport by a representative of the Royal New Zealand Air Force, FLTLT Debbie Fellows, who is currently attached to the British Air Training Corps on an exchange programme. My first five days was spent billeted with Air Training Corps families where I paraded with No. 323 Squadron (Epsom & West Ewell) prior to travelling to Royal Air Force Base Conningsby, where Tornados are based.

The following 8 days were, perhaps the highlight of my trip. RAF Conningsby is approximately 4 hours drive north of London, in the heart of Bomber country. On the second day of Camp I travelled from RAF Conningsby to RAF Newton, where Cadet H.Q. is situated. I was driven by Flight Sergeant Gawley. He was very keen, pointing all the sights along the way. We passed RAF Cranwell, which is where the Royal Airforce College is located. They were preparing for a Graduation Parade to be reviewed by the Princess of Wales. We then stopped along side of the road of RAF Syerston, which is where all the ATC Gliders and some of their powered aircraft are based. After spending an hour at RAF Newton speaking with Squadron Leader King and then a Group Captain we travelled back to RAF Conningsby passing RAF Swinderby (school of recruit training) before visiting RAF Scampton, where the Red Arrows are based. I sat in one of the cockpits and was shown all around the hangers.

The following day I was introduced to the British Style of Drill, which varied in some ways from ours. The Australian Uniform attracted attention as I moved about the Base, being so different from the British. Being "Bomber Country" as it is often referred to by the locals, RAF Conningsby is host to The Battle of Britain Memorial Flight, which consists of 2 Hurricanes, 5 Spitfires and 1 Lancaster. It is not a museum as all aircraft are fully operational and fly around to different parts of the country on weekends for Air Shows and Displays.

On the 31 July I visited the Tornado combat simulator where I was shown, and then practiced aerobatics and some combat manoeuvres for 2 1/2 Hours. In the afternoon of the same day we went shooting at the range firing L-98 and .22 rifles, and ended the day with a full scale night exercise.

In the final 3 days of Camp I experienced what it was like to do aerobatics in a Chipmunk, polish bomber the bomb-bay doors of the Lancaster, and take part in a Drill & Sports Competition (of which our Flight won both). The Camp ended with a barbecue and a game of bowling.

On the last day of Camp I travelled from RAF Conningsby to RAF Coltishall where I stayed for a day, before returning to Middlesex Wing. In the week I spent at Middlesex I visited No. 94 Squadron (Feltham) No. 86 SQN (Hounslow) and No. 267 SQN (Twickenham). On one weekend I attended No. 267 SQN Band practice under the instruction of SQNLDR Timms.

I returned to stay with No. 323 SQN for the final 4 days of my trip. I visited their SQN again and on this occasion participating in Self Defence Lessons. The remaining days were spent visiting the Royal Air Force Museum at Hendon, and spending time in London and nearby tourist attractions.

It was a tearful goodbye as I was farewelled at the airport by the many wonderful friends I had made during my stay. My trip is full of so many memorial experiences, I enjoyed every moment of every day and I am very grateful for the opportunity to have gone.

**CDT.Flight Sergeant Renee Arnold**

**No. 3 Flight Fremantle. ...1991**

## AUSTRALIAN DEFENCE FORCE ACADEMY SCHOLARSHIP

**1991 Year 12 Awarded to**

**CDTUO Nerida Kelly**

of

**No. 3 Flight Fremantle**

The R.A.A.F. Sir Richard Williams Scholarship is given out to five (5) Year 12 students, each year, attending schools in W.A., who are interested in joining the Australian Defence Force Academy with the R.A.A.F.

It is valued at \$1000 and is "non-binding" which means that it doesn't guarantee your entry into ADFA, however, if you decide not to join the Academy, you do not have to pay it back.

It is "free" money, in that you can spend it on what ever you want, however most RAAF applicants usually spend it on flying.

To apply for the Scholarship just ask at the RAAF Recruiting Office in the city, during December of Year 11, or January of Year 12 and they will give you the necessary forms to complete.

Once that is done, a letter is sent in early March to advise you of your interview and medical times, which usually take up a whole school day.

On the day, you are given both a fairly stringent medical, and two interviews, one with a Recruiting Officer, and one with a Psychologist (and this is the most gruelling of all!)

If you dress presentably, and appear confident, (even if you really are shaking in your boots) and motivated to join the RAAF, then you are in with a chance.

I recommend that anyone interested in joining the ADFA should try out for it because you can't lose anything by trying, and its great having an extra \$1000 to spend on flying!

**CDTUO Nerida Kelly**

Note:

The names of the other four successful applicants are not available from the Recruitment Office, Perth. (Editor)

Year 12 Scholarship:

The purpose is to assist students to continue at school during the final year of secondary schooling in order that they may achieve the educational standards required for entry to the DEFACAD. (Editor)

## What is Gliding?

Gliding defined is the art of Flying without the assistance of an engine. Gliding to me, however, is many things. It means waiting for the right weather, waiting for an aircraft to be made airworthy, waiting for my turn to fly. You may be now thinking that gliding is boring, unrewarding sport, however, after all the waiting it is my chance to fly. I do my checks, strap in, launch then release and I am free; I can turn where I like, how I like. All the worries I had on the ground have remained on the ground. Then I realize that the one drawback with Gliding is that I must land at some stage, but back on the ground the feeling of freedom still lingers.

I learnt to fly and still fly with WAAIRTC Gliding Wing (16 Flight).

**AC. Derwort.**

## Gliding

If I were to make a statement about flying then it would be that it is hard to describe, but easy to enjoy. One thing that sets it apart from other sports is that you have to trust what you can't see. To be able to enjoy Gliding and the many advantages it offers, you have to have two attributes; these being determination and a bit of spare cash. Once you have those you are well on the way to obtaining your "Wings".

As a glider pilot I find it hard to remember how important gaining wings was to me. As I recall, the main reason was to equal my brother, who at the time had his wings and was at the level of Cadet Corporal. To cut a long story short, I qualified for the 1989 gliding camp and flew solo in Blanic GIS shortly after the camp.

Currently I am flying with Cunderdin Gliding Club, directly involved with GCWA and recently the AIRTC too. So if you are pursuing a future in aviation, or just an enthralling experience, then I highly recommend that you apply for a gliding course. I am confident, that, if you have the qualities it requires, and then you can look forward to an exciting future of sailing among the clouds.

**CDTSGT Riddell.**



## **AIRTC 50th Anniversary Parade in Canberra**

The Air Training Corps, which was formed in 1941, celebrated its 50th Anniversary parade at RAAF Base Fairbairn in April. In the parade were 409 Cadets representing every Squadron in Australia, including 35 West Australians.

Cadets were selected to take the exciting step - an adventure - into the world of drill, drill and more drill. The entire Perth contingent congregated every Thursday night for a month preceding the parade. We were completely fascinated by the parade procedure (all 26 pages of it) until our faithful friend WOFF Brown, kindly advised; "You have to know every single command in this procedure!"

Finally, Sunday 21st April came. Completely nervous about the week to come, the Perth Cadets stepped aboard the luxurious RAAF bus to travel to Pearce Base. The following morning saw 25 male and 15 female Cadets in our "goons" to face an enthralling day of drill- rifle drill. Early on the Tuesday morning 11 Cadets of the "Escort Party" flew to Canberra with WOFF Brown, to attempt to gain the more prestigious positions in the Parade. CDTSGT Yeo eagerly gained one of those positions and travel to Canberra was by Hercules and Caribou - obviously not the most comfortable combination. The remaining Cadets awoke on a very chilly Wednesday morning only to be greeted by: "Get used to it Cadets, this is warm!!"

We had travelled to Canberra on a RAAF Boeing 707, stopping at Adelaide to pick up the South Australian Cadets.

Around the dinner table that night we heard a rumour that all the late comers, which happened to be most of the WA and SA Cadets, were to be in the "holding Squadron". Knowing that the holding Squadron was for Cadets that weren't so good at drill, we were rather annoyed. However, the following morning, it was discovered that WOFF Barrett, (RAAF WOD), had other plans for the SA and WA Cadets.

We all had a five minute warm up with rifles, experiencing heart failure when we had to shoulder arms with just our right hand (amazingly enough only one rifle was dropped). Then came the big test, in which WOFF Barrett gave the commands, and through an elimination process, chose the top eight Cadets. Not surprisingly of course they were all from WA.

For the vast majority of the time (well basically all day) rehearsals for the parade were conducted. As it seemed, the all-too-common phrase still applied: "Rain, hail, snow, sleet....the show must go on". However it wasn't really these elements that were the most troublesome, it was the minus 7 degree nights, which added slight complications (both to physical and mental health).

Saturday 27th April arrived, and many visitors, guests and dignitaries flooded in to watch this historic event. From our side, adrenalin was pumping as the RAAF Central Band began to play and we marched off in time (for once!). Marching up Amberley Avenue to Waltzing Matilda gave all of us a sense of pride and self-satisfaction which was welcome relief from the nerves. Excluding a very slight hiccup, the Parade proceeded smoothly and successfully.

In fact, during the half hour we were made to stand at attention, the Band were obviously feeling sympathetic, and hence played such themes as "Play School", "Thomas the Tank Engine", "Thunderbirds", "Rocky", and the wonderful mellow tune "Sailing", as a pleasant relief.

All the WA Cadets toured, due to the efforts of SQNLDR Crosbie, the beautiful city of Canberra at night, seeing such places as Parliament House, the War Memorial Museum, and the City Centre from Black Hill. However the highlight of the evening was undoubtedly a "homely dinner"- at McDonalds!.

Sunday saw us packing and departing Canberra on a Boeing 707. Canberra, however, was an unforgettable experience, where many new friendships were made and many memories founded and we all expect to return for the Centenary Anniversary in 2041.

### **LCDT Littlejohn**

**AIR TRAINING CORPS 50<sup>TH</sup> ANNIVERSARY CAMP  
AT  
RAAF BASE FAIRBAIRN, CANBERRA, ACT  
APRIL 1991**



**5th Row** : CDT CPL Kanapenski, LCDT Roberts, CDT CPL Hardwick.

**4th Row** : CDT CPL P.Smith, CDT SGT Armstrong, CDT SGT Guilfoyle, CDT CPL Fitzgerald, CDT CPL Noonan, CDT CPL Arbery, LCDT Littlejohn, LCDT Zuvela, CDT CPL Collins, CDT SGT Lewis.

**3rd Row** : LCDT McMahon, LCDT Davies, CDT CPL K.Smith, CDT FSGT Marshall, LCDT Dicey, LCDT Shackleton, LCDT Dale, LCDT Madden, CDT SGT Yeo, LCDT Siefken, CDT CPL McEwan.

**2nd Row** : LCDT D'Alessandro, CDT SGT Hanson, LCDT Pariesse, LCDT Pearson, LCDT Gonsalves, CDT SGT Francis, CDT CPL Tomsic, LCDT Ashen, LCDT Keyte, CDT CPL Hollingshead, CDT SGT Tyler.

**Front Row** : CUO Middleton, CUO Peel, CDT WOFF Quirk, WOFF(AIRTC) Brown, SQNLDR(AIRTC) Caldera, SQNLDR(AIRTC) Crosbie, FLTLT (AIRTC) Kenny, PLTOFF(AIRTC) Dandy, FSGT(AIRTC) MacKay, CUO Williams, CUO Osborne

## 1991 AIRTC Flying Competition

The first event to mark the AIRTC 50th. Anniversary was the Flying Competition held at RAAF Base Williams, in January from the 15th to 18th.

WAAIRTC sent 4 Glider Pilots: CDTSGT Timothy Gale of No.1 Flt. CDTSGT Jason Shapcott of No. 3 Flight, CDTSGT Ian Morgan of No.14 Flt, and CDTCPi Daniel Guillaumier of No.14 Flt. Our Power Pilot competitor was CDTUO John Humrich of No.14 Flight.

Our "baby sitters" were FLGOFF Stewart, PLTOFF Firkins, and PLTOFF Lonergan.

All competitors left Leederville at 7.30 for RAAF Pearce where we boarded a packed C-130 Hercules for a 5.5 hour trip to RAAF Edinburgh in South Australia. After looking at their flight line for 40 minutes, we re-boarded the Herc. for another 2.5 hours to RAAF Richmond, in N.S.W. After another hour stop-over we boarded a HS748, for a 2.5 hour flight to RAAF Williams. Yay! It was 2300 Victorian time - and we had just got there, having visited 4 RAAF Bases, 4 States, and flown 10.5 hours in 2 not very comfortable aircraft.

Upon arrival we were split into power and gliding teams. We neither saw nor heard from the power pilot until the end of the 3 days. The power pilot was carted over to RAAF Point Cook to fly in the RAAF Initial Training aircraft, the CT -4.

The gliding operations showed the precision and organization of a typical AIRTC Course, Victorian style! A few kind words from our WA Instructors soon smoothed operations marginally. Each State Team (of which there were 6) were assigned to a "foreign" state's Instructors, who would assess their flying ability. We were assessed in General Flying, Aerobatics, Navigation and Landing technique.

Have you ever wondered what it would be like to do a carrier launch? Look no further than Winch Launching. Imagine a steel wire about 5mm in dia. over 1 km long, connected to a winch driven by a V8 engine. Connect this to the belly of your glider and you have a very serious speed! The first time I saw it happen my jaw dropped. Watching a glider climb to 1500 feet in 20 seconds, with an angle of attack of about 50 to 60 degrees is simply incredible. Being inside the glider doing it is better. Glider pilots aren't used to high angle attack, but this thing provided so much excitement that I laughed the whole way up to 1800 feet.

The other strange experience I encountered was the Motor Faulke powered glider. This thing gives definition to the word non-aerodynamic. It had the flying characteristics of your average house brick. Nevertheless we flew it, and even did some touch and goes, only without the touch. When we got to about 5 feet from the ground we had to power up and climb out to avoid hitting the propeller on the ground. The only time this glider actually glided was on landing, all other flying was with power on!

Something I missed out on was aero tow launching, where a powered aircraft tows the glider into the air. I wasn't too worried about this, since this is the launch method we use at Northam. Another reason I wasn't worried is that the powered aircraft could hardly get itself into the air. It literally took about 20 minutes to get a glider to the same height that the winch got to in 20 seconds!

Morale within the W.A. Team was fantastic, and every night we stayed up to either order a pizza or eat a cold 2 day old chicken roll from Chicken Treat. The problem was that we stayed up until 3am eating, and we had to get up at 6am!

Before leaving we got to see RAAF Point Cook Museum, and aided the Victorian economy with many purchases. We left RAAF Williams on the 18th Jan. and caught a Qantas 747, 300 series for Sydney. The night was spent in Sydney, and we left for Perth International on a Qantas 767 at about 2am W.A. time. The 5 hour trip went quickly since everyone was sleeping, and upon arrival in Perth we all went home and slept for a week.

All in all, it was a terrific opportunity to meet fellow Cadet Glider Pilots from other States, and give their aircraft stress fractures - all for free!

**CDTCPL Daniel Guillaumier.**



## No. 16 Flight Pilot Training Course

Twice a year No.16 Flight AIRTC organizes a Camp for the Cadets to participate in a nine day pilot training course in gliding. These courses operate at Northam Airfield. Cadets who are aged 15 years and above, and have passed Basic Training are invited to attend. Once an application has been submitted the Cadets must face a Selection Board. If selected, Cadets are notified, and are advised of the intense course programme together with an application fee of four hundred and fifty dollars.

Once the Camp has started Cadets are briefed on the Course outline and begin flying almost straight away. Flying is continued throughout the week with lectures each night.

The Camp was very enjoyable and well worth the money. I thoroughly recommend this course to anyone who has ever dreamt of flying.

### **CDT.CPL Livingstone...1991**



During a Flying Camp team work is essential for a successful Glider launch.



## **An Air Experience Flight**

The day started when we arrived at Northam, the Cadet Gliding Field, which is also home to a number of private clubs, which regularly fly there.

As soon as we arrived we were hustled into a hanger and given a brief course on ground operations including moving gliders, the role of the wingman, ropeman, and relay.

We moved the gliders out of the shed to next to the runway. Some Cadets were given jobs to do: timekeeper, wingman etc. I was lucky enough to be ropeman for the first flight.

As I squatted at the nose of the glider holding a rope with a large and small ring on the end of it I saw a signal given by the pilot to commence the checks.

"Canopy!" I shouted.

"Down and locked," came the reply.

"Air brakes!" I shouted again.

"Away and locked," shouted the pilot.

"Big ring. Big ring."

"Open," I held my palm in the air and placed the Big ring into the hook. "Closed," I clenched my fist in the air. "All clear above and behind," I shouted. I jumped up and ran to the edge of the runway.

I stood and watched as the wingman signalled to the relay, who then signalled to the Tug to take up the slack and finally moved all out.

A few flights later it was my turn. I climbed into the glider and fastened my harness and tried to listen as the pilot went through his Flight Checks. The procedures were repeated and soon we were accelerating down the bumpy runway. As soon as we lifted off a smoothness gripped the glider and we began turning behind the tug gaining altitude. At two thousand feet I was asked if I wanted to pull the release, nervously I did and we banked sharply left. I felt an amazing smoothness out of the wash from the tug's propeller.

I was asked if I would like to do some turns and grabbed the opportunity while it lasted. After demonstrating positive and negative G's and a few other tricks we were down to one thousand feet, time to join the circuit. We entered the down wind leg and completed a pre-landing check trimming for fifty knots. We turned 90 degrees onto Base Leg and soon turned another 90 degrees onto Finals. Suddenly I felt a sharp drop and looked out to the wing to see the air-brakes extended. We dropped again and then glided into land on the gravel runway. I jumped out while the ground crew buzzed around the glider. I was exhilarated, ending one of the best experiences of my life.

**CDT.Corporal M.E. Pearson.**

**No. 2 Flight Wanneroo..1991**

## **Camp Wandering REPORT**

This is a Report on the NCO Leadership Camp, conducted by No. 14 Flight, from the 15 March to 17 March 91. This exercise was conducted on a farm at Wandering, approx. 165 kms south-east of Perth.

To start the Camp off, we had an un-planned, informal, but much needed talking session amongst the NCO's. I also believe it would help the NCO's to work better if these sessions were continued. It was my intention to also have such a session at the "Debrief" session. This has since been implemented.

One of the Aims of the camp was to teach the NCO's of 14 Flight to be better NCO's in the field and around the Flight. I believe this Aim was achieved with great success. Due to the training received on this Camp, I am now much more confident of my Bush Skills, especially Navigating. I feel that the troops will now have much more confidence in their NCO's, building morale of the Flight.

Speaking of the Flight, I believe that many of the group activities conducted on the weekend, such as softball games and the tent competition, are morale building and should be used more often to build the morale of the Flight. Also, these activities can be used to teach the Cadets and let them have some fun at the same time, as was proven by the race to pack up the 11' by 11' tents.

One issue that came up on the Camp that I feel must be mentioned is the choice of head wear in the bush for the NCO's. Although I really dislike wearing the giggle hat, I was thankful that I could. This is because I, for one, burn very easily and need protection from the sun. The baseball type caps and the beret do not offer much protection from the sun. Even after wearing my giggle hat all weekend, and applying several coats of sunscreen, I still managed to get sunburnt. As I have already had one skin cancer removed, I feel that the NCO's should wear slouch hats out in the bush. My reasons for this are that they offer much greater protection from the sun, and they look a lot more "gung-ho" than the berets do. As 14 Flight NCO's have always worn slouch hats while I have been in the Cadets, I feel that there is no reason why we cannot wear them as the NCO's hats.

This Camp was on all accounts quite enjoyable and very constructive. Due to this camp, I believe, that the NCO's of 14 Flight will only improve on themselves and strive to reach the "highest standard".

**CDTSGT Ian C. Morgan, 14 Flight.**

### S.N.C.O. Course No. 15

I am currently a CDTFSGT and have been in the Air Training Corps for just over 2 years and 7 months. I was on the Senior Non-commissioned Officer promotional course at the beginning of this year. I would certainly have to say that it was the toughest, most strenuous exercise in the AIRTC, and it ran for 15 days (9 Jan. to 23 Jan.1991)

Any servicemen or servicewomen on RAAF Base Pearce during this period would have witnessed 3 Flights of ambitious CDT CPLS marching around and doing drill in temperatures of around 40 degrees C while carrying a 4.8 kg, self loading rifle (unloaded), known to anyone in a military uniform as a L1A1 S.L.R.

We had arrived at RAAF Pearce around 1830 hours on Jan.8th, unloaded the bus and formed up in Flights outside our quarters. We were then put, in random order, into 3 equal Flights, all mixed up. The objective in mind was to meet new people and work together as "one". I was fortunate to have 3 of my home flight members in my flight. We were assigned a room and a roommate, another cadet, who would be in the same flight. Each of the 3 Flights B, C, D, (A Flight being CUO school) were introduced to our particular Instructors for the Course then to the Staff running the "show". It was then an early night for all.

SNCO Course officially "opened" on Jan. 9th, at 0530 hrs. At this time everyone got up to shower and get changed for breakfast at 06.30 hrs. After breakfast we marched to the PBR (Pilots Briefing Room) for a series of briefings from the Detachment Commander SQNLDR R.B. Hale; TRNGO FLTLT S.Kinsella, ADMINO FLTLT G.C. Burney, WOD S.J.Brown, and EQUIP LAC Motteram.

At 1020 hrs. we marched to the armoury to sign out for our personal rifles, which we would use for the whole Course, and then it was straight into our lectures. These were held in airconditioned classrooms away from the already scorching heat. Lectures included such things as Instructional Technique, Role of SNCO, Drill and Ceremonial, and Organization & Admin. Services.

Each day was divided into 8 periods, beginning at 0750 hrs. and finishing at 1620 hrs. Our timetable went like this: Reveille 0530, Breakfast 0630, Parade 0750- 0830, Weapons issue 0830, and then lecture from 0850 to 1215 when we "knocked off" for lunch. At 1315 we went straight back into it until 1620 when rifles were handed back for the day. We returned to our dorms. for showers and to change for dinner at 1715. After dinner was stand down (free time) which everyone looked forward to after a long hard day.

At night the Instructors would open up a small store where Cadets could purchase items, such as canned drinks, chips etc, and get together with new and old friends to have a drink together. This made the course fun as well as taking any worries the cadets may have had, either home problems or personal worries. Lights out was at 2200 and the heat was still so unbearable that we left the windows open all night, and then ironically in the morning it would be freezing cold. All this every day, along with many lectures, and the heat, oh, the heat! proved the well known phrase "when the going gets tough, the tough gets going!"

Though stressful and very demanding, the SNCO Course, was however, an enjoyable course, that is if you were like me, played our cards right, having a balance between work and fun, yet leaning a bit more towards work, and staying out of trouble. I was fortunate to have a very good roommate and a close knit Flight of Cadets, with no troublemakers. Together we "ragged" for 15 days.

Each night we would sit in the hallways of our quarters, drinking, eating, polishing our G.P.'s (General Purpose Boots), ironing our working dress (Jungle Greens), talking and listening to the radio, the Gulf War being the great attention "grabber" at the time!

The SNCO Course offered 3 instant promotions to CDTSGT going to the top 3 Cadets, at the end of the Course, with the Top Cadet receiving a flight in one of the RAAF's latest trainer, the Pilatus PC-9 turboprop advanced trainer. The Top 3 Cadets are those who achieved the highest assessable items: Tests, Reports, etc. Other Cadets either receive a Distinction, Credit or Pass depending on where they ranked at the end of the Course.

On the night of the 22 Jan. a Course Concert was held in the PBR, starting at 1845 and ending at 2030. The purpose of the night was for each Flight to put on a skit or a number of skits for entertainment. Really it was a night to have fun. Concluding the evening the Cadets, who received instant Promotions or on course promotions, were given their recognition. We were then marched back to our quarters to enjoy the rest of the stand down time, and prepare for our Graduation Parade the next day.

The highlight of the SNCO Course was the Graduation Parade, held on the 23 Jan. starting at 1845. The whole day was spent practising and getting things "touched-up" and ready. We had dinner early that day, and it was soon time to show off to our family, friends, Distinguished Guests, and the C.O. what we had learnt over the Course. The Parade included a Pipe & Drum Band, a Fly Past and the honour of having Air Commodore R. Lowry, Officer Commanding RAAF Base Pearce, as our Reviewing Officer. At every SNCO Course the Grad. Parade turns out such a performance that it shows the Cadets excellence in drill and ceremonial procedures, and this year's Course didn't fail the standard, but actually set a higher one. A get together was held after the Parade, and then when the friends, families and the Guests left, it was time to celebrate with the Cadets showering each other with water and shaving cream, all in good fun.

The last day of SNCO Course was clean up day, the rifles were stripped and cleaned (P.S. each Cadet, who had passed the rifle safety examination, held on 15th Jan., had the privilege to fire 20 rounds (live) at the 23m range on the Base. We then returned to clean up, pack and move out dressed in our 'blues' for the trip home.

In conclusion, SNCO Course really sorted out the men from the boys, but then not forgetting the women in the AIRTC. How do we say, men women from the boy girls! The course however took its toll with some Cadets falling ill due to heat exhaustion. On a lighter note, the high temperatures did cancel a field exercise scheduled in the bush of Walyunga Park when the temp hit a record breaking 46 degrees C. It also terminated the navigation exercise so instead we went for a BBQ and a swim.

SNCO Course 15 1991 was a course that many Cadets will remember. I myself, ended up with 3rd placing, receiving on course promotion to CDTSFGT. Many Cadets would agree that it takes a lot of dedication, strong will, and determination to pass the SNCO as its the major pathway to becoming a high ranking Cadet in the Air Training Corps.

**CDTFSGT M. Patterson B153894**

**No.2 Flight, Wanneroo. 1991**

**International  
Air Cadet  
Exchange  
Programme 1991  
by**

**CDTCPL D.J. Schneiker**

**Editor's Note:**

David Schneiker is the youngest person in W.A. (15years) to fly solo in a glider and receive his Glider Federation of Australia Wings. He is also the youngest person to attend the recent International Air Cadet Exchange held in England. He presently attends Kent Street Senior High School and is in Year 10. He was one of the two Australians chosen to represent the AIRTC.

**Personal Report Extracts**

There was no better way to compliment my journey than the service I received from Qantas. I was the first passenger to board the plane and the first to get off the plane. I was given the chance to visit the cockpit on each of the aircraft I boarded.

**London:**

On arrival we stayed at R.A.F. Uxbridge Air Force Base. Two Air Cadets greeted us and introduced us to the Canadian party, who gave us helpful hints on where everything was located. The English Air Cadets quickly solved any problems we had. Our programme began with a tour of London's historical sights.

The day following was spent at the World War 2 Operations Room of No. 11 SQN at RAF Uxbridge. This room was set up to show the movements of the RAF during the Battle of Britain.

We left Uxbridge and travelled north to RAF Base Newton in Nottingham stopping on the way to visit an aircraft museum. While at Newton we settled into our accommodation and had the privilege of staying in the Officers' Mess. Next day we began by visiting the Battle of Britain Memorial Flight where the aircraft, Spitfires, Hurricanes and Lancaster are maintained and flown.

**Central Gliding School**

Here we were given the opportunity of a flight in a Grob 109 and a Grob 103. The Grob 109 is the latest powered glider and seats the pilots side by side. The Grob 103 features a nose wheel, and the instrumentation is much improved while the pilots sit one behind the other. The Grob 103 was launched by either winch, or aero tow using a Robin 400.

English Air Cadets have a very large fleet of aircraft compared to Australian private clubs. Every Cadet in the English Air Training Corps has a choice of going solo in either powered or glider aircraft free of charge. This was a major incentive for Cadets in England.

As I am a qualified GFA glider pilot I was given the opportunity to fly both gliders and was most impressed by the condition of the aircraft and the methods of operation. My Instructor showed a lot of confidence in my ability for he allowed me to fly the whole flight. In doing so I conducted my first winch launch.

The entire day was spent on the airfield enjoying the hospitality of the Central Flying School. Afterwards we were presented with a special 1991 IACE Mug as a reminder of our stay in England.

### **RAF Norfolk/Suffolk:**

We spent the morning travelling to this Base arriving in time for lunch. During the afternoon we had a thoroughly relaxing and enjoyable river cruise on the Norfolk Broads.

### **Duxford Aircraft:**

Duxford is the largest aircraft museum in Europe so we spent most of the day taking in aspects of various aircraft as well as visiting a Gliding Club at the Museum.

### **RAF Coltishall:**

We were given the chance to see some of the most amazing aircraft in the world such as the Jaguar and Tornado. We were shown all the parts of the aircraft including the head-up displays. The aircraft and armaments were still painted in the "Desert Storm" colours.

### **RAF Durham/Northumberland:**

We departed by coach for this Base of Wing Air Training Corps where we enjoyed the evening social event with a local Air Training Squadron.

### **RAF Boulmer:**

This is a Search and Rescue Squadron No. 202 using the Wessex aircraft. During the visit one of the Wessex left on a mock operation so we were able to witness the noise and lift. In the afternoon we visited Beamish Museum. Next day we visited Vickers Tank Factory where we saw the production of tanks and Armoured personnel carriers. Instruments in the tanks were as sophisticated as in a modern fighter aircraft. The high light of the day was a Reception and Lunch given in our honour by the Lord Mayor of Newcastle and his wife. That evening was spent with a Farewell Party at RAF Boulmer. Next day we returned to RAF Uxbridge to spend the night before departing for Heathrow.

### **Conclusion**

It was a really wonderful experience to meet Cadets from Belgium, Sweden, America, Canada and India as well as England. The atmosphere was very friendly. I learnt a lot about the Royal Air Force and the Air Training Corps and the various rank structures around the world. I was also very pleased to meet the English Air Cadets, however, I would have liked to see how they parade. The exchange of pins from one country to another was a great idea. The atmosphere among the Officers and Cadets was very warm and I was proud and privileged to be a part of the 1991 Air Cadet Exchange.

## Thanks

I would like to give special thanks to Wing Commander Cottee for the time and effort he spent in planning the Exchange, and, for taking such great care to see that everything went off smoothly.

I should also like to thank Flight Lieutenant Potter for undertaking to escort the two Australian Exchange Students.

Finally I would like to thank the following people and organizations for the beneficial and enjoyable Exchange, which I had.

**SQNLDR Hurren**  
**WGCDR MacKinnon**  
**SQNLDR Barker**  
**FLTLT Smith**

**HQ Air Cadets**  
**R.A.F.**  
**Central Gliding School**  
**Air Commodore Skelly**

**Qantas**  
**Aer Lingus**  
**J & J Travel**

**August 1991.**

### No.3 Air Traffic Control Course

**1991 South Australia AIRTC  
by**

**CDTSGT D.Middlemas**

For the first time the WAAIRTC was invited to attend an Air Traffic Control Course in South Australia. There were only a limited number of positions available (5 in fact). For the Cadets, who were nominated, had to sit for a couple of interviews. From the 40 nominations only 8 Cadets were chosen then these were selected the final 5 Cadets. I was one of the lucky 5... CDTUO A.Barker, CDTSGT Fitzpatrick, CDTSGT Johnson, & CDTCPL Watson. We all couldn't believe our luck.

The trip for us started on the 16 April 1991, when we departed RAAF Pearce and travelled for four and half hours on a C-130 Hercules. An enjoyable one but not a comfortable one.

When we got to RAAF Edinburgh, we quickly settled in and after dinner we were briefed. We were told that we were going to be playing tourist for 4 days until the Course started on the 20th April. So for the days up to the Course we toured Adelaide and the surrounding areas.

We were told that the Air Traffic Control Course was going to be intensive but we did not think much of it until the course actually started and continued until the 26th April. The day's lectures started around 0800hrs and did not finish until 1700hrs. We then spent the evening studying what we had learnt that day otherwise we would not understand the next day's work.

There were a total of 15 Cadets on the No.3 Course, 10 from South Australia and 5 from W.A. During the time the Course was on we worked together forming a very good Team. Encouraging each other and helping one another study. We made some good friends while we were over there.

We studied a wide range of subjects: Organization and Services, Navigation, Meteorology, Altimetry, Radar, Communications, Separation Standards, and Aircraft Performance. All these subjects were very interesting and related back to the job as an Air Traffic Controller. We were lectured by fully qualified people, who earn their living by using and doing the things they taught us. They were all RAAF Air Traffic Controllers, so they knew their stuff.

Then came the final examinations. We all stayed up late the night before studying, trying to learn everything, and to our surprise we did. We sat the exam in the morning and got the results that same evening.

When they were reading out the results they started from the bottom and worked their way to the top. Our W.A.SQN. did really well as all were in the top 10. The biggest surprise was when they came to the top two for the Dux of the Course...it was between my self and a S.A. Cadet with only .8% separating us. 91.5% and 90.7% The S.A.Cadet took out the Dux and I was second, which was really good.

When it came time to leave we were all upset, but we all looked forward to the flight home in a RAAF Boeing 707 and to our nice comfortable beds.

I would like to thank PLTOFF. S.Lepp (WASQN) for looking after us in South Australia and PLTOFF P.Paulis (SASQN) for organizing and running the Course. Also the SAAIRTC for making us so welcome.

I am sure the four other WA Cadets will feel the same.

**CDTSGT Middlemass**

**No.14 Flight, WAAIRTC.**

## My First Solo Flight

by

### LCDT A.D'Alessandro No.3 Flight



Towards the end of 1991 I attended No.20 Glider Course for pilots, run by No 16 Flight of the WAAIRTC. A one week course designed to teach us about gliding and to train us up to a standard to eventually to fly solo. Eighteen Cadets were on this course.

The first evening involved travelling from WAAIRTC Headquarters, in Leederville, to Northam Army Camp and settling in. Next day the excitement began. I went for my first flight in a glider, which was a familiarization flight little expecting to use the controls. I was surprised to find that I was in control of the aircraft for a large proportion of the flight using the ailerons, rudder and elevator.

I had one more flight that day where I was able to do even more flying myself, and I was learning fast.

Over the next four days I went through just about everything I needed to know before I went solo. I learnt how to use involved primary controls, level flight, turns, the aerobatic check, stalls, spins, launch (take off), and circuits and landings. In these four days I went for another 11 flights and was in the air for 166 minutes. I was taken through everything and learnt it well. I could fly particularly well in general flight and all I really needed to do any more was to practise my take offs and landings, particularly circuits and landings. This is what I did on my last day.

The last day was, without doubt, the best day of the whole course for me. I went for 5 flights in only half a day and, due to my training I was in charge of the aircraft for nearly all the time. This made it all the more exciting and challenging.

On this day, there was a cold front coming in and there was a fairly strong crosswind. This meant having to learn how to take off and land in cross wind conditions; something new which had to be learnt as every other day had seen the wind straight down the runway.

My main Instructor for the course was Mr Jim Paynter, the CFI (Chief Flying Instructor) at Cunderdin. For my first flight of this day was FLTLT Dean Griffiths, the Chaplain of my Home Flight. He had been one of my Instructors through the Course and did a good job briefing me on cross wind take offs, circuits and landings. We went up to 1200 ft. from where I basically did a circuit and landing. The circuit and landing was very good, the best I had done yet.

My best 3 flights of the Course were with the CFI, PLTOFF Ben Firkins. These were all 1,000 ft launches.

For my first flight I did a really bad circuit and we almost had to outland. The way this happened was that when I entered my circuit I was too high and too close, which I realized but didn't do anything about it. PLTOFF Firkins knew about this and asked me if we were a bit close, just right or too far out. I replied that I was too close so he asked me what I was going to do about it. I angled out to make the circuit wider and intended to turn parallel with the runway after a short

while. This I would have done properly in normal circumstances as I have done this well before, but for some strange reason I got the runway mixed up with a road. PLTOFF Firkins put it down to me doing the down wind checks and making the radio call whilst flying away from the circuit. I don't know how I did this, but I did it. This caused me not to turn parallel with the runway when I should have, but later on, when a fair distance out from the runway.

PLTOFF Firkins asked when I was going to turn on my base leg. I replied.. "Ah, Ah.....I thought that I was still a bit too close to my "runway".

At this point PLTOFF Firkins took over the controls. It was when he turned the glider for the real runway that I realized what I had done wrong. We were a long distance away from the runway and PLTOFF Firkins said he was considering out landing in a paddock.

At this time I was angry with myself for doing such a stupid thing. It was when PLTOFF Firkins said, "Ok, I doubt we are going to make it back to the airfield so I am considering landing in that paddock in front of us. See the one with the 4 trees at the end!"

I really began to worry. I thought we were going to land in the paddock but then PLTOFF Firkins pulled back on the stick and aimed for the runway. We made it back to the approach for the runway and he gave the control back to me to land. The landing was a little firm but it was good. After the flight was finished I just sat in the cockpit with my head down and in my mind I was thinking to myself.. "No solo for you, you stupid idiot"

PLTOFF Firkins got out and walked to the front of the glider, and with a big smile on his face asked, "What the hell did you do? You just aged me 10 years."

He then de-briefed me on the flight, complemented me on my take off and landing and running through my error in the circuit. I just went and thought over my stupid mistake. I thought I wouldn't get another flight again but amazingly I did. We went up again almost straight away. This time the circuit was too close for I was shaken up from my previous flight and I was too afraid to move my circuit out. Although I was too close I just used full divebrake on base and it turned out all right in the end. I believed I had done it very well and I thought that my take offs and landings were pretty good in the cross-wind conditions.

PLTOFF Firkins debriefed me again and confirmed most of the above but as a potentially professional pilot I had to fly the circuit as it was meant to be flown and not to burn off height with dive brakes.

For my last flight with PLTOFF Firkins I learnt not to lose sight of, nor go out too far or go too close to the runway and my circuit and landing turned out perfect. It was the best circuit and landing I had done.

## SOLO Flight

PLTOFF Firkins was still strapped in when he asked me how I thought my flying was, and if it was up to solo standard? He then unstrapped himself and climbed out of the glider and said. "O.K. then, let see you do it"

"You are joking," I replied.

"No," he answered back.

I was so happy yet I started to become nervous. He then stopped to tell me to relax and the flight was not over until I was out of the aircraft and the canopy was closed. I was in a world of my own and although I heard him say these things they didn't really register.

About 5 minutes later I was pushed onto the runway and I took off. My take off was excellent and I felt so free without having an Instructor in the back. I had a big smile on my face and sang as I was being towed by the Auster...."I am going solo, yippee." I was picking my paddocks in which to land if the rope snapped and all the time talking out aloud to myself. For some reason I was nervous and as I looked at the towrope I prayed that it would not break.

I reached 2,000 feet. I felt so free. I was in charge and I was making all the decisions. It was an excellent feeling. I flew around a little yet trying not to fly too far away from the circuit joining area. I did a few tight turns, a couple of "S" turns and a couple of 360 degree turns. I felt like doing a stall but I knew that, that wasn't the type of day you deliberately did stalls whilst on your first solo. For once I really relaxed and took in the view. It was excellent. I slowly glided down and joined the circuit. I did my "FUST" check and made my radio call.

"All stations Northam, Glider Golf, Pappa, Victor, down wind for 31"

My circuit was good and all my circuit turns smooth but I was a little close on my base leg. However, I was able to recover a perfect final position. I was very nervous but I slowly came down and down, closer to my aiming point. I rounded out and held off and the touch down was actually quite good but it was the ground run that let me down. What happened was that through stupidity, I stopped concentrating on the ground run and looked to the right and didn't notice the cross wind pitch the nose to the right so that I was heading for another glider on the ground. I booted in the left rudder, which stopped me from going into the stationary glider but I ended up careering across the runway off to the left hand side. I eventually managed to straighten the glider up. It was, without doubt, the worst ground run that I ever done.

When I eventually stopped, everyone came over to Congratulate me and all the Cadets said it was the most excellent run that they had ever seen. I laughed along with them but inside I was kicking myself for letting my concentration lapse at the critical point. The flight was good overall, and I am quite proud of myself (but not the ground run). Those few words that PLTOFF Firkins said to me before take off..."remember the flight isn't over until the canopy is closed, the tyre is on the wing and you are walking away" still ring inside my head, and will never be forgotten.

I would like to thank all the Staff and Instructors of No.16 Flight, who went to so much hard work and effort to organize and run this Gliding Course.

**LCDT A.D'Alessandro**

**No.3 Flight, Fremantle.**



## Ambition...Pilot

by

**CDTCPL Vanessa Sanford**

### **No.15 Flight Belmont**

I first realized that I wanted to be a pilot when I was seven years old. It was my first aeroplane flight that caused it. My father decided to take us on an overseas holiday, and, as he explained this, I found out that we had to fly. I was excited for months and by the time the day arrived everyone was truly fed up with me. We arrived at the airport far too early because I was too anxious to wait. After checking in, Dad took me to the observation deck. As we watched the planes take off and land I couldn't believe that we'd soon be on one of them.

Soon after, we boarded the plane I was lucky enough to have a window seat where I sat gazing out for most of the flight. After what seemed forever, we taxied out and took off. Besides the awful pain in my head and ears I enjoyed every moment of it. I told Mum I wanted to be an Air Hostess but she said, "Why go for second best when you can be a pilot?" So it was settled. I ended up writing a letter to the Captain telling him I wanted to be a pilot. He sent back a message saying that if we stayed back after we landed I could see the cockpit. And of course I did.

Since then I've been on a countless number of flights and seen many cockpits. Things really started heading in the right direction when I was twelve, I sat for the Flight Scholarship at Kent Street Senior High School. After a long wait I was informed that I had been selected. Through the course I've learnt many things to do with aircraft; flying them, how they fly, how they are made, and it's made me more determined than ever.

When I was fourteen I joined the Air Training Corps, where I gained more knowledge and flights. At fifteen I applied for the Glider Pilot's Course. I was accepted and spent nine days flying (but mostly pushing) gliders. Three weeks after the course I flew solo gaining my Wings. The best part about the course was flying, knowing that it's you controlling the aircraft.

Next year, when I'm sixteen, I begin my powered flying training starting with my Private Pilot's Licence. It's a lot of hard work but well worth the effort. In the future I hope to join the RAAF, as a Fighter Pilot, so hopefully, by then, women can pursue combat roles.

## **Flying Camps**

**by**

**CDTUO Nicholas Dodd**

### **No.3 Flight, Fremantle**

A Flying Camp is one of the highlights of the Air Training Corps year, and, because of the relative high cost of these camps they are generally restricted to about one or two per year.

For a typical flying camp to take place a suitable site must first be found. The site is selected on the basis of location, the facilities it has and the suitability of the location to cater for the relative experience and level of the Cadets. When possible we try to arrange for accommodation on the airfield, or as close as possible as this cuts down on travelling time and the logistical difficulties associated with travel.

When an airfield is found with suitable facilities for a flying camp it must be approved. An OA86 (activity authorization) form is sent to AIRTC Headquarters. No activity can proceed until the OA86 form has been endorsed by the C.O. After the OA86 form has been sent, the Administration Order is forwarded showing what will be happening, who has what job and what support functions are required from Headquarters. Contained within the Admin.Order is the Training Programme and the Joining Instructions.

After everything has received an Official Approval from Headquarters an exercise briefing takes place where the Cadets are briefed on the camp, what will be happening and how much the camp will cost. Generally a Flying Camp is the most heavily subsidized camp. The cost is typically about \$15 per cadet for transport, and food costs between \$15 & \$30 (depending upon the amount of subsidization) for a 20-40 minute flight. The rest of the cost of the Camp is paid by the Flight out of the monies raised by fundraising.

Aircraft are generally hired for the weekend from organizations such as the Royal Aero Club. The pilots of these aircraft are mostly AIRTC personnel, who have gained aircrew status, or volunteer civilians, who meet the necessary qualifications of the Staff Officer of Air Training (SOAT). During a recent Flying Camp at Serpentine Air Field by No. 3 Flight, two Cessna 172 aircraft were hired from the Royal Aero Club, and were piloted by two Flying Instructors from the Club along with some AIRTC Officers.

On the Camp the cadet activities are dictated by the training programme, and their level of experience. The Basic Cadets are generally given experience flights to familiarize them with flight and the type of aircraft. They may be given simple navigation exercises to complete. Advanced Cadets are generally given more difficult

exercises to complete. Before Cadets fly they are given a pre flight briefing explaining what they will be doing during the flight and where they will be going. After the flight the Cadets are debriefed and evaluated as to how they performed their given tasks during the flight.

When Cadets are not flying they are generally attending lectures about airfield procedures and layout, tours of aircraft and other related topics. Sometimes periods of ground navigation are added as fill in periods, or to supplement fieldcraft lectures. Lectures on the camp are given by AIRTC Instructors or other qualified personnel. Sometimes a Senior Cadet will lecture on a topic under the supervision of a Qualified Instructor.

The uniform for the Flying Camp has been typically the "jungle green" bush uniform, however, with current policy, changes the uniform to blue overalls. Flying suits are permitted to be worn by the Cadets, who possess them, but only for the period that the Cadets are actually flying.

Every Flying Camp allows the Cadets to experience flying, and to place into practice, the theory the Cadets are taught each week at their home Flight. No two flying camps are ever the same, as each exposes the cadet to new experiences, and allows them to learn more about themselves. There is no better sight than the look on a Cadet's face after their very first Air Experience Flight.

## **1991 National AIRTC Fieldcraft Competition**

**by**

**CDTSGT N.H. Clarke**

As part of the 50th Anniversary Celebrations of the Air Training Corps, a National Fieldcraft Competition, with representatives from all the Squadrons around Australia, was held in Queensland. I was lucky enough to be selected along with CDTUO Porter, CDTUO Gradisen, CDTWOFF Bell and CDTSGT Aronetz under the supervision of FLTLT Hampson.

We left RAAF Base Pearce on 12 June 1991 aboard a C-130 Hercules bound for RAAF Richmond. It was a very noisy aircraft but a very smooth flight was encountered. On arrival we were met and shown our quarters, got changed and headed for the Canteen to stock up on "junk" food. On our return we noticed a movie cinema so we decided to have a look at "Uncle Buck" which was a funny movie.

During the next three days we all went sight seeing in Sydney.

Tuesday morning, up bright and early, PT and breakfast with all the other Competitors. Finally boarded our Hercules for our flight to RAAF Amberley (home of the F111). There we changed into our greens and boarded a bus to Undalla where the Competition was being held.

Shock, it was a 5 km hike, with full pack and webbing to the campsite, but luckily it was a beautiful day. Upon arrival at Base Camp, we had to sort out our gear into what we could or couldn't take with us, sleeping bag, water bottles, knife, dixies, jacket, a change of undergarments and socks. We were issued survival equipment and ration packs. We were shown around the Base Camp and shown a display on how to survive in the bush without mod cons. We set about making up our own campsite, followed by briefings, and then collecting firewood and getting a fire going as it had become very cold. We then organized our picket duties and settling down for the night to try and get as much sleep as possible. This amounted to about four hour thanks to picket duty and getting up at dawn.

The next 5 days was the actual competition and this is what happened. We had to survive the whole course on six, 24 hour ration packs for the whole team. The rest of the food was what we were able to find or catch off the land. Our tummies were filled with "goodies" such as "Wild Lemons" which we made into jam, "Prickly Pear" yum,yum! We found lots of different edible plants.

We had to complete a 50 km hike using our compass, during which we had to report to numerous checkpoints. We were issued with a radio with which we had to report hourly. The terrain was extremely dense and very hilly, most of our hiking was done during the day with the weather on our side. We had to arrive at different night times to rest our weary legs. Morale was fairly high

throughout, but as usual, when you stress the human body to fairly harsh extremes. A few times tempers were a little frayed, and we thought only of giving up and heading for home, but after a little rest we would realize how stupid we were being and continued on. It was an exciting time during the exercise, apart from the hunger, but the thirst wasn't so bad as we had water stops, which made things a little more bearable.

By this stage, none of us wanted to get close to each other as we were starting to smell a little high. Our Captain accidentally stabbed himself in the leg and had to be taken for medical treatment, which meant we had to complete the last leg with only four members. I managed to get very weak one night so everyone helped out by getting organized so I had the last picket shift. I managed to get 9 hours sleep. That's team spirit.

During one day I had my photograph taken with a Cadet representative from each State. After arriving back at Base Camp, all very tired and foot weary, we had a relaxing night (can you imagine!!) by playing sport. Relief that it was all over brought energy from I don't know where. We ate our full allowance of ration packs for dinner and then had a full debrief.

**The places were announced:**

**North Queensland SQN 1st, Queensland SQN Second, Western Australian SQN Third.**

We were happy with the result as we had beaten all States except the home teams.

Next day we packed and travelled back to civilization and "REAL FOOD" at RAAF Amberley. It was like heaven, with a shower and a bed, we were in paradise. To top it off, each room had a heater. We went to Brisbane that night, did some sight seeing just to make sure we were still alive. Sleep was on our minds so we retired very early. Next morning after breakfast, we departed for Brisbane Bus Station where I caught with some family friends. After some junk food shopping for the over night coach trip to Sydney we departed. Next morning at 0400 hrs we were transported to RAAF Richmond.

We had breakfast as our flight was delayed. Our Flight back to RAAF Pearce (to MUMMY & DADDY) was via RAAF Edinburgh in Adelaide. That was a long 24 hours travelling.

I would like to thank the Flight Commander and Staff of No.14 Flight for nominating me to attend this once in a life-time experience, which I shall never forget. I hope I can pass on the knowledge I gained to other Cadets.

**Cadet Flight Sergeant N.H. Clarke,  
No.14 Flight.**

## National Field Craft Competition



CDTFSGT Neil Clarke (right) was one of the five (5) Cadets representing Western Australia in the National Fieldcraft Competition held in Queensland in June 1991

## **Conclusion Suggestions**

When asked to assemble this Book about the WAAIRTC I was well aware of the lack of records for the WW2 period, 1941-1945, having previously endeavoured to locate them for use in my booklet, "**The Forgotten Era**". Hopefully this book may help to bring forth further information.

In view of the dearth of individual Flight documented information, regarding the present AIRTC Flights in Western Australia, I would suggest that a systematic recording, in an "**Official Journal**", by each Flight Commander, be implemented.

Such a Journal could record (like all RAAF Squadrons) important details:

### **Example:**

1. At the beginning of each year, the names of the Flight Commander, all Officer/Instructors and the number of Cadets and name of each Cadet N.C.O. and then on throughout the year keep a record of significant happenings. Perhaps some of the following could appear:

- 2. Camps and the numbers of Cadets taking part.**
- 3. Cadet Promotions**
- 4. Special Parades**
- 5. Visits and Visitors**
- 6. H.Q. Staff Inspections or visits.**
- 7. Inter Flight contact, sport, competition etc**
- 8. Special achievements by Cadets: Wings, Awards, Scholarships etc.**
- 9. Special Flight Parades.**
- 10. Progress of ex Cadets now in the Services.**
- 11. Ex Cadets who return to the Flight Parade.**
- 12. etc, etc.**

Perhaps in years to come some one may wish to research the AIRTC that operated in the 1990's and then at least there would be some documentation to utilize.

Newly appointed Flight Commanders will therefore have some evidence of the history, development, policy, and achievements of the Flight, all recorded in an Official Legal Document.

**Leslie R.Jubbs ex Cadet (1941-43)**

**ex R.A.A.F. Pilot (1943-46)**

## About the Author



On the evening of 23 October 1941 Leslie R. Jubbs attended the first Parade of the Air Training Corps No.75 Squadron Perth, together with 265 other keen and enthusiastic potential Cadets.

To enter the Royal Australian Air Force as Aircrew was the ultimate goal and the Cadet Corps would provide the very necessary educational training to meet the high standards required.

Two evenings per week were devoted to educational lectures while Saturday afternoons were related to physical education and parade ground skills. Morse Code was an important skill that all Air Crews had to attain so the Cadet Corps provided the early training. Leslie rose to the Rank of Sergeant in the A.T.C.

Extra A.T.C. activities that Les was involved with was Jujitsu Classes and as crewman on the yacht owned Wing Commander C.W. Snook, the Commander of the Air Training Corps in

Western Australia. Sailing was done on Sundays and culminated in a week of off shore sailing during the Christmas holidays in 1942. Special permission had to be obtained to pass through the anti-submarine nets set at the entrance of the Fremantle harbour.

Early in May 1943 Leslie entered the RAAF No.5 Initial Training School, Clontarf to commence Air Crew training. After selection as a Pilot Trainee he was posted to No. 9 Elementary Flying Training School, RAAF Cunderdin. He passed this early stage and progressed to No. 4 Service Flying Training School, RAAF Geraldton.

Shortly after his 19<sup>th</sup> birthday he was awarded his Pilot Wings in March 1944 and was then posted immediately to England via United States.

At the cessation of the War in the Pacific all Air crews in England boarded large ocean liners for the month long voyage back to Australia.

In January 1946, along with hundreds of others, he was discharged from the Royal Australian Air Force. Today he is an active member of the Air Crew Association. With 6 close friends, all ex Pilots and ex Air Training Corps members still meet each month.

**Under Officer CERTIFICATE awarded**



**WESTERN AUSTRALIAN SQUADRON  
AIR TRAINING CORPS**

**Certificate of Appointment**

TO.....

*YOU ARE HEREBY APPOINTED to be a CADET  
UNDER OFFICER  
in the  
WESTERN AUSTRALIAN AIR TRAINING  
CORPS.*

*YOU ARE, THEREFORE, CAREFULLY AND DILIGENTLY TO DISCHARGE  
YOUR DUTY AS SUCH BY DOING AND PERFORMING ALL THINGS THEREUNTO  
BELONGING AS REQUIRED BY ORDERS RELATING TO THE AIR TRAINING  
CORPS; AND YOU ARE TO OBSERVE AND FOLLOW SUCH ORDERS AND  
DIRECTIONS AS YOU SHALL RECEIVE FROM YOUR COMMANDING OFFICER,  
OR ANY OTHER SUPERIOR OFFICER, ACCORDING TO THE ORDERS RELATING  
TO THAT CORPS.*

DATE .....

.....  
WING COMMANDER  
COMMANDING OFFICER

## Cadet Pilot Officer Malcolm C. Crosbie's "COMMISSION CERTIFICATE"

### t Pilot Officer M.C. Crosbie's "Commission Certificate"

<p style="text-align: center;"><i>Commonwealth Australia</i></p> <p style="text-align: center;"><i>Secretary of Air</i></p> <p style="text-align: center;"><i>Governor-General</i></p>	<p><i>By His Excellency the Governor-General and Commander-in-Chief in and over the Commonwealth of Australia.</i></p>
<p>To <u>Malcolm Crosbie</u></p> <p>Greeting:</p>	<p><i>I, Sir William Joseph Slim, the Governor-General aforesaid, acting with the advice of the Federal Executive Council in exercise of the power conferred upon me by the Air Force Act 1923-1952 or any Act amending it and of every other power me enabling, do hereby appoint you to be a cadet officer of the Air Training Corps of the Commonwealth from the <u>31st</u> day of <u>January</u> 19<u>55</u>.</i></p> <p><i>You are therefore carefully and diligently to discharge your duty as such officer.</i></p>
	<p><i>Given under my Hand and the Great Seal of the Commonwealth this <u>31st</u> day of <u>October</u>, One thousand nine hundred and <u>55</u>, in the <u>fourth</u> Year of Her Majesty's Reign.</i></p>
	<p><i>By His Excellency's Command,</i></p> <p style="text-align: center;"><i>Arthur Lawrence</i> <i>Minister of State for Air</i></p>

### Squadron Leader M.C. Crosbie OAM. RFD WAAIRTC

SQNLDR Malcolm C. Crosbie has had a very long association with the Air Training Corps in Western Australia. He entered the A.T.C. as a Cadet in 1953 with the No.6 Flight, Perth Modern School. His passing through the Cadet ranks culminated in being promoted to Cadet Pilot Officer in 1955.(see the above Commission Certificate) This rank for Cadets was changed in later years to be replaced by Cadet Under Officer.

During 1954 he won an A.T.C. Flying Scholarship leading to a private Pilot License in 1955.

As a student at the University of Western Australia he joined the University Squadron in 1956, but continued his association with the A.T.C. being appointed to No.14 Flight. SQNLDR Crosbie remained with this Flight until 1964.

### No.25 RAAF Squadron, Pearce Base

In 1958 SQNLDR Crosbie commenced flying with the RAAF Squadron using Wirraways then Winjeels before converting to Vampires in 1959. He was to remain with No.25 Squadron until it was Disbanded. (No.25 Squadron is now fully active again)

During 1977 SQNLDR Crosbie was promoted to Squadron Leader to WAAIRTC Headquarters, where he has held a number of appointments, and continues to do up to the present day.

## Presentation of the Air Training Corps National Banner



### Presentation of the Air Training Corps National Banner

to the  
*Air Training Corps*

on  
27 April, 1991

by  
*Air Marshal R. G. Funnell, AC*  
Chief of the Air Staff  
Royal Australian Air Force

at  
*RAAF Base Fairbairn*

*The Air Training Corps  
National Banner*



Obverse

The Air Training Corps National Banner is of blue silk and features the Air Training Corps Badge on the obverse and the Australian Coat of Arms on the Reverse. The Banner is fringed and tasselled in gold, and is hung on a staff surmounted by an eaglelet.

The Badge of the Air Training Corps incorporates the RAAF eagle surrounded by the Southern Cross in the centre.



Reverse

### Colours, Standards and Banners

Colours and Standards have their origins in the early days of man who affixed his family emblem to a pole and held it aloft as a distinguishing sign and symbol of solidarity. Early warriors carried unit flags or standards as both a distinguishing mark and as a rallying point during battle. In modern times they have become a symbol of tradition and unity and a recognition of a Units achievements.

The practice of consecrating Colours is firmly established in tradition as a means of ensuring that the religious significance is maintained. Apart from being an outward sign of unity and loyalty, Colours also symbolize fellowship with God.

In February 1991 the Chief of the Air Staff approved the award of a flag to be known as the Air Training Corps National Banner. The Banner is awarded to recognise the contributions of the Air Training Corps because of its ineligibility for any existing Colour, Standard or Banner.

Presentation of the Air Training Corps National Banner is recognition of the consistently high standards achieved in training the youth of Australia during the Corps fifty years of service. The Banner is to be honoured as a symbol of the trust bestowed upon the Air Training Corps, as a constant reminder of the efforts of past members, and as an inspiration to those who serve with it in the future.

**THE WEST AUSTRALIAN SQUADRON  
OF THE  
AIR TRAINING CORPS**

Service to commemorate 50 years since the founding  
Of the Air Training Corps on 11 June 1941



**St GEORGE'S CATHEDRAL  
PERTH  
SUNDAY 1 September 1991**

The previous day, 31 August 1991, a special **Wing Parade** was held at the Leeuwin Barracks and reviewed by **RAAF Air Vice Marshall G.W. Neil, Assistant Chief of the Defence Force personnel.**



**Wing Commander (AIRTC) T.P.Spiro**  
**Commanding Officer**  
**WA Squadron Air Training Corps**

The 1st September 1991 marked 50 years of outstanding service by the Western Australian Air Training Corps on 28th April 1991.

Wing Commander C.N. Snook was the first Commanding Officer of the Western Australian Squadron Air Training Corps formed as No. 5 Wing comprising ten Squadrons. I am sure that he and all those dedicated Instructors, who worked so tirelessly for the aims of the Air Training Corps since 1941 would be proud of the Corp's excellent record over 50 years and more so to know that its strength has not diminished despite changing times and difficult economic circumstances.

The broad history of the Corps is captured in a book specially produced for the national celebrations titled "Air Training Corps- The First Fifty Years". It sets down the record and achievements of the Air Training Corps over 50 years, traces its development through its various stages, and its appendices include much useful data. I recommend the book to you.

Of necessity, such publications are limited in size and content and in particular I believe the section covering local interest in the different Squadrons needed expansion. Particularly in the case of Western Australia.

It was for that reason I invited Mr. L.R.Jubbs to prepare this supplement to place on record more of the local history and to take advantage of the substantial work already compiled by him including a history of the Wing in the War Years. My sincere thanks to him for a first class effort.

Thanks must also go to all those members, who contributed photographs, information, articles and personal memorabilia making this Supplement all the more valuable. In particular thanks to the longest serving and current serving member of WAAIRTC SQNLDR (AIRTC) Crosbie for his contribution.

My first hand knowledge of the Western Australian Air Training Corps covers 30 years and commenced when I joined No.13 Flight as a Cadet in 1962. I have been an Instructor for 25 years exactly half the life of the

### **Western Australian Air Training Corps.**

In that time the feature which has most impressed me has been the quality and dedication of the volunteer Instructors, both Officers and Airmen, who administer and train the Cadets. We owe a considerable debt to those fine men and women who have in the past and continue now to devote their time, energy and abilities to the training and development of the young men and women of the Western Australian Air Training Corps.

The success and achievements of the Western Australian Air Training Corps have relied to a large extent on sponsorship and support from the RAAF and in particular for Western Australia, RAAF Base Pearce. The list of OC's and Unit OC's, who have supported cadet training

activities seems endless but nevertheless, I wish them all to know that we have not, and will not forget them.

To the many parents, friends and supporters who rallied to support the WA Air Training Corps following the changes imposed in 1975 our sincere thanks. Those changes had the potential to destroy the Air Training Corps and it is a testament to the character and quality of the Instructors and supporters that they did not allow it to happen.

It has been a pleasure to both serve and work with WA Air Training Corps. I have the highest admiration for the achievements and success of the Corps over 50 years.

In closing I wish to congratulate WA Air Training Corps for the 50 years of magnificent service and to quote Chief of the Air Staff Air Marshall R.G.Funnell AC.

“You have served Australia superbly and been a wonderful adjunct to the Royal Australian Air Force.

Keep climbing, there are even greater heights for you to reach.”

**Wing Commander (AIRTC) T.P.Spiro.**



**1991 Commanding Officer and Staff Officers**

Seated: WGC DR T.P. Spiro and SQNLDR M.C. Crosbie OAM RFD  
 Seated: SQNLDRs G.J. Hurren, R. Caldera, C.C. Houghton, A.H. Stoffels, C. Salleo

**50th Anniversary Celebrations**  
of the  
**Air Training Corps**  
in  
**Western Australia**



**.WA Squadron Air Training Corps 50<sup>th</sup> Anniversary**

1. The 50<sup>th</sup> Anniversary Celebrations commenced with a National Flying Competition at RAAF Base Point Cook, in January 1991
2. Also during January WAAIRTC conducted a SNCO & CDTUO Promotion Course culminating in a Graduation Parade at RAAF Base Pearce, which officially launched the Anniversary in Western Australia.
3. A tri – Service cadet Conference aimed at exploring the problems that all three Cadet Services face was conducted (march 1991) with a follow –up meeting scheduled for November 1991. The WA Squadron Air Training Corps Commanding officer, Wing Commander T.P.Spiro, initiated this Tri Service concept.
4. Various activities were conducted with a view to attracting Corporate Sponsors, however, with the exception of a few small donations, the general state of the economy, coupled with a mistaken belief that the AIRTC is completely RAAF Funded, resulted in a poor response.
5. The National Parade was conducted in Canberra, with a Contingent of 40 Cadets and Instructors from WA, plus another 15 Cadets and one Instructor, who paid their own way.
6. 27 April 1991 saw the presentation of 22 Debutantes to His Excellency, the Governor and Lady Burt at the Government House Ballroom in front of 350 Guests.
7. In June the National Ground Competition was conducted in Queensland, with WAAIRTC finishing a close 3<sup>rd</sup> place. A very creditable performance considering the other place getters had an opportunity to familiarize them selves with the course.
8. WA's major Wing Parade was conducted at Leeuwin Barracks on 31 August 1991 and reviewed by Air Vice Marshal G.W. Neil AO, DFC. Assistant Chief of Defence Force personnel. More than 600 Cadets and Staff from all over the State took part in the Parade. The following day, nearly as many marched through the City of Perth with the Salute being taken by the Commanding Officer Wing Commander AIRTC T.P. Spiro. This parade culminated in a Church Service at St. Georges Cathedral where Cadets and Parents listened to an inspiring address from Bishop Bryant D.F.C.
9. A mixed Dining In was conducted in September where it was great to see so many old faces as ex AIRTC Instructors seemed to appear from everywhere.
10. The year is now left to finish with some Flights planning end of the year Re-Unions in conjunction with their final Parade.
11. It has been a hectic year for WAAIRTC, particularly for those involved with the planning of so many activities, but it is a year that none of us would wish to have missed.

**Squadron Leader (AIRTC) G.J.Hurren**  
**1991**

## WAAIRTC Parade 50<sup>th</sup> Anniversary



A Parade of all W.A.Flights, with more than 600 Cadets, assembled on the (Fremantle) Leeuwin Barracks Parade Ground on Saturday 31 August 1991.



On command, all the Flights marched forward to the music provided by the Air Training Corps Drum and Pipes Band.



The Parade was addressed by **Air Vice Marshal G.W. Neil, AO, GFC, Assistant Chief of the Defence Force Personnel**, who then **took** the Salute as the 600 Cadets marched by.

Sunday 1 September 1991

The AIRTC Wing marched through the City of Perth  
followed by a

Church Parade in St George's Cathedral



Wing Commander (AIRTC) Terry Spiro, Commanding Officer WA Squadron Air Training Corps, took, the Salute as the Cadets and Officers marched passed by,



Squadron Leader (AIRTC) G.J.Hurren led the Cadet Parade down St George's Terrace. (50 years previously, wartime A.T.C. Cadets also marched down this Terrace but in the opposite direction)



With 600 Cadets on Parade much of the Terrace was utilised on that morning. The Presbyterian Ladies College Pipe Band also provided stirring music for this Parade through the City of Perth.



The whole importance of the occasion was further created when the Drum and Pipes of the AIRTC Band was first heard in the distance.

### **Observation of the two-Day Celebration**

What a great deal of organization was required by, first having both the Metropolitan and Country Flight well rehearsed in the complexity of what was expected from each Flight on the Leeuwin Parade Ground, and then, the Parade through the City of Perth the day following, culminating with the Church Parade in St. George's Cathedral.

On both occasions great credit should be acknowledged to all the Officers and Instructors of each Flight and especially to the 600+ Cadets, who made the spectacle so professional.

The culmination of this 50<sup>th</sup> Anniversary of the Air training Corps was also due to the excellent planning by the AIRTC Headquarters Staff, who had the responsibility to have every aspect thoroughly researched and tried long before anyone stepped onto the Parade ground in front of a very large group of proud parents, relations and members of the Public as well as other Service Observers.

Enormous organization was required by the Country Flights to arrange their transport to and return from the Leeuwin Barracks, and in addition the catering and accommodation of all Cadets, for the success of the venture greatly depended upon this aspect.

Much of this two day was captured on videotape so that Flights and Cadets could see themselves at a later date, the overall spectacle they had created. (L.R.J.)

# **Air Training Corps**

## **Adult Instructors**

**in**

## **Western Australia**

**1955 to 1991**

### **Acknowledgement**

**The list of Adult Instructors is the end result of a great deal of research by SQNLDR Malcolm Crosbie using the Australian Archives and AIRTC Headquarters to assemble these names in a comprehensive database. End result preserves for history the dedicated Instructors of the Western Australia Air Training Corps.**

**(L.J.)**

**(Please note that this list cannot, under a new Law, be now published, but is held by the Headquarters of the Australian Air Force Cadets No. 7 Wing.)**

## Continuing On in the Tradition.



During the nineteen nineties all the Air Training Flights continued on with their Training nights, Camps and the Annual Camps at RAAF Base Pearce. Commanding Officers and Instructors sometimes changed their rolls and their responsibilities throughout this period, while Cadets moved on, other Cadets entered the AIRTC. For the previous fifty years this had been happening and today continues. A number of new Flights were created during this period.

As an example of the typical continuation of an original Western Australian Flight, No. 3 Flight Fremantle, provided the following:

### SQNLDR(AAFC) Rob Caldera



These are my reflections of being FLTCDR of No 3 FLT between 1 Jan 95 to 31 Dec 97. One of my 1<sup>st</sup> goals as FLTCDR in 1995 was to set up a joint Parent Support Committee with 7FLT, who was parading at Fremantle on Wednesday evenings at that time. Over the years the Parent Support Committee has raised a lot of revenue towards FLT assets and Flying Scholarships.

The Flight was also successful in 1995 and 1997 in winning the WA Squadron Drill Competitions.

A further goal I had for the FLT was to get a banner and badge approved for the FLT. This process took almost 18 months of consultation with cadets, instructors, correspondence with HQ and liaison with 76SQN ATC (WWII 3FLT designation) members, as we were requesting to use their motto “UPWARDS & ONWARDS” to link us to our past.

The Vampire aircraft was selected, as the FLT had one parked outside its HQ for years and the background is the relief of Fremantle harbour. Finally on 20 Mar 96 the badge was approved and on the 5 Nov 96 the banner was approved by Canberra.

I approached the City of Fremantle to pay for the banner as they had paid for the original one for 76SQN ATC in 1942. They agreed and it was paraded for the 1<sup>st</sup> time at the 3FLT Graduation Parade on the 1 Dec 96 with the Mayor of Fremantle, Mrs Jenny Archibald formally presenting it to us and reviewing the parade.

In 1996 a request was also sent to the City of Fremantle asking if we could use the City of Fremantle title in our name. The City of Fremantle sitting in full council approved the request on the 14 Sep 1996, hence we became officially No 3 (City of Fremantle) Flight.

In 1996 the Australian Air Training Corps had a national camp at RAAF Base Wagga for over 1800 cadets between 6 April 1996 to 13 April 1996. 3FLT sent 47 members (the largest WA FLT contingent) to the camp.

The 47 members comprised of four staff members –FLTLT(AIRTC) Caldera, PLTOFFs(AIRTC) Faas, Fennell and Milne and 43 cadets made up of 4 CUOs, 1 CDTWOFF, 3 CDTSGTs, 6 CDT CPLs and 29 LCDTs.

3FLT WAAIRTC was also tasked with organising and running the National Aircraft Recognition competition at Wagga. CUO Jason Barwood volunteered to be the organiser of the event with help from WAAIRTC HQ Training and FLTCDR 3FLT being the OIC. Even though WA did not win the event it was fun organising it.

Despite the freezing nights and the tent city at Wagga, I think all members brought away many memories.

As 1996 was also 3FLT's 55<sup>th</sup> anniversary, we organised an **Open Day** at Leeuwin Barracks for the 22 Sep 1996 between 1000hours to 1600hours.

**An organising committee was set up of the following people:**

Chairman  
Ex WAAIRTC Instructor Rep  
76SQN ATC Rep  
HQ WAAIRTC Rep  
3FLT Cadet Rep

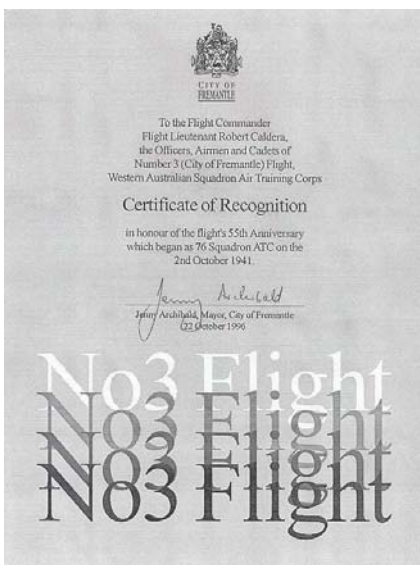
FLTLT(AIRTC) Rob Caldera  
FLTLT Peter Hummerston (Ret'd)  
Bob Sontay, Barry Guest & Cliff Hill  
FLTLT(AIRTC) Dianne Stewart  
CUO Louise Foster

We met initially on the 8 May 1996 and regularly after that until the open day.

The help of the following 3FLT staff: FLGOFF(AIRTC) Faas, PLTOFFs(AIRTC) Fennell and Milne, FSGT(AIRTC) Wattleworth, CPL(AIRTC) Brown, LAC(AIRTC) Duckett, the 3FLT Parent Support Committee, sponsors and cadets helped to make the day a great success.

The event was advertised via flyers, TV and local newspapers. There were many activities, competitions, food galore and even the Police helicopter on the day to make it a memorable event.

**On the 22 Oct 1996 the City of Fremantle had a Reception for 3FLT where Staff and Senior Cadets, were presented by the Mayor a certificate of recognition for 3FLT's 55<sup>th</sup> anniversary.**



Further a Flight Commanders board was organised with FLTCDRs names since its inception in 1941. After much research, I was able to track back all FLTCDRs except for a 26 months periods after WWII.

FLTLT(AIRTC) Al Clarke organised the board which still hangs in 3FLT's HQ at Leeuwin Barracks as part of 3FLT's history.

No 3 (City of Fremantle) Flight WAAIRTC, now No 703 (City of Fremantle) Squadron AAFC has a great history which the many fine young men and women who have passed through its ranks can justifiably be proud of.

## Commanding Officers of the Western Australian Squadron

1994 to 2001



<b>WGCDR(AIRTC) Rob de Burgh</b>	22 November 1994 to 31 December 1997
<b>WGCDR(AIRTC) Geoff Hurren</b>	1 January 1998 to 19 September 1999
<b>WGCDR(AIRTC) Leon Griffiths</b>	20 September 1999 to 30 June 2001
<b>WGCDR(AAFC) Leon Griffiths</b>	1 July 2001 became <b>Officer Commanding No.7 Wing Australian Air Force Cadets</b>

**Their Service Profiles follow.**

**Wing Commander (AIRTC) Rob deBurgh**  
**Commanding Officer Western Australian Squadron Air Training Corps**  
**26 November 1994 – 31 December 1997**



I would like to take this opportunity to congratulate Leslie R. Jubbs for his tremendous contribution to the history of the Western Australian Air Training Corps.

It seems only yesterday that my posting to No 10 Flight (Bunbury) on appointment to the RAAF Reserve in 1974 as a Pilot Officer sees me now enjoying retirement both from the WAAIRTC as Commanding Officer in December 1997 and from the Fire and Emergency Services in June 1999.

My reflection on the Air Training Corps was a humbling experience for me in many ways and one of the greatest values in my mind to such an outstanding organization, where the people who contribute to its success, the camaraderie it provided and the personal achievements made by instructors and particularly the cadets.

There were many highlights, some not to be printed, many to be remembered. Changes to enable females to join the AIRTC made it possible for my eldest daughter to enroll as one of the first female cadets at 15 Flight Belmont. Being granted Freedom of the City of Belmont during my term as Flight Commander 15 Flight together with FLTLT(AIRTC) Peter Hummerston, Flight Commander 12 Flight reflected the standing of the two Flights in the community.

Continual improvement was made to facilities at Belmont. The building of the cover to protect the Vampire and ongoing maintenance to the link trainer were undertaken by parent support groups and volunteers with assistance from the RSL and the City of Belmont.

My appointment as Commanding Officer on the 26 November 1994 brought with it new challenges from a national perspective. Development in national and state strategic planning incorporating Vision and Mission statements, reviews into the Australian Services Cadet Scheme, the commencement of the state run Cadets WA, new initiatives into funding schemes to supplement Commonwealth funding, the need to push forward with computer systems to cater for ever increasing demands on a whole range of issues. Other highlights were the AIRTC 55<sup>th</sup> Anniversary camp at Wagga held in conjunction with the RAAF 75<sup>th</sup> anniversary, also RAAF Base Pearce air show.

The Western Australian Squadron (now No 7 Wing) continued to maintain a high standard across Australia resulting in the Air Force Trophy being awarded for the best performing Squadron for 1997, this reflects the tremendous effort and commitment by all instructors and Flight Parent Support Units.

The Regional Council and Staff Officer Group should be congratulated for the commitment to forward planning and implementation of programmes.

I was very proud to have been able to serve the Air Training Corps (now Australian Air Force Cadets) and value the friendships made during my involvement together with those in the parent services.

**WGCDR(AIRTC) R.K. deBURGH Ret'd**

## WGCDR (AIRTC) Robert de Burgh's Hand Over Certificate



**WING COMMANDER (AIRTC) GEOFF HURREN**  
**Commanding Officer W.A. Squadron**



**Now**

**DEPUTY COMMANDER – AUSTRALIAN AIR FORCE CADETS**

Wing Commander (AIRTC) Geoff Hurren joined the Western Australian Squadron Air Training Corps as a cadet in February 1967 at Number 8 Flight, which then paraded in South Perth.

After four years as a cadet, he was age retired with the rank of Cadet Under Officer in December 1970 and joined the RAAF Specialist Reserve as an Airman Instructor with the Air Training Corps on 31 March 1971.

Following promotion to Corporal in 1973, and service at No 7 Flight, Claremont and No 3 Flight, Fremantle. WGCADR (AIRTC) Hurren undertook a period of National Service with the Western Australian University Regiment. This ultimately led to his resignation from the Air Training Corps and subsequent appointment as a Lieutenant with the Australian Army Cadet Corps and a posting to Wesley College as Training Officer in 1975.

In October 1978, WGCADR (AIRTC) Hurren was re-appointed to the Air Training Corps and posted to No 12 Flight, Belmont with the rank of PLTOFF (AIRTC). In January 1980 he was appointed Chief Instructor (Training Officer) of Number 2 Flight, Claremont and in February 1982, Flight Commander of No 2 Flight. He went on to command 4, 12 and 14 Flights over a period of six years and was promoted to Flight Lieutenant (AIRTC) in January 1984.

In 1989, he was posted to Western Australian Squadron Headquarters as ADMIN 1. He was promoted to Squadron Leader (AIRTC) in January 1990 and appointed to the successive positions of Staff Officer Public Relations, Administration and Special Projects, gaining valuable experience in the higher workings of the Squadron.

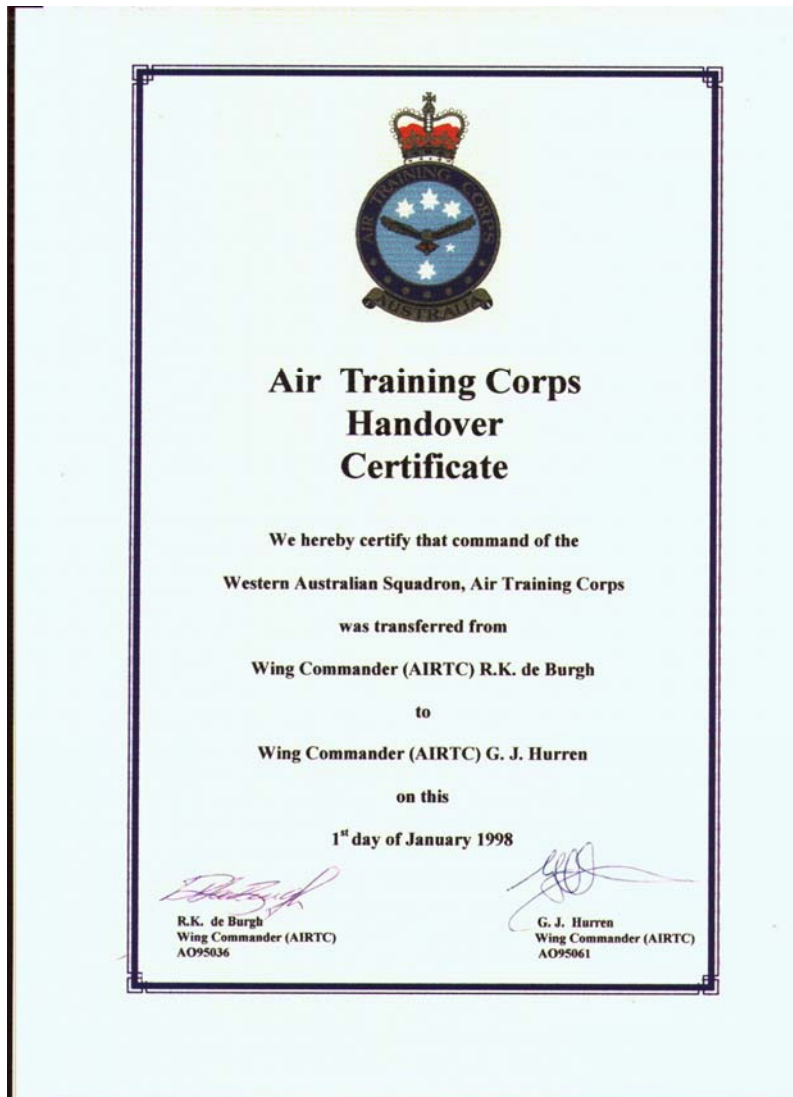
In 1997, he was appointed Squadron Executive Officer and a year later in January 1998 was promoted to Wing Commander (AIRTC) and appointed Commanding Officer of the Western Australian Squadron.

In September 1999, the Air Training Corps in Australia undertook a major reorganization change with the appointment of a National Commander at Group Captain (AIRTC) rank. Wing Commander (AIRTC) Hurren was invited to become the inaugural Deputy National Commander. With the implementation of the key recommendations of the Topley Review into the Australian Defence Force Cadets, his title was changed to Deputy Commander-Australian Air Force Cadets.

WGCADR (AIRTC) Hurren has been awarded the Australian Cadet Force Service Medal with three clasps for his service to the Australian Air Force Cadets.

**WGCADR (AIRTC) G. HURREN**

## WGCDR (AIRTC) Geoffrey Hurren's Hand Over Certificate



**WGCDR (AAFC) LEON CLARK GRIFFITHS**  
Officer Commanding No.7 Wing AAFC



WGCDR (AAFC) GRIFFITHS has served in various appointments in the ARA, ARES and AIRTC (now AAFC). He served originally as an Army topographical survey technician before being commissioned in 1987. He was actively involved in survey operations in WA, NSW and NT, Operation Gading in Borneo 1970 after Confrontation in Indonesia and has seen active service in South Vietnam in 1971.

His Army service has been in Infantry, Engineering, Recruiting, Training and Survey units and when he left the Reserves he held the position of Officer Commanding the Survey Troop in Perth.

Enlist AIRTC WA SQUADRON 14 November 1994

Posted ADMIN OFF 14 FLT 1994

Appointed FLTCDR 14 FLT 1996,

Promoted to FLTLT (AIRTC) 1996,

Posted HQ WAAIRTC SOPR 1998,

Promoted A/SQNLDR (AIRTC) 1998,

Promoted WGCDR (AAFC) 20 September 1999 - current.

**Appointed Commanding Officer of the WA Squadron AIRTC 20 Sep 99.**

Since joining the AIRTC in 1994 his senior appointments have included Flight Commander 14FLT, Staff Officer Public Relations and is currently Officer Commanding 7WG covering WA.

**Officer Commanding WA No.7 WING**  
**Achievements in AAFC**

Set up the Air Marshal Sir Valston Hancock Foundation

Raised the profile of AAFC in WA

Started WA SQN Magazine (Western Horizon)

Set up 7WG Cadet Reference Group

Instrumental in establishment of the ADFC Command Group in WA

Managed IACE program in WA & participated in outbound program to USA 1999

Implemented and managed move of WG HQ to PEA and moved 5 SQN's to new locations.

Set up 2 new school based SQN's

Active in promoting service and community liaison

Actively involved in training of cadets and adult staff

## WGCDR (AAFC) Leon Griffith's Hand Over Certificate



## SERVICE HISTORY

### WGCDR (AAFC) LEON CLARK GRIFFITHS (AO70058)

Ex ARA/ ARES Service Number 518874

Enlist RAINF (CMF) 22 January 1964 – 6 March 1967. Posted 16 RWAR  
Prom L/CPL 1964, Prom CPL 29 January 1965. Qual SGT.

Enlist RASVY (ARA) 7 March 1967 – 6 March 1973. ECN 851/394 SVYR TOPO. Posted E CMD  
FD SVY 17 June 1968, Det Survey Ops NT 2 Jun 1968 – 31 October 1968, Det. Survey Ops  
BORNEO 18 April 1970 - 11 August 1970. Posted A SECT 1 TOPO SVY TP, VIETNAM 13  
January 1971 – 7 October 1971. Posted 2 FD SVY SQN 7 October 1971.  
Prom CPL 30 June 1969, Qual SGT 5 March 1970.

Enlist RAE (GRES) 13 May 1975 – 9 September 1976. CPL. Posted 7 FD SQN.

Enlist RASVY (ARES) 8 June – 10 Jan 1994. Posted 5 FD SVY SQN.

Prom SGT 29 June 1983, Prom SSGT 29 June 1984, Appt LT (GSO) 5 FD SVY SQN 20 July 1987. Prom CAPT 1 January 1991.

Posted 1 April 1988 ATTEST OFFR, 5ARRU, Posted ADMIN OFFR, TTW 5 TRG GP1 July 1990, Posted INSTTRG SECT, OCTU August 1991, Posted TP COMD 2 TOPO SVY TP 1 January 1992.

Enlist AIRTC WA SQN 14 November 1994

Prom FLTLT (AIRTC) 1996, Prom A/SQNLDR (AIRTC) 1998, Prom WGCDR (AAFC)-current, 20 September 1999.

Posted ADMIN OFF 14 FLT 1994, Appt FLTCDR 14 FLT 1996, Posted HQ WAAIRTC SOPR 1998, Appt CO (now OC 7WG) 20 September 1999.

Born in Tambellup WA 11 January 1947, WGCDR (AAFC) GRIFFITHS has served in various appointments in the ARA, ARES and AIRTC (now AAFC). He served originally as an Army topographical survey technician before being commissioned in 1987. He was actively involved in survey operations in WA, NSW and NT, Operation Gading in Borneo 1970 after Confrontation in Indonesia and has seen active service in South Vietnam in 1971.

His Army service has been in Infantry, Engineering, Recruiting, Training and Survey units and when he left the Reserves he held the position of Officer Commanding the Survey Troop in Perth. Since joining the AIRTC in 1994 his senior appointments have included Flight Commander 14FLT, Staff Officer Public Relations and is currently Officer Commanding 7WG covering WA. He is also a trustee of the Air Marshal Sir Valston Hancock Foundation, a member of the AAFC WA Regional Council and the Cadets WA Reference Group, a member of the ADFC Command Group WA and a Divisional Councillor of RAAF Association WA Division, one of nine representing 4000 members.

## **Medals and Awards**

Australian Active Service Medal 1945-1975 (clasp Vietnam)

Australian Service Medal 1945-1975 (clasp SE Asia)

Vietnam Medal

Defence Long Service Medal (2 clasps)

Vietnamese Campaign Medal

Director of Army Survey Certificate of Recognition – 18 years loyal and dedicated service (1994)

7WGAAFC Commendation – Outstanding Service in Public Relations (1998)

### Air Training Corps Instructors



**Instructors Jan 1992**

L-R Back Row: T Hope, S Brown, K Payne, I Figueriedo, L Hale  
Centre: Roncoli (SAAIRTC) J Barrington, D Dewar, D Stewart,  
R Somerville, D Cattalini, D Quirk, J Clifford  
Front (seated): M Hampson, S Elliott, R Hale, R Henderson, T Sharman,  
W McKay



**Instructors Jan 1993**

L-R: S Stopp, J Shapcott, T Carrington, D Dewar, T Hope, K Petch,  
T Siefken, M Hampson, S Brown, B Stewart, G Burney,  
T Stratton, H Harrison-Brown, G Hurren, V Motteram, J Mills,  
D Cattalini  
Front Row: J Motteram, R Van Heek (aka Dutchy), L Pike



### Instructors Jan 1996

Back Row L-R: V Kumar, B Stewart, M Hampson, N Dodd, T Hope, B Knop,  
R Caldera, J Motteram,  
Centre Row: R Totino, J Mills, T Siefken, J Malacari, G Hurren,  
G Figueriedo, D Lambert, T Ashelford, N Baker,  
J Benny (kneeling)



### Instructors Jan 1997

Back Row L-R: N Baker, B Lineham, L Turner, M Hampson, J Shackleton,  
A Wilson, G Wattleworth, R Caldera  
Front Row: R Totino, D Lambert, T Siefken, T Curulli, G Hurren,  
G Figueriedo, J Mills

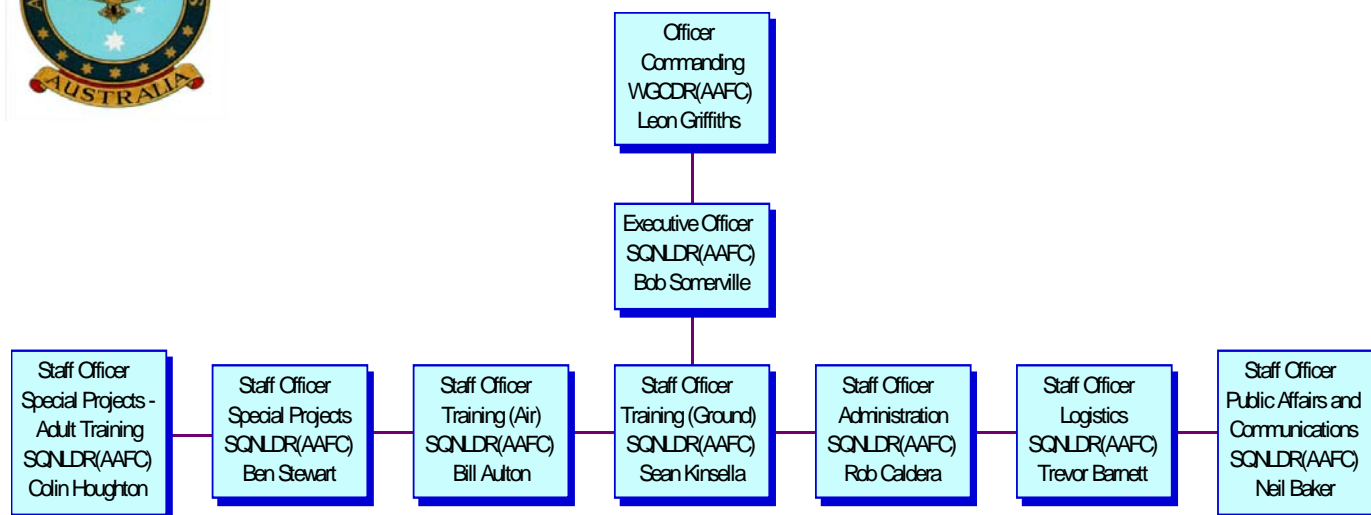
## The WESTERN AUSTRALIAN SQUADRON IN 2000

<b>Commanding Officer</b>	<b>WGCDR (AIRTC) L Griffiths</b>
<b>Executive Officer</b>	<b>SQNLDR (AIRTC) R Somerville</b>
<b>Ground Training</b>	<b>SQNLDR (AIRTC) M Hampson</b>
<b>Adult Training</b>	<b>SQNLDR (AIRTC) C Houghton</b>
<b>Flying Training</b>	<b>SQNLDR (AIRTC) W Aulton</b>
<b>Logistics</b>	<b>SQNLDR (AIRTC) J Clifford</b>
<b>Administration</b>	<b>SQNLDR (AIRTC) S Kinsella</b>
<b>Public Relations</b>	<b>SQNLDR (AIRTC) N Baker</b>
<b>Special Projects</b>	<b>SQNLDR (AIRTC) B Stewart</b>

1. As of 01 December 2000 Squadron Strength was 897 Cadets, 124 active Officers and instructors with 33 recruit instructors awaiting enlistment. The target is 1100 Cadets by 2001
2. The composition of WAAIRTC Officer and Instructor contingent is 26% women, 22% Pilots, 22% with ex-Military backgrounds and 46% being former Cadets. 59% of the Squadron comprises of Officers with 19% of Instructors being appointed to HQ.
3. One Flight, 22FLT Derby was Officially Recognised and one new Flight, 23FLT Joondalup was raised on 25 October 2000.
4. WAAIRTC Flights received a total of \$79,000 in YTS funding through the Office of Youth Affairs.
5. All WAAIRTC Flights underwent Quality Assurance Inspections by the CO, RLO or XO.
6. 360 Cadets undertook GST Training and 370 cadets participated in promotional training in 2000.
7. The National Adult Training program was fully implemented in 2000 with all Officers and Airmen participating in development of some kind.
8. Selected Cadets participated in a LFX with the Army Reserve Field Battery.
9. Two Instructors attended the RAAF Weapons Training Course at RAAF Edinborough.
10. SQN has successfully devolved all Logistics, with regard to Uniforms, to Flights.
11. 22 Cadets gained solo powered Flying status with another 10 on gliders. 27 Cadets are currently undertaking further studies toward their PPLs.
12. The SQN has on strength ten powered Instructors and two Gliding QFIs.
13. The SQN participated in the ANZAC parade with 185 Cadets parading as well as re-enacting the Freedom of the City of Albany.
14. The SQN produced a monthly magazine and is running a successful saleable items section within PR.
15. The Office of the WOD has been created to provide a focus for the Airmen within the SQN as well as to standardise Flight parade and DI structures.
16. A number of Flights are about to move to joint ADF Facilities at Palmer Barracks, Karrakatta, Bunbury and RAAF Pearce.
17. The SQN has restructured its financial processes to be GST compliant as well as have more transparent processes when reporting to FLTCDRs.

## 7 Wing Australian Air Force Cadets

### Staff Officers 2001



Cadets enjoying a meal, GST 2000



JNCO Detachment, July 2000

## January Promotion Courses - The Ninety's

Christmas is over and it's that time again. Normal people are settling in to the New Year in a relaxed manner. Not those in the AIRTC - the January Promotion Courses, which comprise of the Cadet Under Officer, Cadet Warrant Officer and Cadet Senior Non Commissioned Officer's courses, are with us again. Seems like it was only yesterday we completed the Graduation Parade and sent all the cadets home and now it's upon us again.

The crew is generally the same with the exceptions of a few additions. Die hard AIRTC instructors who accept the flies, heat and solitude from the civilised world for three weeks at RAAF Pearce.

I have been attending camp for over ten years at this time of the year and have been witness to a number of cadets graduate through the ranks. Cadets that have progressed through the system to now be in attendance as Instructors. The spirit is the same - work hard, play hard and then rest after the three weeks.

Some of the memorable times are when I was CUO Course Commander. The stress of two weeks into the course is rising and the overnight stay in the bush at Walyunga is underway. A suggestion to supplement the Rat Packs with Pizza is made. The instructors Ben Stewart, Tony Sharman, Trevor Hope and John Barrington agree and we all put it to the CUO Candidates - who somehow come-up with seventy-five dollars for some 16 pizzas. That was legendary throughout the Squadron for quite a few years.

Another time was when I was Duty Officer one night. The cadets were accommodated in tents (40 x 20, 11 x 11) and the wind began to pickup as they settled in for the night. A quick final check at around 2330 h and I decide to hit the sack. At around 2400 h the beeper wakes me. Cadets are getting a little worried the tents might blow down so I head down to the camp, restake the tents and guywires, comfort the cadets and head back to bed. Its now 0100 h. At 0200 h the beeper again awakes me from my slumber and I head down to the camp. The wind is a lot stronger now and the cadets are really scared the tents are going to blow away. The big 40 x 20's are lifting like sails on a yacht, with some of the poles falling out. The decision is made to evacuate to the gymnasium. While this is happening the 11 x 11 tents start to blow away one by one. Cadet's notes are seen disappearing towards the tarmac area, never to be seen again. Its now 0300 h and all cadets are secured in the gym with lots of sand ground into the polished floor. I hit the sack for a quick sleep only to awake at 0500 h to get the cadets up and out of the gym ready for the Air Force to use the gym the next morning, making sure its as clean as we could make it. The carnage within the camp is severe - clothing is scattered, cadet notes are gone, tents are in disarray. That was the longest night I can remember, however the program continued on as normal.

January course cements a bond for all who participate. The heat is generally unbearable, especially when temperatures are constantly in the high 30's and low 40's for extended periods. Sleep is only possible when its time to get up. The constant need to keep going, maintain the pressure, and achieve a result. A highlight is the games in the pool against the cadets and instructors. A form of water polo using a tennis ball and a couple of bins at each end. A game of intense skill and deception and requires some physical strength. It becomes an opportunity to learn what teamwork is all about, something the cadets fail to work out, as the Instructors are usually victorious.

Weapons training is underway again. A tradition of over 30 years that was only broken once in the last ten years. All cadets love this aspect of the course, however if they only knew the effort it takes by AIRTC Instructors to make this happen they would appreciate it more.



The graduation parade is now in full planning, as the course gets closer to the end. DI's getting snappier, timing coordinators measuring the time it takes cadets to march the circuit, VIP lists being scrutinised for seating arrangements, the announcer preparing the spiel. The final rehearsal is a disaster, however history tells us that it will be OK on the night. It always is. It always has been.

After ten years of graduation parades I still get a lump in my throat when they march past off the parade ground. Its the end of another group and the end until the next January Course commences.

**Time now for some sleep.**



**Mike Hampson**  
SQNLDR(AAFC)

## AUSTRALIAN CADET FORCES SERVICE MEDAL



The Queen approved the creation of a new medal in the Australian system of honours and awards, known as the *Australian Cadet Forces Service Medal* on the 15 December 1999. The Medal recognises 15 years efficient long service by officers and instructors of the three military cadet corps that make up the Australian Defence Force Cadets, with a clasp for each additional period of five years.

The service of officers and instructors of cadets has been unrecognised since 1975 when Australia ceased issuing Imperial awards.

The design of the Medal features the Australian Defence Force emblem. The ribbon has vertical stripes of blue and gold the traditional colours for Defence Long Service awards, together with dark blue, red and light blue stripes to signify the links between the military cadet schemes with the three arms of the Australian Defence Force.



COMMONWEALTH OF AUSTRALIA

ELIZABETH THE SECOND, by the Grace of God Queen of Australia and Her other Realms and Territories, Head of the Commonwealth:

TO ALL to whom these Presents shall come,

GREETING:

WHEREAS it is desirable that there be instituted an Australian medal for the purpose of according recognition to persons who render long and efficient service as officers or instructors in the Australian Cadet Force:

KNOW YOU that We do, by these Presents, institute a medal to be called the Australian Cadet Forces Service Medal:

AND WE DO ordain that the award of the Australian Cadet Forces Service Medal is governed by the *Australian Cadet Forces Service Medal Regulations 1999* set out in the Schedule.

IN WITNESS whereof We have caused these Our Letters to be made Patent.

GIVEN under the Great Seal of Australia at Our Court at St James's on

15<sup>th</sup> December 1999

By Her Majesty's Command,

Prime Minister

For the Western Australian Squadron Air Training Corps, current serving staff members were presented with their medals at an Investiture at Government House by the Governor of Western Australia, Lieutenant General John Sanderson, AC, on the 16 November 2000.

The following WAAIRTC and HQ AIRTC members were awarded medals on that evening:

WGCDR(AIRTC)	G	Hurren	Medal and two clasps
WGCDR(AIRTC)	T	Spiro	Medal and three clasps
WGCDR(AIRTC)	A	Stoffels	Medal and one clasp
SQNLDR(AIRTC)	J	Clifford	Medal and one clasp
SQNLDR(AIRTC)	M	Hampson	Medal and one clasp
SQNLDR(AIRTC)	C	Houghton	Medal and two clasps
SQNLDR(AIRTC)	S	Kinsella	Medal
SQNLDR(AIRTC)	B	Stewart	Medal
FLTLT(AIRTC)	G	Burney	Medal
FLTLT(AIRTC)	R	Caldera	Medal and one clasp
FLTLT(AIRTC)	A	Clarke	Medal and one clasp
FLTLT(AIRTC)	T	Curulli	Medal
FLTLT(AIRTC)	P	Rengel	Medal
FLTLT(AIRTC)	C	Salleo	Medal
FLTLT(AIRTC)	D	Searcy	Medal
FLTLT(AIRTC)	J	Smith	Medal and one clasp
WOFF(AIRTC)	B	Hay	Medal and one clasp
WOFF(AIRTC)	G	Hilton	Medal and two clasps
WOFF(AIRTC)	H	Martin	Medal
SGT(AIRTC)	G	Palmer	Medal



**Invitation to Medal Presentation**



**FLTLTs (AIRTC) Al Clarke, Rob Caldera & Doug Searcy after the Medal Presentation.**

## **Major Organizational Change**

**An announcement was made by GPCAPT (AIRTC) Neil Northeast, Commander of the Australian Air Force Cadets, from Headquarters AAFC RAAF Base Edinburgh, South Australia, to all Air Training Corps Cadet Squadrons, to take effect on Sunday 1 July 2001.**

**This announcement indicated that:**

All AIRTC Flights would be now known as Squadrons, and in Western Australia under the Command of No7 Wing, would be the Officer Commanding, WGCdr(AAFC) Leon Griffiths. All Flight Commanders would continue to hold their rank, change their title to Commanding Officer and to add 700 to their old Flight number.

**Eg. No 20 Flight would now be 720 Squadron.**

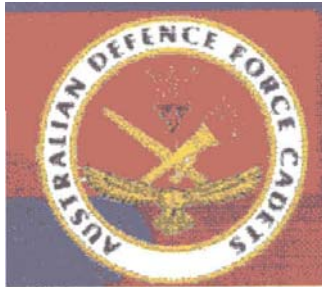
**On 26 Mar 2001, the Corps's name changed to the:**

**Australian Air Force Cadets (AAFC)**



**All three Defence Forces Cadets are now part of this Organization.**

## Australian Defence Force Cadets.



### Vision

The Australian Defence Force Cadets goal is to provide opportunities for all young Australians to obtain comprehensive personal challenges and growth, enhanced self-esteem and self-discipline, and adventurous enjoyment in a military setting.

### Overview

The Australian Navy Cadets, The Australian Army Cadets and the Australian Air Force Cadets make up the youth development organisation known as the Australian Defence Force (ADF) Cadets. ADF Cadets units are embedded in communities throughout Australia, providing youth development activity programs within a military context in schools and in wider community settings.

Of the two million youth of cadet age in Australia, Defence fosters 25,000 through the ADF Cadets. ADF sponsorship provides a unique opportunity for youth to experience aspects of life within the ADF, as well as to obtain a better understanding of the career options available. For many youth, participation in the ADF Cadets is the first voluntary step towards recruitment in the permanent forces or reserve forces. For those who choose to pursue non-military careers, they leave Cadets with a better appreciation of the ADF, its roles and tasks and its place in the wider community.

### Goals

Goal 1: Provide opportunities for comprehensive personal and social development for young people in a disciplined, Service and community setting

Goal 2: Respond to and sustain young people's interest in the Navy, Army and Air Force, and the Defence industries, and in voluntarily entering Service-related careers

Goal 3: Maintain and develop community regard and support for the Australian Defence Force, and assist in representing the three Services publicly in communities throughout Australia

Goal 4: Contribute to young people's equitable participation in Australian society, especially through providing opportunities for membership in locations of special social, economic and community need

Goal 5: Develop applicable understanding and skills in young people as a contribution to the recognised national stock of competencies.

Goal 6: Foster participation in a voluntary service to the community, locally and nationally, and enhance understanding of Australia's contributions to the international community through the Australian Defence Force.

## DEPUTY COMMANDER - AUSTRALIAN AIR FORCE CADETS



For a number of years of its more recent history, the Air Training Corps, now the Australian Air Force Cadets (AAFC) had established positions for National Co-ordinators, to draw together and direct certain aspects of training and support. These positions were established at SQNLDR (AIRTC) or WGCDR (AIRTC) rank dependant on the experience of the incumbent and covered areas such as Ground Training, Flying Training, Public Relations and Vocational Training. Officers were selected from anywhere in Australia to fill these positions, which reported directly to Canberra.

In September 1999, Air Force approved the establishment of a National Command structure for the AIRTC that resulted in the appointment of a National Commander at Group Captain (AIRTC) rank together with a Deputy National Commander at Wing Commander (AIRTC) rank. The National Commander was named as GPCAPT (AIRTC) Neil Northeast, who was then Commanding Officer of South Australian Squadron AIRTC and Wing Commander (AIRTC) Geoff Hurren, Commanding Officer of the Western Australian Squadron was appointed as his Deputy.

In the space of two years, the AAFC has undergone huge changes, driven primarily by the findings of “Cadets: The Future Review” which was commissioned by the Government at the beginning of 2000. This included the renaming of the three cadet organisations and bringing them under one banner, the Australian Defence Force Cadets with its own directorate in Canberra. Once fully established, the Directorate of Cadets will have 20 full time staff and is headed by an officer of two star rank.

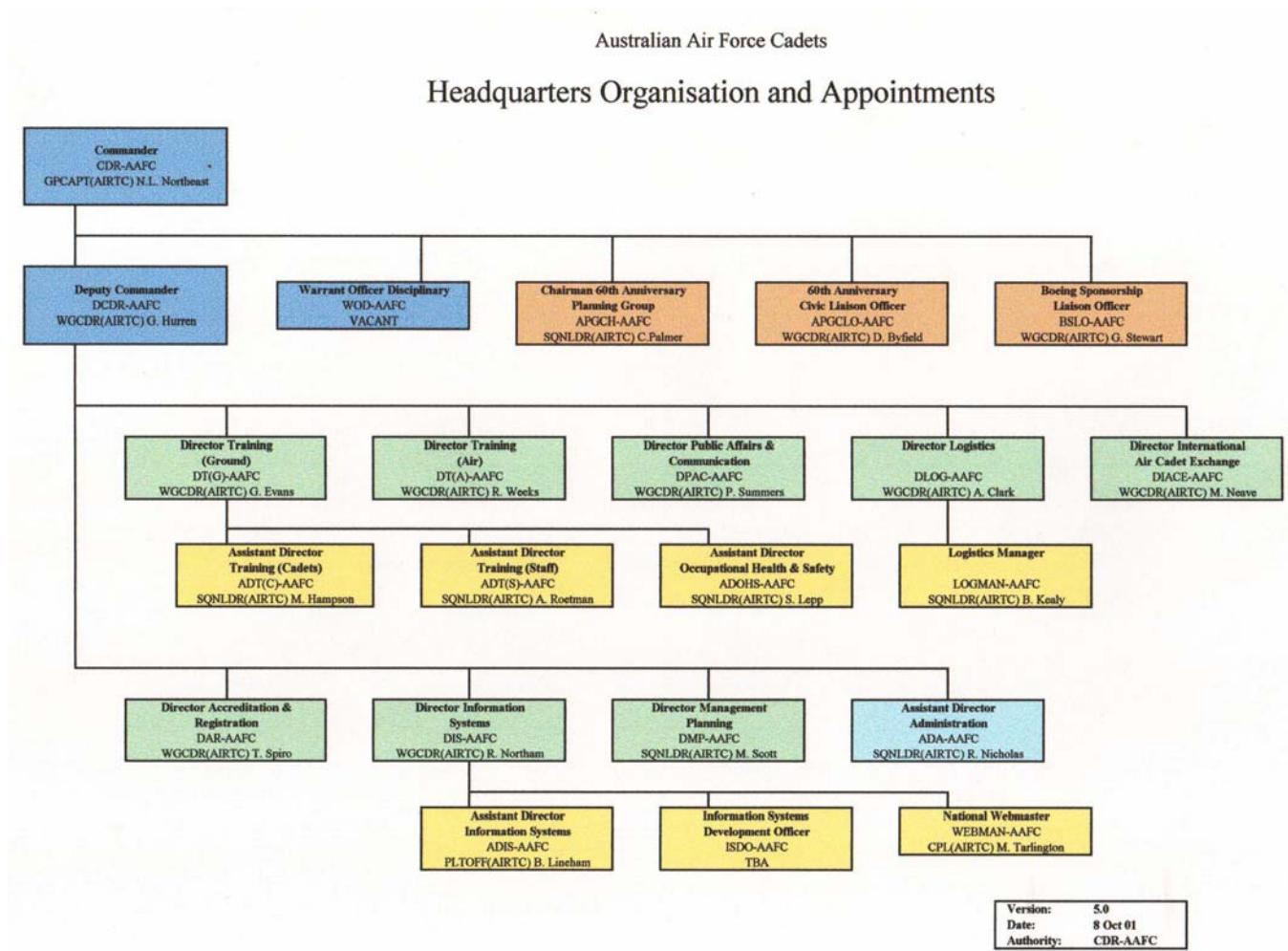
The HQ-AAFC has seen a similar expansion to try to keep pace with the ever increasing demands placed on what are still essentially voluntary staff, most of whom still have regular jobs to perform in addition to their AAFC responsibilities.

The role of the Deputy Commander-AAFC is primarily the day to day management of the AAFC to allow the Commander to concentrate on strategic issues. Specifically, the position covers, but is not limited to, the following areas of operation:

- Develop and implement broad strategy for the Corps in conjunction with the Commander-Australian Air Force Cadets and the RAAF.
- Develop and implement policies for improvement across the Corps.
- Manage and direct the efforts of the nine AAFC Directors responsible for the key programs within the Corps.
- Monitor performance and conduct appraisals on AAFC Directors and provide mentoring/counselling as appropriate.
- Attend annual conferences of Directors and Wing staff.
- Attend half-yearly conferences of Officers Commanding Wings and chair as required.
- Undertake visits and inspections of Wings and Squadrons to assess level of operation and compliance with National directives.
- Compile and produce monthly Routine Instructions for distribution to Wings and Squadrons.
- Authorise and administer pay documentation for members of Headquarters AAFC.
- Act as Commander-AAFC as required.

HQ-AAFC now relies on the input of around 20 AAFC staff spread throughout the country and all reporting through to the Deputy Commander. As we progress further down the path of tri-service involvement, the AAFC is being asked to shoulder more and more responsibility for the development of programs that will benefit all ADFC members in the future. These are exciting times for us but it is also placing a huge workload on individuals. It is very gratifying to see people rising to these responsibilities and to observe the benefits that they derive in their personal development.

**WGCDR (AAFC) Geoff Hurren Deputy Commander AAFC**



## 7 Wing Australian Air Force Cadets

Wing Strength as at 27 Nov 01

### CADETS

<b>Rank</b>	<b>Males</b>	<b>Females</b>	<b>Totals</b>
CUO	21	11	32
CWOFF	8	2	10
CFSGT	20	5	25
CSGT	38	13	51
CCPL	102	24	126
CDT/LCDT	526	107	633
<b>Totals</b>	<b>715</b>	<b>162</b>	<b>877</b>

### INSTRUCTORS

<b>Rank (AAFC)</b>	<b>Males</b>	<b>Females</b>	<b>Totals</b>
WGCDR	1		1
SQNLDR	9		9
FLTLT	21	3	24
FLGOFF	16	3	19
PLTOFF	27	8	35
WOFF	6	1	7
FSGT	3		3
SGT	4	1	5
CPL	4	3	7
LAC/W	14	11	25
AC/W	14	4	18
<b>Totals</b>	<b>119</b>	<b>34</b>	<b>153</b>

## **7WGAAFC CADET EXECUTIVE COUNCIL**

The Cadet Executive Council began as an idea to further involve senior cadets in the Australian Air Force Cadets. On a CUO Course the concept was discussed of creating a council, and so the Cadet Executive Council was born in 1999. The Council is aimed at providing a forum for the senior cadets of the wing to come together to discuss issues they feel important to them and their cadets. From humble beginnings the Council now enjoys a widespread and continually growing base.

In its three year history the Council has seen four Chairmen, CUO Andrew Jackson, CUO Matthew Price, CUO Catherine Martyn and the current Chairman CUO Ben Bell.

State councils spread to each state and have gradually resulted in the formation of the National Cadet Reference Group of which I am the Current Chair.

Involvement in both state and national councils allows cadets to voice their opinions, concerns and ideas for the future in a formalised environment. It teaches cadets how to liaise with adult staff and helps them understand the process of consensus and the decision making process.

### **CUO Catherine Martyn**

Chairman, National Cadet Reference Group  
Australian Air Force Cadets

## **NATIONAL CONFERENCE OF YOUNG PEOPLE**

The year 2001 marked the centenary of Australian federation. As a part of the celebrations the centenary of federation council organised a conference for the young people of the nation, the future of Australia, to be held in Perth from 21-23 September 2001.

Joining Youth delegates from around Australia, cadets from each service and each state came to the conference. LACW(AAFC) Garcia, CUO Bell and myself were the delegates sent by 7 Wing. The National Conference of Young People was an opportunity for 18 to 25 year olds from around Australia to come together to develop a vision for the future as Australia moves into the third millennium and the second century of federation. Young people were able to take time to consider, from the youth perspective, questions about our history, national values, our roles and responsibilities in a local and global context, the future role of governments and the skills, imagination, creativity and innovation that they see as necessary to move us forward.

High profile keynote speakers, such as the Governor General, His Excellency the Right Reverend Dr Peter Hollingworth AC OBE, and our Master of Ceremonies the Young Australian of the Year 2001, James Fitzpatrick. The opening ceremony included messages from the Australian of the Year 2001, Lieutenant-General Peter Cosgrove AC MC and the Prime Minister John Howard. During the conference guest speakers included Jason Yat-sen Li and Jaye Radisich MLA. The experience of these speakers provided direction and stimulus to workshop sessions and assisted in developing a National Youth Declaration along with strategic recommendations to put the visionary statement into practice in our own communities, which was the priority of the conference.

At the conclusion of the conference, we presented the National Youth Declaration and our recommendations to His Excellency the Right Reverend Dr Peter Hollingworth AC OBE, Governor-General of Australia and key representatives from all levels of government, local, state and federal, including the Premier of Western Australia, Dr Geoff Gallop.

All delegates could not help but be profoundly touched by the experiences of the conference and left with a sense of hope and enthusiasm for the future. Australia is a wonderful nation which has enjoyed one hundred years of federation, be assured that our generation will see her safely into the next.

## **CUO Catherine Martyn**

Chairman, National Cadet Reference Group  
Australian Air Force Cadets

## Uniforms of the AIRTC

The Western Australian Squadron Air Training Corps (WAAIRTC) now Number 7 Wing Australian Air Force Cadets (7WGAAFC) has encountered many organisational changes over the past decade. The most obvious besides the name change is observed in the Uniforms that cadets now wear. The 1990's have resulted in an almost complete overhaul of the uniform with the scale of issue changing dramatically.

In the early 1990's the "SD" Service Dress blue/grey polyester/cotton shirts were gradually replaced with the blue/white polyester/cotton blend shirt. The infamous Overalls or "Goons" as they were commonly referred to were no longer worn as the daily work uniform or on promotional courses but were replaced by the more comfortable "Greens".

The mere mention that "Goons" were to be the daily work uniform on promotional courses, always stirred spirited debate amongst the cadets that motivated the course members into action.

The AIRTC was also introduced to the "DPCU" Disruptive Pattern Combat Uniform and the "UWD" Utility Working Dress, (now "CWD" Combined Working Dress) which was being worn at the time by members of the RAAF.

Cadets were eager to emulate their Parent organisation and many rushed out and purchased "DPCU" from surplus stores, for weekend bivouacs, only to be later advised that they were not authorised to wear the uniform.

As the Air Force replaced its "Greens" with "DPCU" the AIRTC received the stocks and cadets wore this uniform as a daily working dress.

In 1997, uniform scales of issue were altered and cadets are now issued with a "SD" uniform and two sets of "CWD" uniforms along with AP boots or shoes as stocks dictated. AP boots are currently being replaced with shoes, as stocks on these items are no longer supplied.



In 2000, policy changed and cadets were no longer authorised to wear “Greens” with these items being replaced with “DPCU”. Some Squadrons have been able to issue their cadets with the uniform. These stocks have been obtained through sponsorship from military units. Most cadets however purchase these items of uniform.

Cadets now attend their home Squadrons (previously Flights) in “CWD” and complete day to day activities in this uniform. The “SD” uniform is worn on Formal Parades, Squadron Visits and once a month at home Squadron for the CO’s Inspection Parade (formerly Flight Commander Parades). The “DPCU” is authorised to be worn on Field Craft and related activities such as Weapons Handling.

On promotional courses the daily uniform is “CWD” with Formal Inspections being conducted in “SD” uniforms.

In the year 2000 the RAAF has decided to return to a similar uniform worn since the AIRTC inception until the 1970’s, which has the Air Force dark blue trousers and jacket, that has the belt buckle located on the outside front of the jacket.

As we look to the future it will not be long before we have once again changed into a new uniform to provide us with a distinctive military look.

**Damian Lambert**  
**SGT(AAFC)**  
**7 Wing Drill Instructor**

## **AAFC NATIONAL COUNCIL CONSTITUTION**

### **Aim**

1. The aim of the AAFC National Council is to promote and support the AAFC in the fulfilment of its objectives. The National Council will pursue this Aim by achieving the goals set out in the Strategic Plan.

### **Role**

2. The role of the AAFC National Council is to provide the influence and background experience to develop a broader support base to enhance the AAFC program. The AAFC National Council is in effect the bridge between the RAAF, which has responsibility for AAFC policy, and the additional government, industry and community resources required for the on-going success and development of the organization.

### **Responsibilities**

3. The responsibilities of the AAFC National Council are as follows:
  - a. To provide recommendations to CAF on:
    - (1) the development of the AAFC, and
    - (2) the development of training activities particularly in relation to those with civilian and other government departments.
  - b. To provide increased support for the AAFC through:
    - (1) greater publicity for the AAFC,
    - (2) increased flow of information to Government on cadet activities, and
    - (3) involvement with business to get their support for cadet activities.
  - c. To provide liaison with Regional Councils.

## **Organisation**

4. The AAFC National Council comprises members of the RAAF, distinguished civilians and officers of the AAFC. The Committee shall consist of the office-bearers of the association and up to nine ordinary committee members and any such additional members as may be approved by the association. Appointments to the Committee shall include:
  - a. The Chairman (two star – CAF appointment);
  - b. National President of the RAAF Association;

- c. The Director General Personnel (Air Force) – Deputy Chairman;
- d. Director – Australian Air Force Cadets;
- e. Commander – Australian Air Force Cadets;
- f. Ex-RAAF senior officers / senior RAAF Reserve Officers;
- g. Distinguished civilians, one of whom is to be the Deputy Chairman; and
- h. Senior AAFC officers.

### **Liaison with the RAAF and Department of Defence**

- 5. CAF is, under the terms of the Defence Act and Cadet Forces Regulations, the Commander of the AAFC and therefore is responsible for its policy. The AAFC National Council at each level is to be an advisory and support body.
- 6. The Director General Personnel (Air Force) (DGPERS [AF]) is the point of contact between the RAAF and the National Council. All communication between the National Council and the RAAF or Department of Defence on national issues is to be directed through DGPERS (AF).
- 7. All communication between the Regional Councils and local RAAF or Defence authorities is to be directed through the RAAF officer appointed by CAF.
- 8. An annual meeting of the National Council and a duly elected representative of each Regional Council shall be held in each year.

### **Quorum**

- 9. A quorum for an ordinary meeting of the National Council shall comprise not less than three current members. Five members constitute a quorum for a general meeting.

### **Duties of the Chairperson – National and Regional Councils**

- 10. The Chairperson shall preside at all meetings of the Councils and supervise all aspects of the business of the Councils.

**Regional Liaison Officer  
7 Wing AAFC  
2000 – 2001**

**Squadron Leader Warren Bishop**



My appointment as the Regional Liaison Officer, for the then Western Australian Squadron Air Training Corps, was one, which I took on with considerable pride in the early stages of 2000. Through my previous experience as both a cadet at No 26 Flight Victorian Squadron in the turbulent 1970s, and my more recent relationship as a PAF Officer, I have held the Air Training Corps, and, more recently, the Australian Air Force Cadets, in extremely high esteem. The Western Australian Wing of that organisation is certainly no exception. To that end, I consider it to be an extreme honour to be able to make some contribution, however small, to help No 7 Wing AAFC remember some of their last sixty years.

The job of the RLO is one which many have little understanding, sometimes making my task very challenging. Indeed, my predecessor remarked that I would need to keep my wits about me as AIRTC staff always try their very best to make things happen to the benefit of cadets, always with the best intentions, but tend to go about it in any way that will achieve the aim. He was right! I found that they can produce some very 'entertaining' administration.

Now, just what are those **duties**?

The RLO is appointed to provide a conduit between the RAAF and the AIRTC/AAFC.

That task includes co-approving Administrative Instructions for the many activities cadets engage in.

To approving the use of finance provided by the RAAF.

Representing the senior RAAF officer in the area (in this case, OC RAAF Pearce)

Acting as the secretary to the Western Australian Squadron Regional Council.

Oh, of course, any other extraneous task lobbed upon me to get the job done. I therefore saw myself as a 'rail greaser'.

My observations of the former Western Australian Squadron Air Training Corps, now No 7 Wing AAFC, are those of considerable admiration for their enthusiasm and the dexterity demonstrated by both cadets and staff. Indeed, I would like to think that my primary RAAF appointment at the time at No 2 Flying Training School provided me with many more opportunities to view such activities, through the many times I was able to travel to flights and squadrons to see cadets in PC9 aircraft, than I would have in another unit. These visits included visits to the country areas, and particularly one of the most recent squadrons to form - 722 SQN at Derby. I was fortunate to have the opportunity to visit 722 SQN with three PC9s to provide them with a rare opportunity to see and touch them, in addition to giving them an opportunity to speak with instructors from 2FTS. No 2FTS also provided me with many opportunities to visit the Elementary Flying Training Camps at

Cunderdin, in a PC9, to give cadets opportunities to relate with RAAF QFIs, whilst undergoing flying training themselves. I am not sure who had more fun, the cadets or me!

My time as RLO has provided me with many opportunities to observe the future leaders of today in activities that would not be available to them without the significant and generous contribution by their staff. All of whom give up enormous amounts of their own spare time (often without any form of remuneration) to ensure the success of cadet programs. And, whilst they are too numerous to mention here, their contributions should not go unnoticed. Indeed, I saw the fruit of their considerable work, however many did not. Another group also deserving mention here are those PAF personnel who give freely of their valuable time and experience to assist cadets and staff through the many training opportunities.

To the staff and cadets of the Western Australian Squadron Air Training Corps and now No 7 Wing Australian Air Force Cadets, I congratulate you on this anniversary and thank you for providing me with the honour to serve with you. You have custody of an organisation that has served Australia exceptionally well and one that should continue to serve with distinction in the future. I therefore wish you well in all your endeavours.

**WARREN BISHOP**

Squadron Leader

## The Office of Warrant Officer Disciplinary

The Office of Warrant Officer Disciplinary (WOD) has always been a very prestigious and valued position in the AAFC. The WOD provides a point of reference for Airman and as the history of the position indicates it recognises those who are deemed to be specialists in their field and seen as indispensable in maintaining the integrity and consistency of discipline, training and morale.

Throughout the 1990's several people have held the position in some form or another, be it as the WOD, Squadron Warrant Officer (SQNWOFF) or as the Squadron Drill Instructor (SQNDI).

From 1989 to 1994	the WOD was WOFF (AIRTC) BROWN
For 1995	the WOD was FSGT (AIRTC) McKAY
From 1995 to 1996	the SQNDI was SGT (AIRTC) CATALINI
From 1997 to 1999	the SQNDI was FSGT (AIRTC) BROMLEY
For 2000	the WOD was WOFF (AIRTC) PASSMORE (who was appointed the National WOD in that year)
From 2000 to 2001	the SQNWOFF was FSGT (AAFC) PETCH
From 2000 to 2001	the SQNDI was SGT (AAFC) LAMBERT.
From 2001 to 2002	the AWGWOFF is SGT (AAFC) LAMBERT.

The most active and easily recognisable role of the Office of WOD is the annual Drill Competition. SGT (AIRTC) G FIGERIEDO, a winning DI for three consecutive years has also taken the reigns and co-ordinated the competition on several occasions.

The competition has grown to include other areas of expertise to which there are now individual competitions. These include Aircraft Recognition, Field Craft, Drill Captains Trophy and The Combined Trophy for the overall winning Squadron.

### Drill Competition

1997	14 Flight
1998	3 Flight
1999	14 Flight
2000	14 Flight
2001	703 Squadron

### Drill Squad Captain

1997	CDTWOFF GARCIA 3 Flight
1998	CDTWOFF SMITH 15 Flight
1999	CDTWOFF BELL 3 Flight
2000	CWOFF COLLISON-BRYANT 3 Flight
2001	CWOFF SANDERS 714 Squadron

### Aircraft Recognition Competition

1997	14 Flight
1998	13 Flight
1999	13 Flight
2000	13 Flight
2001	703 Squadron

### **D. LAMBERT**

SGT (AAFC)  
AWGWOFF

## RELOCATION OF 7WGAAFC UNITS AND HEADQUARTERS

In March 2000, 7WGAAFC was advised that the Defence Force was planning to sell a number of sites, which we occupied. While this process would mean the relocation of several units and our headquarters, it was viewed as an opportunity to gain better facilities and to improve our ability to train the cadets.

Our sites at Belmont, Bunbury and Leederville were subsequently sold and the process of identifying and construction of new facilities was undertaken. Belmont, which accommodated number 715 Squadron and 712 Squadron at Midland, were relocated to a new purpose built office complex within Palmer Barracks, Guildford. This facility provided new offices and storerooms, all of which were connected with a telephone system and air-conditioned. It was a big improvement over what we had however we no longer had our own classrooms. The new facility allowed for sharing classrooms with the Army Cadets and the on site Army units and while not as convenient as your own, they were air conditioned and had new improved facilities.

We moved into the new facilities in April 2001 and have continued to operate both 712 Squadron on Wednesday Nights and 715 Squadron on Friday nights.

The site we have occupied for many years in Bunbury was also sold and 710 Squadron was relocated to the new Army Reserve depot. The relocation saw new air conditioned offices being provided and some modifications to existing facilities to provide the required number of classrooms and stores. Like Belmont, all offices were air conditioned and equipped with new furniture, as were the classrooms.

710 Squadron was relocated in May 2001 and have settled in well with the Army units.

The final site to be sold was Leederville and this saw the relocation of 2 Squadrons, 1 Flight and our Wing Headquarters. 706 and 714 Squadrons were relocated to Karrakatta while 716 (Flying Training) Flight and Headquarters were moved to RAAF Base Pearce.

As Leederville had a number of transportable buildings, 2 of these were relocated to Karrakatta and placed on land next to 16 BN, RWAR. These buildings were used to provide office facilities with access being given to the classroom facility within the 16 BN complex. Being existing offices, they did not have any air conditioning however they were joined together by a covered awning, which provided more space than the flights had at Leederville. The classrooms were a major improvement over Leederville and are fully air-conditioned and offer the very best in training facilities for the cadets.

To provide a store for the Squadrons, we had to relocate the hanger from Leederville to the 16 BN Transport. This then allowed 16 BN to relocate some of its sections and provide us with a store opposite the new offices that was ideal.

**Moving Headquarters to RAAF Base Pearce was a major exercise.** The old Asset Services buildings on base were identified as our new location and we then were actively involved in designing our own layout, which would suit our needs. The new facility would not only house Headquarters, but would also be a base for all camps at Pearce, providing office and classroom facilities. This process saw a 6 month construction period, which was completed in stages to allow headquarters to relocate in April 2001 with final completion in July 2001.

The new facility saw air-conditioned offices for all Staff with a comprehensive telephone and computer network. Access to our own network was made available to all staff as well as selective access to the RAAF computer network for routine administration. A proper Orderly room was constructed which has created an entry statement for any visitors and provides the space needed to manage the Wing as well as a focus point for all administration.

The facility also provides a meeting room for the OC as well as a Conference room, which can be used for training as well as social functions with a kitchen and easy access for all staff. Like the offices, these rooms are fully air-conditioned and are ideal for staff training.

To provide the space necessary to accommodate our stores, the existing store at Leederville was relocated to Pearce along with the old classroom, which, was the same size. These provided 2 matching buildings at Pearce and were positioned in the compound next to the new office facilities. Telephone and computer access were given to each building and connected to the same network as the rest of headquarters. Existing cages in the compound were modified and secured to provide cages to lock away trailers and equipment that did not need to be held in the buildings.

A major construction project was undertaken to convert existing workshops and stores into classrooms and offices for camps. This provided us with 5 air-conditioned classrooms, which included the ability to convert 2 into one large room. We also had one classroom modified to allow it to be used to train staff and cadets on computers which was never possible before. Along with the classrooms, office facilities were also created to house the camp staff so that fully independent camps can be run. These offices included telephone and fax facilities and are also air-conditioned.

This facility is an outstanding achievement and 7WGAAFC has committed a large amount of its own funds as well as sponsorship from the Lottery Commission to provide new furniture for all classrooms, conference rooms and meeting facilities. The Education Department of WA also provided us with a supply of good quality second hand furniture, which all matched and has given the offices a professional appearance as well as being better suited for the task at hand. In all, we now have one of the best Cadet facilities in Australia and something that we are all proud of as well as keen to use.

**Ben Stewart**  
SQNLDR(AAFC)

## CHANGES IN THE WIND

**2001 was a year of change for No 7 Wing. Wing headquarters is now a 'lodger unit' based in permanent facilities at RAAF Base Pearce. Another seven Squadrons moved to new and more functional facilities across the State.**

To commemorate the event a special opening ceremony was planned, complete with flypast from 2FTS and special guests and dignitaries were invited. Cadets who had competed in the annual Wing Drill competition stayed on base overnight to participate in the ceremony but at the last moment the weather closed in and the opening was held indoors.

**Group Captain (AAFC) Northeast**, officially opened the new HQ on 9 September 2001. The HQ comprises an Administration and Training block, Logistics area and stores and six modern classrooms for cadet and instructor training. Provision has also been made to add a new squadron facility in the future. Other units are able to use the training facilities when not being used by the AAFC.



**The curtain is drawn by the CDR**



**The official plaque**

At the completion of the ceremony guests were invited to a supper held at the adjoining 25SQN facilities on base. The move has been instrumental in cementing a new and productive relationship with other permanent units on the base and has contributed to a 'sense of belonging' between AAFC instructors and the RAAF personnel.

**The annual Wing Drill competition** the day preceding was again well supported and competition was fierce for the right to wear the blue lanyard. Many parents and friends travelled the long distance to support participating cadets and to witness precision drill 'AAFC standard'. Judging was strict under the watchful eyes of the judges, FSGT (AAFC) Malcolm Brown and SGT (AAFC) Damien Lambert, but at the end of the day there could be only one winner. When presenting the trophies for the winning teams, Officer Commanding 7 Wing WGCADR (AAFC) Leon Griffiths challenged cadets to meet again next year and put their skills to test.



**Winning drill team - 703 SQN**



**Winning aircraft recognition team – 703 SQN**

## 7 Wing 60<sup>th</sup> Anniversary Debutante Ball

Ballroom dancing training commenced in mid-April 2001 in preparation for the 7 Wing Diamond Anniversary Debutante Ball, a tradition that started over a hundred years ago, which allowed wealthy families to show off their daughters to the public and hopefully find them a husband. Fortunately the reasons behind the ball are no longer relevant but the tradition has still continued. The 60<sup>th</sup> Anniversary Debutante Ball was open to all female cadets over 16 and for male cadet sergeants and above wanting to be escorts. The 60<sup>th</sup> Anniversary Debutante Ball consisted of 10 couples.

The Debs and Escorts practiced at the Simmons Dance Studio in Balcatta, one of Perth's northern Suburbs. The Ball was held at the "Talk Of The Town" Ballroom in Malaga on 9<sup>th</sup> of June, where everyone hoped for an amazing night of dancing, a buffet dinner, and even more dancing. As expected, all that practice, time and persistence certainly paid off.

All those gathered received more than they bargained for, because this year's 60<sup>th</sup> Anniversary Debutante Ball was like no other - having the most beautiful girls and most handsome Cadet Escorts. The entire Ball experience was enjoyed immensely by all participants, the best sign of this is the fact that most of the debutantes and escorts are continuing on with ballroom dancing classes.



## **Inbound Australian International Air Cadet Exchange OZIACE 2001**

The **Inbound Australian International Air Cadet Exchange** OZIACE was held in July 2001, where cadets from all around the world came to our shores to experience the best Australia has to offer. This year it was Number 7 Wing's turn to host the 'down under' experience. The countries involved in this year's OZIACE were the United Kingdom, The United States of America, Sweden, The Republic of Singapore, Hong Kong, Canada and all of the other states of Australia (apart from the Northern Territory).

The duration of the Exchange was 14 days with the United Kingdom getting to stay an extra week longer before the representatives from the other Nations arrived. The United Kingdom Cadets were treated to a tour "down South" to Albany and back via Bunbury experiencing such things as The Tree Top Walk, Albany from the Air and many other exciting adventures. The cadets were also billeted out to experience living with an Australian Family.

The following is a brief diary of what occurred during the exchange:

### **Tuesday, 17<sup>th</sup> July 2001**

A perfect day for the arrival of our friends from other countries around the globe. Our English friends have already been here a few days and having already become experts with the oz culture, especially the well known phrase, G'day Mate! We arrived at the airport to greet our friends from Hong Kong, South Australia and Tasmania.



### **Wednesday, 18<sup>th</sup> July 2001**

The arrival of the remainder of the countries, from Canada, Hong Kong, Republic of Singapore, Sweden, United Kingdom, United States of America and all corners of the great land we call Australia, to share our first meal together in the Officer Mess. An informal welcome by WGCDR (AAFC) Hurren - Deputy Commander Australian Air Force Cadets finished the night off as the tiredness of the airline flights soon overcame the cadets.

### **Thursday, 19<sup>th</sup> July 2001**

Our morning starting off with a tour of the RAAF Base Pearce followed by a demonstration by the RAAF Security Police Dogs. The Afternoon spent at Yanchep National Park, throwing boomerangs around and playing the didgeridoo.

### Friday, 20<sup>th</sup> July 2001

A visit to the RAAFA Aviation Museum in Bullcreek welcomed by State President of the Royal Australian Air Force Association Mr Allan Stewart. Lunch in the park then off to AQWA – The Aquarium of Western Australia, to have a look at some of the famous Western Australian man eating sharks. This was followed by a brief ‘McDonald’s Moment’ en route to RAAF Base Pearce.

### Saturday, 21<sup>st</sup> July 2001

Off to Jandakot Airport where the touring members were capably looked after by FLGOFF(AAFC) Peter Maddren from 716 Flying Training Flight, and his trusty sidekick pilots - Corey, Paul, Gavin



**OZIACE Cadets and a Cessna**

and Samuel. All cadets enjoying a 40 minute ride in a Cessna 172 with some cadets wanting a bit more of a thrill and riding in the Tiger Moth instead. Thanks go to WGCDR(AAFC) Roger Weeks for the opportunity!

### Sunday, 22<sup>nd</sup> July 2001

Perfect weather for a game of Australian Rules Football, where the cadets were treated to a game between the West Coast Eagles and Geelong. With the Eagles losing *once again*, it was a long bus



**OZIACE Cadets enjoying an AFL Game**

ride back to RAAF Base Pearce for those who support the team.

**Monday, 23<sup>rd</sup> July 2001**

An early morning starts, heading east from Perth to Kalgoorlie. Not much to see in the outback, arriving at Kalgoorlie Camp School at 1700hrs! What a day sitting on a bus! A brief visit to 709 Squadron, before having an early night in bed.

**Tuesday, 24<sup>th</sup> July 2001**

Mad rush for a warm shower, it was indeed freezing over night. First Stop, Hanault Tourist Mine, and most suffering from a sore back after crouching down low to get through the tunnels. Our next stop the Super Pit mined by the Kalgoorlie Consolidated Gold Mines. In an Australian Language- a bloody big hole in the ground!

**Wednesday, 25<sup>th</sup> July 2001**

Starting the day with, a feast of Aussie tucker - Emu burgers, kangaroo steak and for those less adventurous, Rice Bubbles. Speaking of adventurous, we were lucky to spend a little time with Steve Fosset, the adventurer who was planning to fly single handedly around the world in a balloon.

**Thursday, 26<sup>th</sup> July**

Today we visited Parliament House and are shown the upper and lower houses.

**Friday, 27<sup>th</sup> July 2001**

A brief visit to the shark infested Cottesloe Beach, and a quick tour of Fremantle. The evening was spent looking around 713SQN, to be welcomed by FLTLT(AAFC) Jim Shackleton. Many of the visiting cadets were interested in the way our training contrasts to theirs.

**Saturday, 28<sup>th</sup> July 2001**

Starting today at the Fremantle Markets, before being taken back to RAAF Base Pearce for lunch, to get dressed ready for the Dining-In Night being hosted by 713 Squadron. Over 140 guests had a wonderful evening, finished off by some exciting events once the Head table had departed. Special Guests for this evening included CDR AAFC – GPCAPT(AAFC) Northeast, DAAFC – WGCDR Lydia Stevens, as well as many National AAFC Directors. Cadets spent the remainder of the evening with host families of 713 Squadron Cadets.

**Sunday, 29<sup>th</sup> July 2001**

The cadets were left with host families to experience a day in the life of an Aussie Family, followed by being taken back to RAAF Base Pearce to have a Karaoke Night in the Officers Mess Annexe. This night showed the hidden talents of this international group. The evening concluded with a very special rendition of unchained melody.

**Monday, 30<sup>th</sup> July 2001**

Our touring party visited HMAS Stirling to attend a Familiarisation Briefing given by the Base Executive Officer. Highlights included; visiting the Submarine Escape Training Facility, seeing a Collins Class Submarine, eating at the Junior Sailors Mess and a presentation by the local CALM Ranger showing Python Snakes, Tiger snakes and a Tamar Wallaby that are native to Garden Island.

**Tuesday, 31<sup>st</sup> July 2001**

As all good things do, OZIACE 2001 came to end with last moments spent with newfound friends, a Farewell Dinner and presentations. Thanks must go to SQNLDR(AAFC) Neil Baker, PLTOFF(AAFC) Barbara Turner, FLTLT(AAFC) Jim Shackleton, LACW(AAFC) Trudy Ashelford, LACW(AAFC) Jessica Garica and all the other Instructors from all countries and around Australia and everyone who helped make OZIACE the success it was.



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**No 7 WING**  
**AUSTRALIAN AIR FORCE CADETS**  
**CONTACT DETAILS**

**Headquarters**

No 7 Wing

Australian Air Force Cadets  
RAAF Base Pearce  
BULLSBROOK WA 6084

Tue 1900 - 2200

08 9571 7800  
Admin Fax 08 9571 7877  
Trng Fax 08 9571 7833

**Albany**

**705 Squadron**

Spencer Street  
ALBANY WA 6330

Wed 1830 – 2200

PO Box 794  
ALBANY, WA, 6330

08 9841 5157  
Fax 08 9842 9780

**Armadale**

**719 Squadron**

Cecil Andrews Senior High School  
39 Seville Drive  
ARMADALE WA 6112

Wed 1830 - 2200

PO Box 42  
KELMSCOTT, WA, 6991

08 9399 3691  
Fax ditto

**Bullsbrook**

**716 (Flying Training) Flight**

RAAF Base Pearce  
BULLSBROOK WA 6084

Tue 1900 - 2200

08 9571 7800  
Fax 08 9571 7877

**717 (Parachute Training) Flight**

Tue 1900 - 2200

RAAF Base Pearce  
BULLSBROOK WA 6084

08 9571 7800  
Fax 08 9571 7877

**Bunbury**

**710 Squadron**

Army Reserve Depot  
Cnr Wilson Road & Proffit St  
BUNBURY WA 6230

Mon 1815 - 2115

PO Box 262  
BUNBURY, WA, 6230

08 9721 6814  
Fax 08 9726 2135

**Cannington**

**713 Squadron**

Cnr Albany Hwy & Station St  
CANNINGTON WA 6107

Fri 1830 – 2200

PO Box 883  
CANNINGTON, WA, 6107

08 9451 9669  
Fax 08 9451 8198

**Craigie****720 Squadron**

Fri 1830 - 2130

Craigie Senior High School  
Arawa Place  
CRAIGIE WA 6025

PO Box 719  
HILLARYS, WA, 6923

08 9402 3120  
Fax 08 9402 3115

**Derby****722 Squadron**

Fri 1830 - 2200

Derby District High School  
Anderson Street  
DERBY WA 6728

PO Box 840  
DERBY, WA, 6728

08 9191 2693  
Fax 08 9191 2934

**Fremantle****703 (City of Fremantle) Squadron**

Fri 1830 - 2200

Leeuwin Barracks  
Riverside Road  
EAST FREMANTLE WA 6158

PO Box 569  
FREMANTLE, WA, 6959

08 9311 2275  
Fax 08 9311 2366

**Geraldton****711 (Mid-West) Squadron**

Mon 1800 – 2130

RFDS Patient Transfer Hangar  
Geraldton Airport  
GERALDTON WA 6530

PO Box 2141  
GERALDTON, WA, 6530

08 9923 3077  
Fax ditto

**Joondalup****723 Squadron**

Wed 1830 - 2200

Lake Joondalup Baptist College  
8 Kennedy Drive  
JOONDALUP WA 6027

PO Box 280  
JOONDALUP B.C., WA, 6919 Fax (Sch) 08 9300 1878

08 9300 7442

**Kalgoorlie****709 Squadron**

Mon 1830 – 2200

Golden Mile Trotting Ground  
KALGOORLIE WA 6430

PO Box 2271  
BOULDER, WA, 6432

08 9021 4784  
Fax ditto

**Karrakatta****714 Squadron**

Fri 1830 - 2200

Irwin Barracks  
Stubbs Terrace  
KARRAKATTA WA 6010

PO Box 2088  
CLAREMONT NORTH, WA, 6010 Fax 08 9383 6237

08 9383 6233

**Madeley****721 Squadron**

Wed 1830 - 2200  
 PO Box 77  
 KINGSWAY, WA, 6065

**702 Squadron**

Fri 1830 - 2200  
 PO Box 1048  
 WANGARA, WA, 6065

Kingsway Sporting Complex  
 Skiet Road  
 MADELEY WA 6065

08 9309 9298  
 Fax 08 9309 9295

**Mandurah****707 Squadron**

Wed 1830 - 2200

Coodanup Senior High School  
 Wanjeep Road  
 COODANUP WA 6210

PO Box 22  
 MANDURAH, WA, 6210

08 9534 7445  
 Fax 08 9534 7446

**Northam****708 Squadron**

Fri 1830 – 2200

Building J1  
 Northam Army Camp  
 Great Eastern Hwy  
 NORTHAM WA 6401

PO Box 150  
 NORTHAM, WA, 6401

08 9622 6411  
 Fax ditto

**South Guildford****712 Squadron**

Wed 1830 - 2200  
 PO Box 206  
 MIDLAND 6939

**715 Squadron**

Fri 1830 - 2200  
 PO Box 227  
 BELMONT WA 6104

Palmer Barracks  
 Barker Road  
 SOUTH GUILDFORD WA 6055

08 9377 8177  
 Fax 08 9377 8178

## NO 702 SQUADRON AAFC

### BRIEF SQUADRON HISTORY

Initially established as a HQ Flight at Wright Street, then Palmerston Street, 2FLT moved to Claremont in 1961. It was suspended mid-1985 and re-established in Wanneroo in 1986.

The Flight, now Squadron, was located at the Wanneroo Showgrounds, then at Kingsway Christian College before moving to the present location, with its own facilities on a 1Ha property in 1993. Through support of parents and community members, buildings were constructed and a parade ground laid.

**Current Operations.** 702SQN currently parades on a Friday night.

### SQUADRON MEMBERSHIP

**Table 1 – Current Strength as at 1 Oct 02**

OFFs	INSTRs	CUO	CWOFF	CFSGT	CSGT	CCPL	LCDT	CDT	Total
2M 0F	3M 1F	2M 0F	1M 0F	1M 0F	2M 0F	8M 1F	10M 3F	25M 5F	54M 10F
2	4	2	1	1	2	9	13	30	64

Instructors for 2002 were:

FLGOFF(AAFC) Andrew Wilson - CO  
 PLTOFF(AAFC) David Brown - TRGO  
 LAC(AAFC) Adam Gibbs - ADMINO  
 LAC(AAFC) Wayne Darcy - DI  
 LACW(AAFC) Jeannette Payne - LOGO  
 Mr Andrew Masters awaiting appointment

### 2002 Activities

702SQNA AFC undertook numerous training and recreational activities during 2002. The training program was designed to attempt at least one major activity each month, in an attempt to maintain cadet interest and morale.

Highlights for the year were:

- a) Rifle shooting at Southern Districts Rifle Club in March.
- b) Fieldcraft camp in conjunction with 708SQN at Northam in April
- c) ANZAC Day services at both the Nollamara-North Perth RSL and at the main Perth service also in April.
- d) A second Rifle shooting activity at Southern Districts Rifle Club July
- e) An air experience and air familiarisation day held at Jandakot Airport in August
- f) A Fieldcraft camp held in conjunction with 720SQN at the Bindoon Army facility also in August.
- g) An evening activity to view the RAAFA Museum at Bull Creek in November.
- h) A recreational activity to be held at the SQN premises following the SQN Graduation Parade in December.

In addition, 702SQN participated in most Wing activities, including the Drill Competition in September, and various community service, publicity and promotional activities such as Telethon (October) and the Army Reserve Open Day held at Karrakatta in September.

702SQN sent several cadets, and instructors, on successful promotional and Wing training courses throughout the year.

The year's activities will conclude with a joint Graduation Parade with 721SQN, now co-located with 702SQN.

## **Recruiting**

The recruiting for the year was down somewhat on other years with only about 15 new cadets joining the SQN.

702SQN tried a different approach to recruiting this year in an effort to perhaps have a change in fortunes. Early in both semesters, an Open Day, and an Open Evening respectively were held with the object of encouraging parents to come along with their children to see first hand what the AAFC was all about. Despite considerable publicity, including a leaflet drop in the local Community newspaper, neither recruiting activity could be said to have been a huge success.

Recruiting activities in the local schools and neighbourhoods for the New Year are planned with the expectation that recruiting of cadets will improve.

Unlike cadet recruiting, instructor recruiting has been quite successful, we have managed to attract a number of enthusiastic and competent new instructors.

Appointed at the beginning of the year, LAC(AAFC) Adam Gibbs has provided sterling service in Administration; PLTOFF(AAFC) David Brown has recently been appointed and posted as TRNGO to 702SQN, and a parent of one of the cadets, Mr Andrew Masters, is in the process of appointment as an instructor, assuming formal responsibilities as ADMINO.

## **Other Matters**

During the year, 721SQN co-located at the Madeley premises, parading on a Wednesday evening. This co-location is a welcome development, allowing the valuable premises to be better utilised, and to provide opportunities for both SQN's to benefit from joint activities, and resources.

The advent of ORCA and the CadetNet computer systems were not without their teething problems. The installation of the equipment, once delivered was not a great problem.

Both SQN's have planned and prepared a joint networked computer training classroom using donated and other surplus computer equipment, which it is hoped might provide a new training opportunity, especially for senior cadets.

## **A.WILSON**

FLGOFF(AAFC)

Commanding Officer

## 703 (City of Fremantle) Squadron Australian Air Force Cadets

(Formerly 3 Flight WAAIRTC)

### 703SQNA AFC PERSONNEL - 2001

#### **Commanding Officer**

**SQNLDR (AAFC) J.C.J. Clifford**

ADMINO  
TRGO  
DI  
LOGO  
INST

FLGOFF(AAFC) J. Cash  
FLGOFF(AAFC) R.. Gibbs  
SGT(AAFC) W. Anderson  
PLTOFF(AAFC) P. Hosking  
FSGT(AAFC) M. Brown (Secondary duties)  
FSGT(AAFC) G. Wattleworth (Secondary duties)  
LACW(AAFC) J. Andre  
ACW(AAFC) K. Brookshaw

CADETS Average Strength 115  
Average Parading 82

INSTRUCTORS Present Strength 6

During the year FSGT(AAFC) Brown transferred to 713SQN as TRGO.  
ACW (AAFC) Brookshaw left the AAFC for a career in the RAAF.

The recruiting programme was most successful with 53 new cadets joining this year.

1. The SQN reorganised into 4 Flights with their own Cadet FLTCDR and cadet staff under the authority of a Cadet CO, Cadet Under Officer Hett.
2. 703SQNA AFC sent 5 cadets to the Australian Navy Cadets (ANC) annual cadet training camp. Four cadets were on the musicians & drum course and one on the catering course. This cadet, CFSGT M. Bendlin, achieved Dux of his course and was also chosen as the Parade Commander.
3. The squadron conducted 4 weekend camps, 3 overnight activities, a Dining In Night and a Graduation Parade .
4. We supplied cadets for the following special parades.
  - a. Major General Low Choy—SQN inspection and march past.
  - b. Swearing in of induction recruits
  - c. All night Vigil of Fremantle War Memorial and Dawn service.
  - d. Anzac Day parade through Perth
  - e. Reserve Forces Day Parade through Fremantle.
  - f. National Flag Day Celebrations Parade Fremantle.
  - g. 7WGAAFC Official Opening Parade.
  - h. RSL & Red Cross Fund Raising Collections.
  - i. 24 cadets for Telethon.
5. The Squadron Drum Corps was established and proved to be a major feature of our home parades with cadets competing for a position in the corps.
6. The members of 703SQNA AFC Drum Corps also paraded with the ANC at the ANZAC Day parade and the opening of the movie Pearl Harbour. In December they played at the awards parade for 719 SQNA AFC.
7. The parents support unit continued to function and was financial.

8. The Squadron awarded 4 Powered and 1 Gliding Scholarship funded by the Parent Support Unit. All powered flying candidates went SOLO.
9. The following items were purchased with parents support funds.
  - a. 3 OHS projectors
  - b. 1 wide screen large TV
  - c. 1 video recorder/player.
  - d. 1 mobile stand for the TV.
  - e. 4 mobile UHF radios.
10. The SQN purchased the following items of equipment from its general account,
  - A medium size Generator
  - 5 extra mobile radios
  - One UHF mobile unit to serve as a base station
  - One mobile BBQ unit.
  - Some cooking utensils and training aids.
  - Musical instruments etc for drum corps.
  - 15 x 3 person dome tents
  - Furniture (desks and chairs) was replaced with better quality from donations surplus to RAAF and 7WGAAFC requirements.
11. The Squadron met all deadlines for the submission of financial and statistical monthly returns.
12. The training programme for 2001 was on target and planning for 2002 & 2003 has been completed.
13. The SQN entered teams in the WING Drill, Aircraft Recognition and Cheer Squad competitions. We achieved a FIRST place in Drill and Aircraft Recognition, second in the Cheer Squad and third in the Team Captain events.
14. Tri-Service: 703SQNA AFC hosted TS Anzac and Stirling cadets on our Flying camp as well as sending some of our cadets to the ANC camp. We also hosted cadets from 720SQNA AFC at our survival/field craft camp in November.
15. CUO B. BELL, accepted the position of Chairman of the Cadet Executive Council for 7WGAAFC.
16. CFSGT M. Bendlin was chosen to represent 7WGAAFC at the ORDER OF AUSTRALIA AWARDS at Government House.
17. CUO K. Wade participated in the IACE programme--- going to United Kingdom.

### **JOHN CLIFFORD**

Squadron Leader (AAFC)

Commanding Officer

703 (City of Fremantle) Squadron AAFC



## **705 SQUADRON AAFC ALBANY**

### **Introduction**

This final half year of 2002 has seen some dramatic changes to 705 Squadron's management and operation. We have focused all efforts on Cadet retention and training quality. This has seen a huge decrease in the number of cadets leaving and has seen a steady flow of new recruits.

Morale is high, at all levels – cadet, instructor and parents. Motivation is high and can be seen by the number of staff attending training courses, senior cadets assisting at wing camps and parents actively involved in helping at the squadron.

### **Activities**

1. Our training has been focused and is targeting those areas, which challenge and stimulate cadets, involving them in all stages of pre planning, execution and post evaluation.
2. We have also endeavoured to increase community awareness by attending a total of five parades in and around Albany, media coverage of our training activities and also having a display at the Albany Agricultural Show. We have received positive comments from the RSL, RAAFA and other organisations.
3. Flying has been a priority, and other activities including Tri Service events (Drill and Shooting Competitions) have been conducted.
4. Training has been improved with better feedback and performance management practices utilised by our TRNGO and myself. Staff training has been a focus for management of this Squadron over the last six months.

### **Staffing**

1. 705 SQN currently has seven appointed instructors, however two are on the unallotted list. We currently have Marian and Allan DAEMS awaiting appointment. We also have been able to utilise Army Reserve Staff and will have a permanent representative as from February 2003.
2. Since July, three staff members have attended specialised training courses in areas of Training and Squadron Management. Two staff are attending the Instructor Recruit Course in January 2003.

Current positions are:

FLGOFFF (AAFC) Daniel Highman – CO

AC(AAFC) Stanton – TRGO

ACW (AAFC) Cheeseman – ADMINO

AC (AAFC) Drage - LOGO

PLTOFF (AAFC) MEUZELAAR

### **Recruiting**

705 SQN focused on recruiting with both media coverage and community awareness, and now is in the process of a Tri-Service recruiting campaign through the Primary Schools. The High Schools will be targeted in February 2003. We are expecting a large and positive response.

## **Finance**

1. 705 SQN is now in the process of implementing a computerised accounting package and hope to be able to compile the Financial Returns using this system as from the 2003 calendar year.
2. Our Squadron Support Committee has not been formalised and was disbanded by the previous CO, prior to him departing on leave. I have since worked with a dedicated group of supporters and have managed to raise considerable funds through raffles and other programs.
3. Parents are currently involved in assisting to organise activities including our Dining In Night, Graduation and Tri Service Parades.

## **Conclusion**

Our cadets, instructors and parents are motivated and keen and I see that 2003 will be a very positive year. I believe I am extremely lucky to have the instructors here at 705 who took the challenges of change on board and excelled in implementing them. The cadets revel in their direction, example and leadership. Change will continue, there are always things that can be improved, and I have no doubt that 705 will continue to grow from strength to strength.

**Daniel HIGHMAN**

FLGOFF(AAFC)

Commanding Officer

705 Squadron AAFC

## **No 706 SQUADRON AAFC**

### **BRIEF SQUADRON HISTORY**

Prior to 2001, 706 SQN was located at AIRTC Leederville HQ with 14 FLT. With the closure of the Leederville premises, 706 SQN moved to Irwin Barracks at Karrakatta early in 2001.

#### **Current Operations:**

706 SQN operations were suspended at the end of first semester, 2002, due to lack of numbers.

However, prior to suspension 706 SQN, was parading around 20 cadets each week, although there were 28 on the books (some pending enrolment). The squadron awarded three part scholarships for powered flying training this year, paid for by cadets' fundraising activities.

Instructors prior to suspension of SQN was:

FLGOFF (AAFC) Declan Crowley – CO  
WOFF (AAFC) Gary Hilton – TRGO  
PLTOFF (AAFC) Terry Lawrence – ADMINO  
LAC (AAFC) Jason Fitzgerald – DI  
LACW (AAFC) Louise Foster  
AC (AAFC) Travis Maskey

#### **Parent and Community Support**

706 SQN did not have a Parent Support committee. In 2002, however, the cadets did a magnificent job of raising money for several part-scholarships for powered flying training.

Previous Parade Time:           Wednesday night 1830 – 2200

Location:                         Irwin Barracks,  
  Stubbs Tce  
  Karrakatta

#### **Declan CROWLEY**

FLGOFF (AAFC)  
Commanding Officer



## **707 Squadron Australian Air Force Cadets (Formerly 7 Flight WAAIRTC)**

7 Flight was reformed at Leeuwin Barracks Fremantle in February of 1994, with Flight Lieutenant (AIRTC) Ron Henderson as the Flight Commander and Warrant Officer (AIRTC) Steve Brown as the Administration Officer. At the time, it was reformed with the view to moving the Flight to Mandurah to form a new country flight. When the Flight was first formed it consisted of some senior cadets from neighbouring Flights and in 1995, 12 cadets started to travel from Mandurah to Fremantle each Wednesday night.

During the first year, 7 Flight had three instructors; these were Pilot Officer (AIRTC) Des BYFIELD, Pilot Officer (AIRTC) Steve Chapman and a civilian instructor Mr Royce EDWARDS. At the end of 1994, Pilot Officer (AIRTC) Declan Crowley joined the Flight.

1995 saw some changes take place at the Flight with both Flight Lieutenant (AIRTC) Henderson and Warrant Officer (AIRTC) Brown retiring and Pilot Officer (AIRTC) Byfield taking over the Flight Commanders job, with Mr R EDWARDS taking over the Administration Officer's role. Mid 1995 saw Mr Edwards become a corporal in the AIRTC. Late in 1995 Pilot Officer (AIRTC) Chapman also retired.

At the end of 1995, the move to Mandurah took place with Pilot Officer (AIRTC) D. Byfield, Pilot Officer (AIRTC) Crowley and Corporal (AIRTC) R. EDWARDS moving with the Flight and remaining in their current positions. LAC (AIRTC) Bernard Lineham joined the Flight as its Drill Instructor.

The move to Mandurah was a challenging time with the Flight being set up at Coodanup High School. At this time only 20 cadets paraded and the Flight went on a major recruiting programme. By the end of 1995 the Flight had recruited 20 more cadets and two new prospective instructors.

At the end of 1995 there was a major reshuffle of personnel at 7 Flight with Pilot Officer (AIRTC) D Byfield moving on to the NTAIRTC and Corporal (AIRTC) EDWARDS being promoted to PLTOFF (AIRTC) and becoming the Flight Commander. New instructors during 1996 were LAC (AIRTC) Andrew Gomersall and Pilot Officer (AIRTC) Brett RISBEY. LAC (AIRTC) Andrew Gomersall stepped into the role of Administration Officer and PLTOFF (AIRTC) Crowley into the role of Training Officer. The Flight premises was an old storeroom at the school, which was far from adequate for our need, so it was decided to start fund raising to enable us to build our own Head Quarters. A parent's support committee was set up at this point to assist in raising the funds.

In the first 12 months, the parents support committee managed to **raise some \$10,000** to start work on our building. At the same time as they were working tirelessly, Squadron Leader (AIRTC)

HURREN was able to negotiate, on behalf of the Flight, a \$10,000 loan from the RAAFA in BULCREEK to assist with our building project.

Construction of this building took place late in 1996 and the main construction was completed by the end of 1996 with the Flight moving into the building in 1997 in time for the start of the New Year. Ongoing fund raising has seen the building completed, and the equipment needed for the Flight to run, purchased.

The next few years saw some changes to the staff at the unit with new instructors arriving, AC (AIRTC) Kylie Young, AC (AIRTC) Beverly Hoogwerf and Pilot Officer (AIRTC) Kevan Streeter. LAC (AIRTC) B Lineham left the Flight and moved on to a Perth Flight.

The flight has also found a major sponsor for flying scholarships in Mr W. WYLLIE, who has kindly donated 2 flying scholarships to the unit, every year, until they are no longer required. This first occurred in 1999 and so far, 4 cadets have taken the opportunity to obtain their solo wings. With the cadets that have paid for their own flying, this brings the number of cadets that have obtained their solo wings to 7.

Since its re-activation, 7 Flight, or 707squadron as we are now called, has had the good fortune to see 15 of its cadets join the defence forces, across all three services. This is something both the staff and cadets are proud of.

Late in 2000 the unit had its Flight banner approved by Canberra. The actual making of the banner was then put on hold due to the name change of the AIRTC to AAFC but it is planned to have the banner made and ready to parade by the end of 2002.

### **Staff of 707 Squadron AAFC**

1994

Flight Lieutenant (AIRTC) Ron Henderson	Flight Commander
Warrant Officer (AIRTC) Steve Brown	Administration Officer
Pilot Officer (AIRTC) Des Byfield	Instructor
Pilot Officer (AIRTC) Steve Chapman	Instructor
Pilot Officer (AIRTC) Declan Crowley	Instructor
Mr Royce EDWARDS	Instructor

1995

Pilot Officer (AIRTC) Des Byfield	Flight Commander
Pilot Officer (AIRTC) Declan Crowley	Training Officer
Corporal (AIRTC) Royce EDWARDS	Administration Officer
Pilot Officer (AIRTC) Steve Chapman	Instructor

1996

Pilot Officer (AIRTC) Des Byfield	Flight Commander
Pilot Officer (AIRTC) Declan Crowley	Training Officer
Corporal (AIRTC) Royce EDWARDS	Administration Officer
LAC (AIRTC) Bernard Lineham	Drill Instructor
Mr Andrew Gomersall	Instructor
Mr Brett Risbey	Instructor

1997

Pilot Officer (AIRTIC) Royce EDWARDS  
 Flying Officer (AIRTIC) Declan Crowley  
 Corporal (AIRTIC) Andrew Gomersall  
 Pilot Officer (AIRTIC) Brett Risbey  
 ACW (AIRTIC) Kylie YOUNG  
 ACW (AIRTIC) Beverley Hoogweref

Flight Commander  
 Training Officer  
 Administration Officer  
 Instructor  
 Instructor  
 Instructor

1998

Pilot Officer (AIRTIC) Royce EDWARDS  
 Flying Officer (AIRTIC) Declan Crowley  
 Pilot Officer (AIRTIC) Brett Risbey  
 Corporal (AIRTIC) Andrew Gomersall  
 ACW (AIRTIC) Kylie YOUNG  
 ACW (AIRTIC) Beverley Hoogweref

Flight Commander  
 Training Officer  
 Administration Officer  
 Instructor  
 Instructor  
 Instructor

1999

Flying Officer (AIRTIC) Royce EDWARDS  
 Flying Officer (AIRTIC) Declan Crowley  
 Pilot Officer (AIRTIC) Brett Risbey  
 Corporal (AIRTIC) Andrew Gomersall  
 ACW (AIRTIC) Beverley Hoogweref  
 AC (AIRTIC) Peter Quinn

Flight Commander  
 Training Officer  
 Administration Officer  
 Instructor  
 Instructor  
 Instructor

2000

Flying Officer (AIRTIC) Royce EDWARDS  
 Flying Officer (AIRTIC) Declan Crowley  
 Pilot Officer (AIRTIC) Kevan STREETER  
 Pilot Officer (AIRTIC) Brett Risbey  
 Corporal (AIRTIC) Andrew Gomersall  
 LACW (AIRTIC) Beverley Hoogweref  
 AC(AIRTIC) Peter Quinn

Flight Commander  
 Training Officer  
 Administration Officer  
 Instructor  
 Instructor  
 Instructor  
 Instructor

2001

Flying Officer (AIRTIC) Royce EDWARDS  
 Flying Officer (AIRTIC) Declan Crowley  
 Pilot Officer (AIRTIC) Kevan STREETER  
 Pilot Officer (AIRTIC) Dean Devenish  
 Pilot Officer (AIRTIC) Brett Risbey  
 Corporal (AIRTIC) Tammy Moroney  
 Corporal (AIRTIC) Andrew Gomersall  
 LACW (AIRTIC) Beverley Hoogweref  
 LAC (AIRTIC) Benjamin Edwards

Flight Commander  
 Training Officer  
 Administration Officer  
 Instructor  
 Instructor  
 Instructor  
 Instructor  
 Instructor  
 Drill Instructor

**R.EDWARDS**

FLGOFF (AAFC)  
 CO 707SQNA AFC

## 708 SQNA AFC NORTHAM

No 8 Flight WAAIRTC commenced operating at Northam in February 1995. At that time I am led to believe this was the fourth activation on No 8 FLT in the WAAIRTC, and the first in a country center.

The inaugural Flight Commander at that time was FLTLT (AIRTC) Colin Salleo, who consulted the local community for about 12 months prior to 1995 in getting the FLT established, FLTLT (AIRTC) Mike O'Reilly, PLTOFF(AIRTC) Carolyn Keays, SGT(AIRTC) Joe Motteram and LAC(AIRTC) Scott Jenkinson. In 1996 a new instructor PLTOFF(AIRTC) Mark Gargano became involved with the FLT.

Currently all the above instructors, apart from Scott Jenkinson who is now an Officer in the Australian Army, are still in the Air Force cadets,.

In 1995 there were about 30 cadets who enrolled, and they came from a very broad area over the wheat belt, including Dalwallinu (190kms travel each way), Goomalling (65kms each way), York, and Northam.

During the early years two significant events, were adventure challenges held over a weekend in 1995 where a senior member of the RAAF, GPCAPT Green, OC RAAF Base Pearce, attended, along with the then Commissioner of Police in WA, Bob Falconer.

Cadets were treated to a very memorable weekend by having rides in a RAAF Caribou aircraft operating off the dirt strip at the army base, flights in civilian aircraft at the Northam air strip, abseiling from the wheat silos, canoeing on the Avon River, and fieldcraft exercises at the army base. 2FTS also had two PC9 aircraft on static display at the Northam airport.

Two years later another adventure challenge was held with the assistance of the local Police and similar activities were conducted.

At the end of 1999, the Flight Commander FLTLT(AIRTC) Salleo received a transfer to HQ, and the new Flight Commander became FLGOFF(AIRTC) Max Howard, who joined the FLT in 1998. He was assisted by PLTOFF(AIRTC) Terry Leslie as TRGO, FSGT(AIRTC) Joe Motteram as DI and CPL(AIRTC) Dave Knight as the Flight's equipment officer.

To assist in getting as many cadets as possible to attend the weekly parades, and because of the very large area from which the cadets come from, 8 FLT held it's weekly parades on a Friday night between 1830 – 2145 hours. Yearly attendance records advise that the FLT had between 35 – 50 cadets in most years. Activities for weekend camps during these years included, flying camps (usually held at Northam or RAAF Base Pearce) Gliding usually held at Morawa in company with 11 FLT Geraldton, fieldcraft and survival training, rifle shooting, visiting military warships and aircraft, to name a few.

Over the years, we like many military cadet units have had their **cadets enter military service**. Some from 8 FLT include, CCPL Sharne Newman who went into ADFA and is now an Officer in the RAAF, CSGT Luke Siebermaier, who is an aircraft technician working in the RAAF, CUO Clinton NUNN, who is a soldier in the Australian army, and CWOFF Tiarn Leslie who has joined the RAAF Police.

8 FLT has also assisted the community by collecting for various organizations which include, WA Police Service (Bluey Day appeal), The Red Cross, Salvation Army, as well as conducting yearly parades in several locations throughout our vast area, on Anzac day, Remembrance Day (National), and Remembrance Day (Police).

To this time we have had two of our cadets successfully complete a parachuting course. They are CUO Hinsley, and CWOFF Wade Cooper. As of next year we will be offering a scholarship for cadets to undertake this course.

To my knowledge the first cadet to undergo a weekly camp to obtain their restricted pilots license was CSGT Kym Skelton, who completed this in 2000. This is another area where we are now able to supply one scholarship per year to our cadets.

As we are all aware about the middle of 2001, the name of the AIRTC has now been changed to the AAFC (Australian Air Force Cadets) to bring us closer under the RAAF umbrella, subsequently 8 FLT is no more, and we have become 708SQNA AFC.

Instructors and senior cadets of the SQN when this occurred were: CO - FLTLT (AAFC) Max Howard, TRGO - PLTOFF (AAFC) Terry Leslie, ADMINO - WOFF (AAFC) Joe Motteram, CUO Amy Harm, CWOFF Wade Cooper, CSGTs Jim Howard, Cheyne Hughes, and Dean Siebermaier. Our group is extremely well supported by the SQN support committee, made up of parents of our cadets.

It was also in 2001 in the January camp at Pearce that an 8 FLT cadet finally took out a dux award for the best on course. **This was done so by CWOFF Wade Cooper, who was Dux of the WOFF course, which as his prize he went for a ride in a PC9 aircraft.**



The future for 708 SQN is to build on its short history, and make our organization available to a far greater area of the wheat belt, which is already commencing. We are now parading cadets on a regular basis from places in excess of 200 kms from Northam (Kondinin and Corrigin), which allows these young people to participate in a youth organization which has a proud record in providing not only future Defence Force personnel, but sending out into the community future leaders.

**FLTLT (AAFC) M.J.HOWARD**  
CO 708 SQNAAFC



**709 Squadron Kalgoorlie**  
**Australian Air Force Cadets**  
**(Formerly 9 Flight WAAIRTC)**  
**1992-2001**

Although not one of the larger Australian Air Force Cadet units in the State, 709 Squadron has a proud history and an enthusiastic membership keen to contribute to their local community and have fun learning real skills at the same time.

709 Squadron Kalgoorlie can trace its origins back to 1943 when the Air Training Corps was established in Western Australia during World War 2. In its present guise, 709 Squadron has been in continual service since the mid 1950's. During this time a large number of cadets and instructors have passed through the unit.

**Some of the more notable instructors** have been Don Ende, who following a period as Flight Commander, joined the RAAF as a pilot. After leaving the RAAF he became the Commanding Officer of the WA Squadron Air Training Corps. Arthur Turner, a RFDS Pilot, who was tragically killed when his aircraft struck a local goldmine whilst landing. Also Dave Horsley, the founder of the Goldfields Air Services was also a former Flight Commander.

**Many former cadets have also gone onto distinguished careers**, including Ian Taylor who subsequently rose to become a member in the WA State Parliament. Also, a number of cadets have successfully made the transition to a Defence Force career. Cadets such as Greg Cvitan, who was a crew member on the PC3 Orion aircraft, Simon Hastings an artillery Gunner with the Australian Army and Steve Menschelyi, who now flies helicopters for the Army Aviation Corps.

Some former cadets still have an association with the Squadron, including the current Commanding Officer, FLTLT AAFC) Terry Siefken, a cadet in the early 1960s. FLTLT (AAFC) Siefken has been involved with the Squadron since 1988 and took over as the Flight Commander and then CO in 1993. The current Training Officer, Geoff Horsley, son of the former Flight Commander Dave Horsley, was a cadet at the Flight during the 1970s. The Squadron ADMINO, FLGOFF (AAFC) Andrew Wilson is a former cadet from the Tasmanian Air Training Corps.

In the last ten years 709 Squadron has become a community - minded unit, participating in many community activities every year.

709 Squadron has participated in the Salvation Army's Red Shield appeal since 1994, and has also participated in the Red Cross door knock since 1992. The Squadron has won the George McHattie Shield for the last two years (1999 and 2000) for being the cadet organisation to collect the highest amount of money from around the State.

The Goldfields Cadet units also participate in a **mini-cadet challenge**, which has been held twice annually since March 2000 and presently from the four competitions that have been held, 709 Squadron has won three over the local Army Cadet unit and the local Police Rangers Cadet unit.

Being a military cadet unit, the Squadron participates every year in ANZAC Day and Remembrance Day providing Cenotaph guard duty for Dawn Services at Coolgardie, and Guard of Honour duty at Kalgoorlie and Boulder every year for ANZAC Day and two Kalgoorlie Services for Remembrance Day.



Members of 709 Squadron wait to step off on the annual ANZAC Day Parade in Hannan Street Kalgoorlie in 2001.

In 1998 we participated in the Squadron Drill Squad Competition and came 1<sup>st</sup> in dress and bearing and 6<sup>th</sup> overall.

Other regular activities of the Squadron include several fieldcraft and survival bivouacs each year, and numerous flying activities.

The Squadron has had several notable successes in Wing promotional courses. In 2000 our now CSGT Veron duxed JNCO Course 44. As he was unable to partake of his prize, which was a ride in a PC-9, whilst he was at Pearce, so the OC RAAF Base Pearce and several other senior RAAF and RSAF officers flew two PC-9's to Kalgoorlie. This not only gave CSGT Veron his ride, but also enabled the Squadron members to get a close look at the RAAF's primary trainer aircraft.

**The current Cadet Commander, CUO Hill** performed very well on his promotional courses, being chosen to be Banner Bearer for the Graduation Parade at the January 2001 courses. Also in 2001, CUO Hill was named Indigenous Student of the Year. He plans to undertake a course in Petroleum Engineering at the University of NSW.

In May 2001 the Squadron participated in the Movie premier of Pearl Harbour and subsequently got free double passes to go and see the movie at a later date. The evening was a success with a flyover and a display of weaponry used during this time period.



Corporal Ben Vernon receives his **Prize for Dux JNCO Course in 2000** from the Officer Commanding RAAF Base Pearce, Group Captain Steve Walker.



The “ultimate ride” for CCPL Ben Veron was the flight of a life time in this PC 9.



Members of 709 Squadron attend the final briefing for their field navigation exercise during their bivouac camp.



CWOFF Rebecca Place and CUO Jayson Townsend receive the Mr George Mc Hattie Shield from Mrs Rebecca Murphy of the Australian Red Cross. FLTLT (AAFC) Terry Siefken, Commanding Officer of 709 Squadron looks proudly on.

In the last ten year period, the Squadron has had at least two Flight Commanders now Commanding Officers, Flying Officer (AIRTC) Rod Elliot, and from 1993, Flight Lieutenant (AAFC) Terry Siefken (1991 - current).

**Other staff to have instructed at the Squadron during the last decade includes:**

LAC (AIRC) Shane Callagan	(1991 – 1993)
AC (AIRC) Shane. Parslow	(1991 – 1992)
AC (AIRC) Nik Klaic	(1991 – 1992)
CPL (AIRC) Helena Harrison-Brown	(1983 – 1993)
FLGOFF (AAFC) Andrew Wilson	(1996 – )
LAC (AIRC) Sean Siefken	(1996 – 1997)
LACW (AIRC) Tammy Moroney	(1997 – 1998)
ACW (AAFC) Roberta McBroom	(2000 – )
ACW (AAFC) Karon Wright	(2000 – )
PLTOFF (AAFC) Geoff Horsley	(2001 – )

**At present, the Squadron has the following Senior Cadets parading:**

CUO David Hill  
 CWOFF Rebecca Place  
 CWOFF Ben Sexton  
 CSGT Rosemarie Weston  
 CSGT Ben Veron

**T.C. SIEFKEN**  
 FLTLT(AAFC)  
 CO 709SQNA AFC

**A. WILSON**  
 FLGOFF (AAFC)  
 ADMINO 709SQNA AFC

## 710 Squadron Australian Air Force Cadets Bunbury

(Formerly 10 Flight WAAIRTC)

The last ten years has seen the Squadron maintain a positive presence in the city of Bunbury. It has an active role in assisting with Anzac and Remembrance Day marches. In April 2001 the Squadron relocated from Moore Street where it has been for nearly thirty years to new facilities, which have been built, to co-exist with the local Army Reserve unit. The past few years has seen a continued increase in numbers. Several senior cadets have moved on to undertake a career in the military. There has been a greater emphasis on flying over the last few years due to a growing affiliation with the Bunbury Aero Club.

### Commanding Officers 710 Squadron Bunbury

Year	Rank	Name
77-81	FLTLTAIRTC)	R.A Newberry
82 - 90	FLTLT(AIRTC)	D.M Tucker
91	FLTLT(AIRTC)	P.T Wild
92 - 94	FLGOFF(AIRTC)	L.C Glenn
95	FLTLT(AIRTC)	L.C Glenn
96 - 98	PLTOFF(AIRTC)	A.D McLoughlin
99 -current	FLTLT(AAFC)	M.J Presser

### Training Officer

Year	Rank	Name
77 - 79	PLTOFF(AIRTC)	D.M Tucker
80 - 82	FLGOFF(AIRTC)	D.M Tucker
83 - 85	FLGOFF(AIRTC)	P. Wild
86 - 90	FLTLT(AIRTC)	P. Wild
91	WOFF(AIRTC)	L.C Glenn
92 - 93	PLTOFF(AIRTC)	J.M Larson
94 - 95	PLTOFF(AIRTC)	A.D McLoughlin
96 - 98	PLTOFF(AIRTC)	M.J Presser
99 - 2001	PLTOFF(AAFC)	J. Murphy

### Cadet Under Officers

Year	Rank	Name
89	CUO	A.W Hynes
90	CUO	D.B Postma
	CUO	N.D Archer
91	CUO	C.J.S Middleton
92	CUO	A.E Noonan
	CUO	B. J Knapski
93	CUO	B. J Knapski
	CUO	B.J Baker
94	CUO	B.J Baker
	CUO	B.J Knapski
	CUO	B.J Lineham
95	CUO	B.J Lineham
	CUO	B.E Bevis
96	CUO	B.E Bevis
97	CUO	Henco
98	CUO	Carnall
99	CUO	Carnall
2000	CUO	Nil
2001	CUO	Ward
	CUO	Aitken
	CUO	Dibona

### Mike PRESSER

Flight Lieutenant (AAFC)

Commanding Officer 710SQNAAFC

## 711 (Mid West) Squadron AAFC

(Formerly 11 Flight WAAIRTC)

### A Proud History In Geraldton

#### How It All Began - The Early Days

Following expressions of parental interest, and offers of support from Geraldton Senior High School, Air Commodore D.W. Hitchins (RAAF Retired) arranged a public meeting at Geraldton Senior High School (GSHS) on 28 February 1993. This was designed to determine the extent of public interest in a Mid West Flight of the WAAIRTC. Approximately 120 parents and children attended the meeting. Also attending were CO WAAIRTC and two other officers who were able to answer questions and provide general information.

The principal of the GSHS agreed to make a parade ground and lecture rooms available for cadet use, and Mr Rob Ozanne, head of the schools science department and a qualified glider and powered aircraft pilot, agreed to assist in aeronautics and related subjects.

Weekly parades were instituted immediately. Initially there were sixty cadets applying for enrolment, but this number soon dropped to about forty. Mr Iain Emslie was appointed as the Flight Commander, Dr Geoff Wheat was the Training Officer, Mr Mal Kelly the Instructor and Mr Hank Hirkins the DI. Mrs Jenny Kitney joined us in the middle of the year as the Admin Officer.

In 1995 the Flight moved operations to the RFDS Patient Transfer Centre at the Geraldton Airport. The Flight again moved in 1997 to the Community Education Centre and returned to the RFDS Patient Transfer Centre in 1999. Planning is currently underway to move back to the city where we will be co-located with the Army Cadets.

#### Instructors Over The Years

##### COs

Iain Emslie  
Geoff Wheat  
Iain Emslie  
Brian McKay  
Mal Kelly

##### ADMINOs

Jenny Kitney

##### TRNGOs

Geoff Wheat  
Mal Kelly  
Christin Evans  
Mike Reymond

##### EQUIPOs

Mal Kelly  
Brian McKay

##### DIs

Hank Hirkins  
Kim Collett  
Warren Philip-Clark

David Power

Instructors

Steve Leggett  
Yvonne Campbell

Civilians

Dianne Wellington  
Tammy Fowler

**Cadet Under Officers**

Shane Saunders  
Jay Tuffley  
Ty Jones  
Jodie Ullrich  
Laura Drage

**Cadet Warrant Officers**

Dale Ullrich  
Jodie Ullrich  
Brett Teakle  
Laura Drage  
David Riman

**Individual Cadet's Achievements**

Gary Teale gained his Solo Badge with the AIRTC and later went on to Pilot Training with the RAAF.

Grant Wheeler went into the RAAF as an Avionics Technician.

Jay Tuffley entered the RAAF as a Trainee Pilot.

Peter Teale gained his Solo Badge with the AIRTC.

Laura Drage gained her Solo Badge with the AIRTC.

Sara Freegard gained her Duke of Edinburgh Award.

David Riman gained his Solo Badge with the AAFC.

**Major Squadron Achievements**

1997 the squadron ran an Air Show at the Greenough Airport.

1998 awarded an Australia Day Community Event Award for the 1997 Air Show.

1999 the squadron ran another Air Show at the Greenough Airport.

**SUMMARY OF ACTIVITIES**

711SQN was involved in the following activities in 2002:

Survival and Fieldcraft camp 30Jun – 01July 02 at Coronation Beach

ANZAC parade on 25 April 02 at Dongara, 60km south of Geraldton.

Fieldcraft camp 30Jun – 01Jul 02 at Beetanal Hill.

Gliding camp on 15-16 September 02 at Morawa Airfield.

Drill Competition with TS Morrow on 27 October 02 at Geraldton Airport.

In 2002, prior to the commencement of the cadet year, FLGOFF (AAFC) Kitney, AC (AAFC) Power and myself constructed a mezzanine floor. There are two classrooms below the floor and the office area has been relocated above. The old office area is in use as a classroom for small groups. Due to support from a local supplier, we were able to purchase at a reduced rate a new (2<sup>nd</sup> hand) photocopier.

### **STAFF MOVEMENTS**

PLTOFF Kristin Evans transferred to Perth to enable her to attend University. Two people are awaiting appointment, Michael Reymond and Jacqui van Klist.

Staff shortages have created a tremendous amount of pressure on all at the Squadron. I must commend all the staff, Ms van Klint, CWOFF Drage, CSGT Riman, CCPL Freegard and CCPL Lindon in particular for their efforts this year.

### **SUMMARY OF ENROLMENTS**

This year we enrolled 12 new basic cadets at the beginning of the year, 6 of these cadets decided not to continue. We lost 5 senior cadets out of the 14 who started the year. In September we picked up 4 new cadets. Our current active cadet number is 19.

### **2003 RECRUITING CAMPAIGN**

711SQN plans to continue its successful programme of providing information sessions to schools in the area, we will be taking names and other details this year and follow-up on them in the new year.

### **CORRESPONDENCE CADET**

This year with the approval of the OC and SOTG, we trailed what is virtually a correspondence cadet. The cadet had been with us full time last year and due to his mother's work commitments he moved to Kalbarri. The cadet was very keen to continue with cadets and had access to the internet where he could download all the notes. His mother undertook to bring him all the way to Geraldton at least once a month and to have him attend all camps. He attended JNCO this year and attained a credit for his efforts.

### **Mal Kelly**

FLGOFF (AAFC)  
CO 711SQNAAFC

## 712 SQUADRON AAFC

### SQUADRON HISTORY

712 Squadron was originally located at the Emergency Services Headquarters, Epsom Ave, Belmont WA. A number of years ago, the Unit relocated to the Swanleigh School in Midland. This move proved to be only temporary as a further move to the West Midland Primary School occurred. The Unit was located at the West Midland primary school until Jul 2001.

**Current Operations.** 712 Squadron is currently located at Palmer Barracks, Guildford. The Unit shares the site with 715 Squadron who parades on Friday nights. The facility is purposely built for cadets, with adequate office and classroom space. Both Squadrons utilize areas of Palmer Barracks for storage and training areas.

### SQUADRON MEMBERSHIP

#### Current Strength as at 11 Mar 03

OFFs	INSTRs	CUO	CWOFF	CFSGT	CSGT	CCPL	LCDT	CDT	Total
3M 0F	1 M 3F	1M 0F	0M 0F	1M 1F	3M F	5M 1F	13M 1F	10M 2F	33M 4F
3	4	1	0	2	3	6	14	12	38

**Staff Levels.** Currently the Unit has 3 Officers and 4 instructors.

### Recruiting

The Unit has commenced visits to various High Schools within the Guildford area and has provided information and briefings. A degree of interest has already been shown by number of families and potential cadets. As this task has just commenced, the flow on effect will show in recruitment over the next few months. One of the squadron goals at the start of the year was to parade 50 cadets by the end of 2002. This goal has been achieved, however, 712 Squadron will continue to recruit to ensure the continuity of cadet strength.

#### The goals of 712 Squadron Australian Air Force Cadets for 2003 are:

- Be 7 Wings leading Squadron;
- Increase the Aviation emphasis in the Squadron;
- Continue recruiting and achieve an average parade attendance of 50 cadets;
- Continue to be involved in local activities;
- Continue to be involved and to be successful in Wing activities;
- Provide financial assistance to cadets for aviation activities;
- Maintain financial stability; and
- Increase discipline and dress and bearing to the highest standard.

#### Jim CASH

FLGOFF(AAFC)  
 COMMANDING OFFICER  
 712 SQUADRON AAFC

## **713 Squadron Australian Air Force Cadets (Formerly 13 Flight WAAIRTC)**



713 Squadron has undergone a number of changes since 1991, with a number of cadets and staff passing through the doors. The most significant of these is the change of name from 13 Flight WAAIRTC to 713 Squadron AAFC. Despite this, all of the history and tradition from the old 13 Flight will never be lost and will always be recognized by both current members, and those of the future.

The other significant change for 713 Squadron since 1991 has been the relocation of our premises. In 1991, the Squadron was housed in the Cannington Agricultural Society Hall. The Orderly room containing all staff was in one extremely small office, and the equipment store was in one of equal size next door. All classes were conducted in a rather cavernous concrete-floored hall, which could serve as a wet-weather parade ground. In 1996, the Squadron moved across the parade ground, to its new purpose built facility (now known as the Cyril Vickery Pavilion). The facilities are well beyond those held previously, and this improved the morale and the efficiency of the Squadron significantly.

### **Commanding Officers (Flight Commanders) Since 1991**

1991 - 1992 Flight Lieutenant (AIRTC) Doug Searcy  
 1993 - Squadron Leader (AIRTC) Bob Hale / Squadron Leader (AIRTC) Robert Caldera (Squadron Commanders)  
 1993 - 1994 Flight Lieutenant (AIRTC) Geoff Burney  
 1994 - 1996 Flying Officer (AIRTC) Damien Quirk  
 1997 - Pilot Officer (AIRTC) Larry Turner  
 1998 - Flight Lieutenant (AIRTC) Bob Somerville  
 1999 - Squadron Leader (AIRTC) Ben Stewart  
 1999 - 2000 Flight Lieutenant (AIRTC) Damien Quirk  
 2000 - 2001 Flight Lieutenant (AAFC) Jim Shackleton

### **2001 Officer, Instructor and Cadet profile**

The year 2001 has seen many changes in personnel and appointments, however at the time of this report, 713 Squadron has on strength;

- a. Three Officers on primary appointment, Flight Lieutenant (AAFC) Jim Shackleton - CO, Pilot Officer (AAFC) Barbara Turner – ADMINO and Pilot Officer (AAFC) Geoff Crowhurst.
- b. One SNCO on Primary appointment with secondary duties, Flight Sergeant (AAFC) Malcom Brown - TRGO
- c. Four Airmen/women on primary appointment, Leading Aircraftswoman (AAFC) Jessica Garcia – DI, Leading Aircraftsman (AAFC) Ben Elvey, Aircraftsman (AAFC) Jay Anthony and Aircraftsman (AAFC) Lachlan Stain

In addition, the Cadet strength of 713 Squadron includes the following:

- a. 5 Cadet Under Officers,
- b. 1 Cadet Warrant Officer,
- c. 3 Cadet Flight Sergeants
- d. 6 Cadet Sergeants,
- e. 12 Cadet Corporals,
- f. 24 Leading Cadets, and
- g. 39 Cadets.

### **Recruitment and-Retention-of Cadets**

Recruitment this year was slow to start, but gained momentum as the training year continued. At the time of this report, 713 Squadron has recruited 36 new cadets, and has retained 35 of those cadets.

713 Squadron also ended 2000 with 81 cadets, and began the year 2001 with 78 cadets. At this time, we have 95 cadets on strength, with approximately 75 cadets actively parading in any one week.

### **Training Highlights**

This year has seen some positive development amongst the Training Program within the Flight even though there has been some disruption in the position of the Training Officer.

The Squadron has successfully run 2 Fieldcraft Camps and 1 Flying camp, the latter held at RAAF Base Pearce that incorporated a Fieldcraft component for all cadets. Also included were staff and a small number of cadets from 721 SQNAAF. These camps were run over the duration of a weekend with departure on the Friday evening. All of these camps managed to implement the training that the cadets learnt whilst in the classroom.

The Squadron also arranged other activities for the cadets that included an Aviation Quiz night that was very successful. Another highlight was the Dining-In night held at the Willow Pond Reception Centre. This event incorporated OZIACE 2001, and attracted many high-ranking Guests including CDR - AAFC and DAAFC. This evening proved to be a highly memorable occasion for all concerned.

### **Community Activities**

This year, once again, 713 Squadron provided a significant number of personnel for ANZAC Day parades, both in Perth and Cannington. Both of these activities proved to be very successful, and were well received by all cadets who participated.

In addition, 713 Squadron also supplied a number of cadets to assist with Telethon. This event is always extremely well received by all cadets, and is a permanent fixture on the 713 Squadron calendar.

The 713 Squadron Ceremonial Drill Squad proved to be very successful this year, and although the squad did not gain a place in the competition, all members have every right to feel proud. This event greatly strengthened the morale of many of the cadets at 713 Squadron, and has created an excellent base for next years' Squad.

713 Squadron also intends to become more community minded during 2002, and is investigating the various options available. One such option is to become more involved with the RAAFA, located in Bullcreek.

### **Adult Training and Career Management**

This year has seen some changes among the Squadron staff and positions held within. Only through detailed and carefully planned succession training has this process been relatively trouble free.

At this time, the structure for the next year has is being put into place and should provide the Squadron with stability for the upcoming year. Once posting to key positions such as ADMINO and DI are finalised, then plans can become concrete.

In regards to Adult Training, most staff are now qualified, or in the process of becoming qualified for the positions that they hold. Staff will be required to undergo the relevant courses pertinent to their positions as the Squadron holds them.

Performance Appraisals of the Instructors and Senior Cadets are performed regularly to inform staff about performance. This provides staff the opportunity to propose any career changes they may wish to make.

### **Goals for the Future**

The Staff of 713 Squadron have undertaken to achieve a number of goals within the Squadron. In the upcoming year. These goals including:

- Improve the recruitment procedure to enable the recruitment of cadets to a, strength of 120 cadets regularly parading.
- Retain as many of our current cadets as possible.
- Streamline the equipment issue/exchange process.
- Have a 90% or better attendance rate for all cadets parading at the Flight
- A Training Program that has greater interest level, more `hands on' activities, and alternative training methods for the cadets, all subject to the training syllabus as detailed in the revised Manual of Cadet Training and improve lecturing standards even further.
- Obtain funding to purchase a purpose built trailer for the Flights' camping equipment.
- Obtain funding to purchase equipment for Flight bivouacs.
- Upgrade areas within the Flight to display memorabilia and new artifacts that the Flight obtains.
- Win the Squadron Competition, comprising of the Drill Squad, Fieldcraft, Cheer Squad and Aircraft Recognition competitions.
- Win the Squadron efficiency shield once again.
  - To have all instructional staff fully qualified for their positions, and to be actively involved in promotional readiness training.
  - Conduct at least 4 successful weekend activities.
  - Provide full support to all Squadron activities in 2002.



### **JIM SHACKLETON**

Flight Lieutenant (AAFC)  
Commanding Officer  
713 Squadron AAFC



## NO 714 SQUADRON AAFC

### SQUADRON HISTORY

714 Squadron is one of the older units in 7WGAAFC. It is renowned for its fine record of winning the Efficiency Shield, Wing Drill Competitions and for the large amount of excellent Cadets that it produces each year.

The 2001 year was a very busy time for this Squadron with the shift from its usual home at 7WG HQ in Leederville, to its new premises at Irwin Barracks Karrakatta.

14 Flight WAAIRTC marched into Irwin Barracks Karrakatta at the start of the First Term in 2001. We were at that time parading about 40 Cadets, and it was the first time in the history of Irwin Barracks that a Flight of Air Force Cadets had marched into this strong Army area. I am sure the ground shook as we marched for to our new Headquarters at the back of the Unit, one kilometer from the front gate. As we settled into our new home we experienced a few teething problems, but the Army came to our rescue each time and it was not long before our Squadron had a new group of friends that volunteered to help us feel right at home in our new surroundings.

We have now settled in to our new surroundings with an excellent team of people. The Squadron's future looks bright, and all of our Cadets can now look forward to a stimulating and exciting career in the Squadron.

714 Squadron has always been one of the best performers in the Wing, and to this day it still holds true. Over the years we have had the pleasure of producing some of the best Cadets. In the last two years of operations here at Irwin Barracks, we have double the Cadets numbers who were parading every Friday Night to 80, and in 2003 we should have the same again.

714 Squadron has had for the last three years, three members of the Army Unit, with whom we share our classrooms, lecturing to our Cadets on the finer art of Field Craft. They are now a very important part of our training programme and our Field Craft Camps are now very popular with all of the Cadets.

All of the Staff and the Senior Cadets have worked very hard to keep the Squadron running smoothly and to make sure that our training programme and the lectures that are given to all of our Cadets is of a very high standard. We are at all times very conscious of the Army personnel watching us, so our Cadets and Instructors are always on their best behaviour, marching around the Unit or eating in the All Ranks Mess. The Cadets and Staff members are a credit to the Wing.

At the beginning of 2003 we had some of our most experienced Instructors transferred to other Squadrons. The new team has already shown that they are not afraid of hard work and have produced an excellent Training Programme, Admin is up and running, our new DI is working hard, and our Clothing Store, and all other areas fully operational for the year ahead. All of our new Senior Cadets are following in the foot steps of the ones that ran the Squadron for the last 3 years and there are some excellent Cadets starting to show their potential, so the future looks very good for our Squadron.

## **SQUADRON MEMBERSHIP**

### **Current Strength as at 1 Feb 02**

<b>OFFs</b>	<b>INSTRs</b>	<b>CUO</b>	<b>CWOFF</b>	<b>CFSGT</b>	<b>CSGT</b>	<b>CCPL</b>	<b>LCDT</b>	<b>CDT</b>	<b>Total</b>
4M 0F	2M 0F	1M 3F	1M 0F	0M 0F	1M 2F	5M 5F	27M 8F	12M 9F	47M27F
4	2	4	1	0	3	10	35	21	74

### **2001 Instructors**

FLTLT (AAFC) Al Clarke - CO  
 FLTLT (AAFC) Paul Rengel - TRGO  
 FLTLT (AAFC) Vijay Kumar - ADMINO  
 LAC (AAFC) Duncan Middlemass - DI  
 LAC (AAFC) Ian Draper - LOGO  
 PLTOFF (AAFC) Craig Strange

### **2002 Instructors**

FLTLT (AAFC) Al Clarke - CO  
 FLTLT (AAFC) Paul Rengel - TRGO  
 FLTLT (AAFC) Vijay Kumar - ADMINO  
 LAC (AAFC) Duncan Middlemass – DI  
 LAC (AAFC) Ian Draper – LOGO  
 PLTOFF (AAFC) Craig Strange  
 PLTOFF (AAFC) JOHN Gordon  
 AC (AAFC) CHRIS Glasspool

### **2003 Instructors**

FLTLT (AAFC) Al Clarke - CO  
 PLTOFF (AAFC) Craig Strange - TRGO  
 FLTLT (AAFC) Vijay Kumar - ADMINO  
 LAC (AAFC) Christopher Brooks - DI  
 PLTOFF (AAFC) Kristy Delborrello

**Parade Time:** FRIDAY NIGHTS  
 STUBBS TERRACE  
 KARRAKATTA WA 6010  
 1830HRS – 2200HRS

**Location:** IRWIN BARRACKS

### **A. H. CLARKE**

FLTLT (AAFC)  
 CO 714 SQUADRON AAFC KARRAKATTA

## NO 715 SQUADRON AAFC

### BRIEF SQUADRON HISTORY

Formed as 15 Flight WA Squadron Air Training Corps, the Flight was located at Narrogin when the present Narrogin High School was officially opened in May 1955, and relocated to the school soon afterwards.

When their Flight Commander left the school, there was no one to take his place, and the Flight closed at the end of 1962. Efforts made in 1966 to raise a new Flight in Narrogin were unsuccessful, and Number 15 Flight was re-raised the following year at Belmont. In 2001 715SQNAAFC moved to Palmer Barracks in South Guildford.

### SQUADRON MEMBERSHIP

#### Current Strength as at 6 Dec 02

OFFs	INSTRs	CUO	CWOFF	CFSGT	CSGT	CCPL	LCDT	CDT	Total
2M 0F	4M 1F	2M 0F	0M 1F	2M 0F	2M 0F	6M 2F	xM xF	xM xF	xM xF
2	5	2	1	2	2	8	11	24	57

25 Cadets were enrolled during the year.

**Staff Levels.** 715SQN currently has 2 male Officers and 1 female and 4 male Instructors.

Instructors in 2002 were:

FLTLT(AAFC) Nick Dodd – CO prior 18 Aug 02  
 FLGOFF(AAFC) Ray Gibbs – CO post 19 Aug 02  
 PLTOFF(AAFC) Boris Kulic – TRGO prior 18 Aug 02  
 FSGT(AAFC) Mal Brown – TRGO post 19 Aug 02  
 WOFF(AAFC) Helena Harrison-Brown – ADMINO  
 AC (AAFC) Lawson – LOGO (secondary position)  
 FSGT (AAFC) Kevin Petch  
 LACW(AAFC) Trudi Ashelford – DI prior 3 May 02  
 LAC(AAFC) Steve Marr – DI post 7 Jul 02

### RECRUITING

Some schools were targeted at the commencement of the year and recruitment continued in an ad hoc manner throughout the year essentially by way of personal approach by cadets amongst their peers.

### SQUADRON CAMPS AND ACTIVITIES

- a) Night fieldcraft exercise conducted at Palmer Barracks.
- b) The Squadron participated in a fieldcraft camp in conjunction with 719 Squadron.
- c) Rifle shooting was conducted at Southern Districts Rifle Club.
- d) A Flying Day was held at Jandakot. Some Cadets were unable to fly due to the weather and arrangements were made for them to fly later.
- e) The Squadron held a Dining-In night at Royal Aero Club Jandakot jointly with TS Challenger Midland.
- f) A Parents evening barbecue was held at RSL Belmont.

- g) A joint parade and Joint Services recruiting night was conducted with TS Challenger, Midland.

### **Scholarships**

A flying scholarship was awarded to LCDT E. LeCoultré, awarded First Solo Wings.  
A gliding scholarship was awarded to CSGT P. Jeeva, awarded First Solo Wings.

### **WING ACTIVITIES**

#### **Promotional Courses**

Five Cadets attended January Courses:

CUO: CSGT J Cole, CSGT J Greay

WOFF: CSGT A Smith

SNCO: CCPL M Wilson, CCPL P Jeeva

4 Cadets attended JNCO Courses:

LCDT S Kent, LCDT J Price, LCDT E LeCoultré and LCDT M Kent.

2 Cadets attended GST Courses

Officers, Instructors and Cadets participated in the Anzac Day Parade in Perth.

WOFF(AAFC) Harrison Brown and a number of Cadets participated in Telethon.

Cadets participated in Reserve Forces Day at Irwin Barracks.

The Squadron competed in both Team A and Team B divisions in the Wing competition achieving seventh and fourth places respectively. CWOFF A. Smith was placed fourth in the Squad Captains award.

**I am planning to establish a Squadron Support Group in 2003 and have received positive interest from parents.**

**Parade Time:** Friday evenings 1830h - 2200h

**Location:** Palmer Barracks  
Barker Road  
SOUTH GUILDFORD WA

#### **R. P. GIBBS**

FLGOFF (AAFC)

CO 715SQNA AFC

## **No.716 (Flying Training) Flight**

This is a Specialist Flight with only Flying Instructors. It is our duty to carry out Air Experience and Air Familiarisation flying to cadets within 7 Wing. We also carry out Flight Training to cadets in gliding and powered flying. Some of our cadets have come all the way from their first solo flight to Instructor under our training. **There are no Cadets attached to 716FLT**

### **The Instructors are:**

Staff Officer Training (Air), SQNLDR (AAFC) Ben Stewart  
 Flight Commander, FLTLT (AAFC) Larry Turner  
 Administration Officer, PLTOFF (AAFC) Barbara Turner  
 Senior Flying Instructor Power, FLGOFF (AAFC) Peter Maddren  
 Senior Flying Instructor Gliding, FLGOFF (AAFC) Hans Schneiker  
 Qualified Flying Instructor, FLTLT (AAFC) Graham Lonergan  
 Qualified Flying Instructor, PLTOFF (AAFC) Kate Steinitz  
 Qualified Flying Instructor, PLTOFF (AAFC) Paul House  
 Qualified Flying Instructor, PLTOFF (AAFC) Ricardo Samuel  
 Qualified Flying Instructor, PLTOFF (AAFC) Gavin Felsing  
 Qualified Flying Instructor, PLTOFF (AAFC) Corry Lewis  
 Qualified Flying Instructor, PLTOFF (AAFC) Bree Dyke  
 Qualified Flying Instructor, PLTOFF (AAFC) Jeff Weihs  
 Qualified Flying Instructor, PLTOFF (AAFC) Gordon Bulloch  
 Ground Instructor, PLTOFF (AAFC) Janette Phillips  
 Ground Instructor, PLTOFF (AAFC) Shelley Cruden  
 Two Civilians are utilised when we run our Elementary Flying Training Courses (EFTC), Mr Garth Cruden, Tug Pilot and Mr Henry Egan QFI Gliding.

**Elementary Flying Training Courses** are held twice a year at **Cunderdin Airfield**. Positions on the courses are highly sought after by cadets.

716FLT parades on Tuesday nights at 7WG HQ, RAAF Base Pearce. The SOT(A), FLTCDR and the ADMINO are usually the only people there to carry out general administration duties. The QFI's are engaged in Flight Training on most weekends.

We attend at HQ from about 1730h to 2200h on most Tuesday nights throughout the year.

716FLT is within itself a special activity allowing the Flight Training of Cadets and staff alike.

### **LARRY TURNER**

FLTLT (AAFC)  
 FLTCDR 716FLT

## **FORMATION OF 717 (PARACHUTE TRAINING) FLIGHT**

Because of the increasing importance and popularity of parachuting, in accordance with DI (AF) AAP 5110.001 (AM1) Chapter 5, paragraph 12, the Commander – AAFC has approved the formation of Number 717 (Parachute Training) Flight (717FLTAAFC) wef: 28 Jan 03.

Flight Sergeant (AAFC) Malcolm BROWN (AA95302) is appointed to the secondary position of inaugural Flight Commander 717FLTAAFC.

230  
**Flying Training**



Cadets rush forward to assist as the glider come to rest.



An early morning flight preparations.



An early morning flight preparations.



Those not in the aircraft must be visible at all times to those in the cockpit.



Elementary Flying Training Course 1/2000 and PC-9 Aircraft



Graduation Parade EFTC 1/2000

## NO 719 SQUADRON AAFC

### Brief Squadron History

Originally formed under the auspices of the Cadets WA , Youth Training Scheme in August 1997 and situated at Kelmscott Senior High School. Due to operating space constrictions 719SQN relocated to Cecil Andrews Senior High School in Armadale, mid 2001.

### Squadron Membership

#### Current Strength as at 1 Dec 02

OFFs	INSTRs	CUO	CWOFF	CFSGT	CSGT	CCPL	LCDT	CDT	Total
2M 1F	3M 0F	3M 0F	0M 0F	1M 0F	2M 0F	3M 0F	xM xF	xM xF	xM xF
3	5	3	0	1	2	3			28

Instructor for 2002 were:

FLTLT(AAFC) Teresa Curulli – CO  
 PLTOFF(AAFC) John Barrington - TRGO  
 WOFF(AAFC) Gary Hilton – ADMINO  
 WOFF(AAFC) Greg Corry - LOGO  
 AC(AAFC) Michael Shaw - DI  
 PLTOFF(AAFC) Brian Kurthi

### Activities

In 2002 the Squadron has had a Survival camp, Fieldcraft camp, Flying camp at Pearce and a Leadership camp. In addition to regular parade nights the SQN also participated in local community events such as Anzac Dawn Services, School ceremonies and local promotions, as well as Wing Activities such as promotional camps, one scholarship (powered) for EFTC, four cadets flying with the Royal Aero Club WA & two cadets on Adventure Training.

**Parade Time:** Wednesday Evenings: 1830h to 2200h

**Location:** Cecil Andrews Senior High School  
 39 Seville Drive  
 ARMADALE WA 6112

**Teresa CURULLI**  
 FLTLT(AAFC)  
 CO 719SQNA AFC

## **720 SQNA AFC CRAIGIE** (Formerly 20 Flight WAAIRTC)

### History

No 20 Flight, Western Australian Squadron Air Training Corps was established in August 1997. It was formed under the State Governments Youth Training Scheme initiative to get Cadets into Schools. Mrs Pauline Coghlan, the Principal of **Craigie Senior High School** was approached and was very supportive of establishing the Air Training Corps in her school.

Initially only Craigie SHS students were approached and a group of 20 cadets were enrolled. Two instructors were posted to the Flight (FLTCDR - FLTLT(AIRTC) J Rogers and TRNGO - SGT(AIRTC) B Scott), however, an instructor and two senior cadets from No 4 Flight offered their support and were posted on secondary duties to help establish the Flight, they were LAC(AIRTC) C Williamson, CDTWOFF W. D'Arcy and CDTFST J. Brunton.

In January 1998, No 4 Flight became inactive and all cadets moved to No 20 Flight, boosting the numbers to approximately 50 cadets. During 1999 the Flight appointed its first "home grown" Cadet Under Officers and Warrant Officer.

#### Associations

720 Squadron has established connections with the Wanneroo-Joondalup RSL Sub Branch and the Rats of Tobruk Association. Each year the Squadron supports the local RSL on Anzac Day and other ceremonial occasions and awards the Rats of Tobruk Outstanding Achievement Award.

#### 2001 Snapshot

No 720 Squadron still parades at Craigie Senior High School with the full support of the current Principal Mr Terry McLaughlin. Current numbers are approximately 60 active cadets with 5 instructors. Our cadets come from as far North as Quinns Rocks and South as Carine.

#### Summary of Activities:

- a. 5 cadets attended SNCO Course, 1 cadet attended CWOFF Course, no cadets able to attend CUO Course
- b. First intake of Induction cadets - ~20 cadets
- c. Quiz & Fun Night held Mar 01 coordinated by Qualified Cadets and SNCO's
- d. Anzac Day Ceremony at Wanneroo War Memorial
- e. Movie night held Apr 01.
- f. Fieldcraft Camp at Bindoon Army Camp held 22-24 Jun 01
- g. 15 Cadets attended JNCO Course
- h. Second Induction intake – lower numbers than for 1<sup>st</sup> Semester (~10 cadets) but successful
- i. RAAF Recruiting attended 17 Aug 01, followed by Video Night
- j. Flying Experience Day held at Jandakot on 23 Sep 01 – 42 Cadets flown
- k. 5 Cadets attended EFTC 2/01 – including 3 on Powered Flying Training and 2 on Gliding
- l. 15 cadets attended GST Course
- m. Combined Fieldcraft/Survival Camp with 703SQNA AFC 9-11 Nov 01
- o. Graduation Parade 7 Dec 01 at Craigie SHS (Wanneroo-Joondalup RSL Sub Branch President is reviewing officer)

**720SQNA AFC OPEN DAY**  
**27 JUL 2002**



CCPL Petricevich talking to visitors



CCPL Leszczynski, LCDT Larvin and LCDT Hill man the aviation display ready for visitors.



Visitors invited into the 11'x11' tent to view the display of equipment owned by the Squadron.



Camouflage & Concealment – Cadets putting on cam paint to perhaps confuse parents and relations.



LAC (AAFC) M. Rowles talking to visitors in the tent



Camp display allows families and visitors to assess the equipment required for bivouacs.



LCDT Rayner showing recruiting information



Sausage sizzle for cadets, staff and visitors

**Current Enrolment:**

- a. Started year with 2 CUO's (A Gibbs and J Rowles) filling positions of Administration and Training Cadet but due to both reaching retiring age in Nov 01 – Squadron has no CUO's.
- b. Cadet DI - CWOFF C France, Assistant Cadet DI CWOFF P McAllan.
- c. Several senior cadets have left during the year due to new commitments to either Apprenticeships or Study commitments
- d. 60 Active Cadets (establishment is 70 cadets):
  - 20 recruits in Semester 1
  - 10 recruits in Semester 2
  - 12 Proficiency Cadets
  - 8 Advanced Cadets
  - 10 Qualified Cadets
- e. 5 Instructors:
  - Commanding Officer: FLTLT(AAFC) J Rogers
  - Administration Officer: PLTOFF(AAFC) F Kroon
  - Drill Instructor: CPL(AAFC) C Williamson
  - Supply Instructor: AC(AAFC) J Morris
  - Instructor: AC(AAFC) M Rowles

**Jodie ROGERS**

FLTLT(AAFC)

CO 720SQNA AFC

## NO 721 SQUADRON AAFC

### BRIEF SQUADRON HISTORY

Formed as 21 Flight WA Squadron Air Training Corps at Mercy College Koondoola, relocating to Madeley mid 2002, which they now share with 702SQNAAFC who parades on Fridays.

**Current Operations** 721SQNAAFC currently parades at the Kingsway Sporting Complex, Skiet Road, Madeley WA 6065 on Wednesdays.

### SQUADRON MEMBERSHIP

**Table 1 – Current Strength as at 1 Feb 02**

OFFs	INSTRs	CUO	CWOFF	CFSGT	CSGT	CCPL	LCDT	CDT	Total
3M 0F	3M 1F	0M 0F	1M 0F	1M 0F	2M 1F	4M 2F	3xM 1xF	27M 2F	44M 7F
3	4	0	1	1	3	6	4	29	51

**Staff Levels.** 721SQNAAFC currently has 3 Males Officers, 1 Male Warrant Officer, 2 Male Instructors and 1 Female Instructor.

Instructors for 2002 were:

FLTLT (AAFC) Allan Fennell - CO  
 WOFF (AAFC) Harry Martin – TRGO  
 PLTOFF (AAFC) Terry Lawrence – ADMINO  
 CPL(AAFC) Andrew Harvey – DI  
 FLGOFF (AAFC) Graeme Hartney  
 LAC (AAFC) Vikram Barman-Roy  
 LACW(AAFC) Margaret Foote

### Activities

In 2002 the Squadron has had a fieldcraft camp, a survival camp at Beverley, a flying and firearms camp at RAAF Pearce and end of year camp at Moore River.

### A.J. FENNELL

FLTLT(AAFC)  
 CO 721SQNAAFC

## **722 SQUADRON AUSTRALIAN AIR FORCE CADETS**

**722 Squadron is based in Derby in the Kimberley Region of Western Australia. We are the most remote squadron in WA being some 2,300 km from Perth.**

### **WHEN CREATED**

At our inception we were originally 22 Flight WAAIRTC. The idea of a cadet unit was first thought of some three years ago in 1998. Thoughts were given to other forms of the Cadets WA scheme. However having a large `bare base" (RAAF Curtin) some 45 km from the town of Derby swung the thinking to an air cadets unit. The Permanent Air Forces personnel based at Curtin were enthusiastic of the idea and gave huge support to the formation of the unit.

**WHO BY:** The formation of 722 Squadron was undertaken by four local townspeople:

Mr T Dolan, a policeman who was transferred some six weeks after the idea was mooted.

Mr I Turton Mrs K Hunt Ms A Godfrey

Three of the above people carried the idea through from inception to the formation of the unit. The driving force behind the unit was Mr I Turton who was appointed Flight Commander. Other officers appointed were

Mr P Bush PLTOFF(AIRTC) Mrs K Hunt PLTOFF(AIRTC) Ms A Godfrey PLTOFF(AIRTC) Mrs J Turton PLTOFF(AIRTC)

Mrs J Moore, Ms G Herrick and Ms J Heseltine were appointed Aircraftswomen. Mr B Marshall was later appointed as Aircraftsman.

In January 2001, PLTOFF(AAFC) Karen Hunt took over as Commanding Officer with the departure of FLTLT(AIRTC) I. Turton.

### **WHEN INCEPTED**

The official date of our first parade was 15 October 1999. Some 40 cadets turned up on that first night for enrolment in the Air Training Corps. Our enrolments has waxed and waned over the last two years. Currently we have 33 cadets enrolled with 22 regularly parading.

### **INAUGURAL PARADE**

Our inaugural parade was held on Saturday 4 March 2000 with 34 Cadets, 5 Officers and 4 Instructors taking part in the ceremony to officially name 22 Flight WAAIRTC. Official guests were:

**GPCAPT Chuck Connors, Director of Reserves, who officiated and reviewed the cadets,**

WGCDR(AAFC) Leon Griffiths, COWAAIRTC, Members of Parliament Ross Lightfoot and Greg Smith who presented a signed Australian flag to 22 Flight, Mr M Clarke, Principal of Derby District High School where 722 Squadron parades and Mrs E Archer representing the Shire President of Derby. 2FTS provided a fly past much to the delight of the residents of Derby.



Opening Parade 722SQNA AFC Derby 2000



722SQNA AFC Derby Cadets being reviewed by GPCAPT Connors

## HEADQUARTERS

**Our squadron is a school-based unit.** Initially we operated from a classroom within the main school grounds. Although the use of the classroom was very much appreciated by the Officers and Instructors, problems were encountered with the storing of equipment and display of posters and training aids.

In February of 2001 we identified a disused building on the outskirts of the school grounds. The original use of the building was as a motor shop. The building was literally a "tin garage". 722 Squadron was fortunate in obtaining funding and some \$8,000 was spent on erecting walls around and within the building, installing proper doors, repairing, painting, carpeting and air-conditioning the building. We now have our "own" headquarters where we can display our posters and training aids on "our" walls. Inside our Headquarters we have a logistics store, which makes securing our equipment easier.

722 Squadron Headquarters was officially opened on Friday 21 September 2001.

## CAMPS AND BIVOUACS

722 Squadron is fortunate in being surrounded by many varied interesting campsites around the environs of Derby. The Kimberley environment provides stimulating challenges to our cadets. The Permanent Air Force based at RAAF Curtin also provides challenging experiences for the cadets. Curtin Air Base is only 45 Km from town.

The cadets have had the pleasure of viewing aircraft such as Hercules and a Galaxy when these aircraft have landed at Curtin. Survival camps are undertaken at Telegraph Pool on the Fitzroy River where barramundi and cherabun abound.

Activities are also undertaken in conjunction with TS Broome Naval Reserve Cadets based in Broome 220 km south of Derby. Combined bivouacs and camps provide stimulating challenges and competition for both units. These combined camps enable a sharing of resources and experiences.

The cadets of 722 Squadron are very much involved in the community. The community of Derby feels that it "owns" its cadet unit. The cadets undertake community service through their participation in ANZAC Day parades, Remembrance Day Services and a large community

fundraising activity held on 'King Tide Day'. Involvement in such community activities increases the cadet's exposure to being active community members.

722 Squadron AAFC has had an exciting and stimulating two years since inception with cadets undertaking General Service Training camps, completing Junior Non Commissioned Officer camps, flying training (with one of our senior cadets gaining her pilot's license) and weapons training courses.

**ANN GODFREY**

PLTOFF(AAFC)

TRGO 722SQNAAFC

## 723 Squadron AAFC

723SQN was formed in October 2000. At this point the Instructors who help set up the Flight were SQNLDR(AAFC) N. Baker, SQNLDR(AAFC) R. Somerville, PLTOFF(AAFC) B. Scott, LAC(AAFC) D. Middlemass and CUO M. Murray. 23FLT is located at Lake Joondalup Baptist College. During the last two months of the year 2000 we paraded approximately 20 cadets.

We were officially recognised by the RAAF in April of 2001. At this time we had permanent Instructors posted to 23Flt.

FLTCDR	PLTOFF(AAFC) B. Scott
ADMINO	PLTOFF(AAFC) K. Hurlbatt
TRGO	PLTOFF(AAFC) E. Dickenson
DI	LAC(AAFC) B. Gagatek
SUPI	LAC(AAFC) R. Lackie
Inst	LAC(AAFC) M. Murray

On our opening parade our reviewing officer was WGCDR N. Sawade CO 2FTS. Also attending the parade was WGCDR(AIRTC) L. Griffiths CO WAAIRTC, SQNLDR W. Bishop RLO, SQNLDR (AIRTC) R. Somerville XO WAAIRTC and many other distinguished guests. On the parade we had about thirty five cadets.

Since that time we have maintained numbers around the thirty area. In early 2003 we still have eight of our original cadets, of which the highest rank held is CFSGT. We sent some cadets on the 2003 CUO and CWOFF course, and also have SNCO qualified people. We also presently have a CUO on secondary duties from 714SQN, and a CWOFF from 720SQN.

At the start of 2003 our current instructors are:

CO	FLTLT(AAFC) J. Rogers
ADMINO	FSGT(AAFC) G. Wattleworth
TRGO	LAC(AAFC) M. Murray
DI	CPL(AAFC) C. Williamson
SUPI	LAC(AAFC) R. Lackie
Instructors	PLTOFF(AAFC) T. Abey LAC(AAFC) B. Gagatek

In the immediate future we are looking to moving from our present location in Lake Joondalup Baptist College to D Company 16 Battalion which is located approximately 200m from our present location.

**M. Murray**

LAC(AAFC)

TRGO 723FLT

## **WAAIRTC and 7WGAAFC Adult Instructors 1955 – 2002**

As part of the original 50<sup>th</sup> anniversary book on the Western Australian Squadron Air Training Corps by Les Jubbs, there was an Annex provided by Squadron Leader (AIRTC) Malcolm Crosbie, which listed Instructors details taken from Personnel Occurrence Reports, Unit Routine Orders or Routine Instructions from 1955 to 1991. Squadron Leader (AAFC) Rob Caldera has continued this up to 2002.

Unfortunately because of the recent Privacy Legislation we are unable to put these records on the web, but if anyone needs to get any information on themselves, a copy has been given to FLTLT(AAFC) Al Clarke, the Curator RAAFA (WA) Museum at Bullcreek and a copy is also held by SQNLDR(AAFC) Rob Caldera, Staff Officer Administration at HQ 7WGAAFC. Below is the foreword from the document reproduced for your information.

### **WAAIRTC Adult Instructors**

The alphabetical list of WAAIRTC Adult Instructors on the following pages recognises the many people who have contributed considerable time and effort as uniformed Instructors in the Western Australian Squadron Air Training Corps.

Whilst every effort has been made to ensure that all adult instructors who served between 1955 to 1991 have been recorded, apologies are offered should there have been any errors or omissions.

#### Prior to 1955

It is thought that all PORs and UROs prior to 1955 are held in archives somewhere in Melbourne (or possibly Canberra). As these records are not held by Australian Government Archives in WA, they have not been available for producing this list of adult instructors.

#### 1955 to 1977

Some UROs and PORs for the period 1955 to 1977 are available at the Australian Government Archives, Kent St, East Victoria Park WA. Unfortunately these records are not complete. The reason for the incomplete nature of these records is understood to be a result of the flooding of the below ground cellar at the Claremont Headquarters of WAAIRTC around 1970 (probably twice – once from overflowing gutters and another time from a burst water main). Records awaiting archival action were stored in this cellar and it is known that many PORs and UROs were lost in one of these floodings.

However, many of the PORs and UROs for this 1955 to 1977 era at the Archives have annotations referring to No 9 Flight and initials believed to be those of WOff Eade. It is known that FltLt Don Ende [later WgCdr(AIRTC) and Commanding Officer of WAAIRTC] was the PAF Squadron Training Officer during 1974 and from his previous service as an AIRTC instructor and Flight Commander at Kalgoorlie (prior to joining the PAF) he would have known that WOff Eade of 9 Flight (Kalgoorlie) kept meticulous records of UROs and PORs affecting Flight's personnel. It is probable that the 9 Flight records were obtained to replace those lost during the flooding of the Claremont cellar. However, if a POR or URO of that era did not have relevance to 9 Flight personnel, that POR or URO apparently was not retained within 9 Flight's record system, so explaining why the Australian Government Archive records for this period are incomplete.

Unfortunately, the absence of certain UROs and PORs has prevented a complete history of some adult instructors being obtained for this period.

1978 to 1991

Unit Routine Orders (UROs and Personnel Occurrence Reports (PORs) from 1978 through to 1991 were available at WAAIRTC Headquarters, Leederville and have been used to compile information for the alphabetical listing of uniformed instructors.

In recording details, 'with effect from' dates for enlistments, appointments, promotions and discharges have been given where they are known. Appointments as Flight Commander, other flight positions, and the award of Gazetted honours have also been given where the information was known.

With the restructuring of the Air Training Corps in November 1977, adult instructors were given a new AIRTC number. As the data base used to produce these records used 'official number', an instructor serving before and after November 1977 will have two entries. If an instructor was discharged before October 1978 (when the new AIRTC numbers were promulgated) their new AIRTC number was not promulgated, and so will not appear in the following lists. [Many of the 'pre-1975' adult instructors stayed on the RAAF Reserve and so retained their earlier RAAF number, as well as gaining the new AIRTC number.]

Following the 1977 restructuring of the AIRTC, all adult instructor ranks had '(AIRTC)' appended as part of the rank. For reasons of brevity, the '(AIRTC)' has not always been shown in the post 1977 ranks.

Additional lines of entry will occur if an airman or airwoman instructor was commissioned (due to the change from an A.... to an O.... or AA/AW to an AO/AL number). Even further lines will occur if the data could not be abbreviated to keep it within a one line entry

**M. C. CROSBIE**

SQNLDR(AIRTC)

1991

**7WGAAFC Adult Instructors**

In keeping with SQNLDR(AIRTC) Malcolm Crosbie's compilation of Adult Instructors for the period 1955 to 1991, I have continued compiling information from UROs and PORs alphabetically against the adult instructors name. In 1997 UROs and PORs were combined together to form Routine Orders (RIs). I have not continued the format of keeping one line entry but have allowed the information per instructor to flow on.

1991-2001

In 1992 the service numbers changed from the 9 series to the 7 series and the service number prefix was replaced for new male officers to OM, for female officers to OF, for male instructors AM and female instructors to AW. In mid 1996 the prefix to service numbers were changed again to the pre 1992 ones, being AO for male officers, AL for female officers, AA for male instructors and AW for female instructors. During 1996 – 2000 reappointed instructors were given new service numbers so new lines of entry have been added to cater for this also.

2001-2002

DEFGRAM (95/2001) issued by Admiral C. A. Barrie, Chief of Defence Force Staff on 26 Mar 01, advised the recommendations to rename the Australian Service Cadet Scheme to Australian Defence Force Cadets and the Air Training Corps to be known as the Australian Air Force Cadets (AAFC). Even though legislation and regulations will need to be amended, permission is granted to use the new names to describe the Cadet program in the meantime.

The Commander Australian Air Force Cadets, Group Captain (AIRTC) Neil Northeast made the announcement to change, with AFHQ agreement, unit nomenclature with effect (wef) 1 Jul 01. This involved the Western Australian Squadron of the Air Training Corps (WAAIRTC) becoming Number 7 Wing Australian Air Force Cadets (7WGAAFC) and the COWAAIRTC becoming Officer Commanding - 7WGAAFC (OC 7WGAAFC).

All Flights also became Squadrons with a 7 being added to their flight number and with flights below 10 adding a 0 after the 7 e.g.; 7 Flight became 707 Squadron Australian Air Force Cadets (707SQNA AFC). Also Flight Commander's titles were changed to Commanding Officer. Later in 2001 the (AIRTC) behind the ranks was changed to (AAFC).



In September 2002 the Air Training Corps **Crest** was changed to the one above to incorporate the change of name, with the stars in the scroll representing the 8 Wings in Australia.

**R. CALDERA**  
SQNLDR(AAFC)  
2003



ON THE NATIONAL AUSTRALIAN AIR FORCE CADETS  
WEBPAGE THE FOLLOWING CAN BE FOUND:

- **AIMS, VISIONS AND MISSION STATEMENT**
- **SPONSORSHIP**
- **POSITIONS VACANT**
- **RANK AND BADGES**
- **RECRUITING INFORMATION**
- **AAFC SQUADRON HOMEPAGES**
- **RESOURCES FOR STAFF AND CADETS**
- **LOCATIONS OF SQUADRONS AND WINGS**
- **WHAT'S NEW**

THE ADDRESS IS:

**[WWW.AAFC.ADFC.GOV.AU](http://WWW.AAFC.ADFC.GOV.AU)**