

# THE SIGNAL



RSL-SA/NT & Broken Hill

Summer Edition No. 91 - December 2018

RAN Helicopter Flight Vietnam



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# MESSAGE IN A SOCK

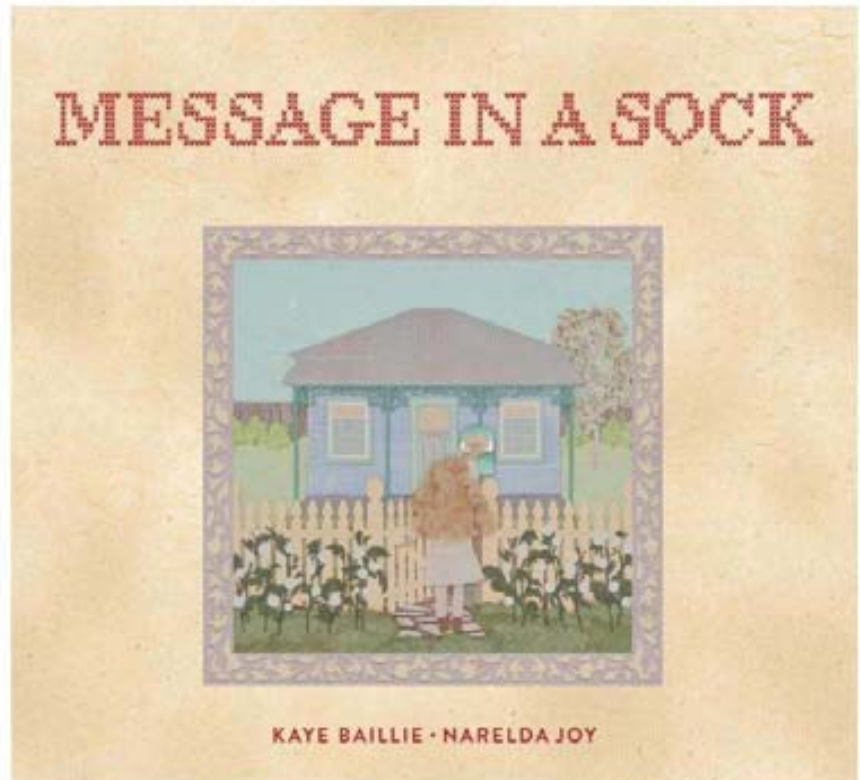
Written by Kaye Baillie, illustrated by Narelda Joy

Available in book stores or on-line  
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Tammy is safe at home, but her heart is with her father at the warfront. While her mother knits socks for the soldiers, Tammy slips a message inside each pair. But will her one special message find her father, and bring him safely home?

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For media enquiries or to interview the author, please contact Anna Solding  
[anna@midnightsunpublishing.com](mailto:anna@midnightsunpublishing.com) or phone 0400 047 426



**Author:** Kaye Baillie has a strong interest in researching and writing stories about unique individuals and events.

"easily accepted and captures the imagination of children and I learnt something too"

## A MESSAGE TO ALL SA RSL MEMBERS FROM ANOTHER MEMBER

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"With over 30 years' membership of the RSL in South Australia, I've listened to a lot of, what I term, garbage from some members of some Sub-Branches. Not all mind you but enough to sometimes make me fleetingly wonder why I continue my membership. "

We are all aware that the RSL in SA has been through a very trying time, it won't prove anything by going over details again as all Sub-Branches have been kept up to date with information. This information should have been passed on to members and if that hasn't happened, maybe questions should be asked of your Sub-Branch administrators. The fact is, we are coming out of these difficult times and fortunately we have some excellent people in at the State Branch office who are ensuring that we comply with all requirements of the Administrators. No doubt you will all recall that we lost some paid staff last year, some missed more than others but, the end result is, there are less people working at our State Branch office than was the case before the Administrators were appointed. Some of those positions have been taken over by volunteers and maybe this is a good time to define "volunteers'. According to my dictionary a short definition of that word is, "a person who voluntarily undertakes a task .... or undertakes or offers ones services ....". The fact is, volunteers do not get paid. There seems to be a mistaken impression that those staff members who lost their jobs last year, were sacked by the RSL. This is completely incorrect; they were made redundant by the Administrators. Those who were kept on were also retained by the Administrators, one or two being appointed into jobs that they had absolutely no previous knowledge of and since that time have had to absorb so much in a very short space of time. They have done so in a very professional manner and while they are still learning, the fact that they have held on says much for their courage and tenacity. They are to be congratulated.

**I** mentioned “volunteers” earlier; these people, because of their Sub-Branch and other skills,

have been asked to take on a task in the knowledge that there will be no financial reward. In the main, they have used the knowledge they have gained over many years working in a voluntary capacity within their own Sub-Branches and which they have used well. Unfortunately, not all people who are asked to help out or who offer their services have the same extent of RSL administrative knowledge, neither do some have the same commitment to the League. But I needn't go into that. One of the biggest problems faced by our volunteers is the absolute lack of understanding by some Sub-Branch members of the difficulties being faced by volunteers and staff. Many members of these Sub-Branches, who I would like to think should know better, appear not to understand what has happened and what is being done to overcome the situation. They are quick to find fault and often lack any understanding as to why things aren't going along as they once did. It is easy to be critical over the phone, but a little more understanding of the situation would assist greatly when a question needs to be answered or an explanation sought. Answers and explanations will always be provided as soon as possible. Two of the most common factors picked up by the State Branch staff and volunteers appear to be the lack of knowledge or understanding of:

- The Sub-Branch Model Rules, State Branch Constitution and their respective By-Laws ; and

**“They are to be congratulated”**

- The history and Objects of the League. Rules and Constitutions do change from time to time and are kept as simple as common sense allows. The history and Objects of the League go right back to when the League became a National Organisation. All that is required is for members to read and understand their importance before sounding off at someone who is trying hard to assist in getting the SA Branch back on track. Perhaps, before phoning the State Branch office with a problem, members could:
- Do some research by reading and understanding the Constitution;
- Ensure that they have completed all of the necessary Sub-Branch administration responsibilities with respect to correct completion of membership, annual and other returns, as required by the Constitution and By-Laws;
- Understanding that not all questions can be answered straight away;
- Bear in mind that all volunteers are unpaid and only work part time; and
- Be considerate to the paid staff who are working so hard to get our State Branch back on track.

Fortunately, I have never been asked to answer the phone in at the State Branch office, I don't believe I would be able to remain calm. In conclusion, I would ask all members who actually read the SIGNAL, to fully understand what I have written in this article and take it into account before next contacting the State Branch office. Please, give the above some thought before your next angry tirade to the State Branch Office. *Frank Owen OAM Former Sub-Branch President, State Councillor and State Board member.*



## Murray Bridge RSL Sub Branch



Above: Murray Bridge RSL Sub Branch.  
Top left: members of the Murraylands Men's Shed,  
who performed most of the restoration.  
Bottom: The restored German WWI Gun

The World War 1 German Artillery gun bequeathed to the community of Murray Bridge in 1920 by the British Commonwealth has reached its final resting place at the Murray Bridge RSL. A service was held on September 16th, 2018 at the RSL just 2 days short of the centenary of the gun's capture, to bless the Memorial to the Fallen, and the gun was then unveiled before a crowd of around 70 people.

On September 18th 1918 members of the 10th Battalion AIF, containing soldiers from Murray Bridge, engaged the enemy in a fierce battle near Haute Bruyere Farm, midway between Villeret and Bellicourt on the Western Front, and after suffering significant losses during hand to hand fighting, succeeded in over running and capturing 6 German Artillery guns. This is one of those guns. The gun languished in Diamond Park, Murray Bridge for 96 years, until the local RSL lobbied council to remove and restore the gun.

**Pic: Murray Bridge RSL Chaplain Reverend Darren Lovell performed the blessing of the memorial**

This was permitted, and over an 18 month period the gun was restored by the RSL and veterans from the Murraylands Men's Shed, who set about making new wheels and fabricating other missing or rusted parts. Soldiers from the 10th/27th Battalion, the Royal South Australia Regiment, based at Keswick Barracks, provided a Catafalque Party and Bugler for the service, and their Commanding Officer Lieutenant Trent Burnard assisted Mayor Brenton Lewis unveiling the finished product, now restored to battlefield condition. The Council of The Rural City of Murray Bridge voted unanimously to allow the RSL to become permanent custodians of the gun, and the gun will remain under cover at the front of the RSL in perpetuity. Murray Bridge RSL President David Laing said the gun had been restored largely using labour and services provided free of charge by the local community, and it was indicative of the community spirit that surrounded the entire restoration project.

Mr Laing said the gun could now be viewed at all hours of the day and night, and would be floodlit, complete with a story board telling of the gun's journey from the Western Front to the Murray Bridge RSL.

Article by: David Laing

**Murray Bridge RSL Sub branch**

**Services:**

- Welfare and pensions support for ex-servicemen and their families
- Social and recreational activities
- Commemoration activities - ANZAC Day, Remembrance Day and other significant events
- Hall available for hire, Lawn bowls matches Wed & Sat



### **Murray Bridge RSL says “3 out of 4 ain’t bad!”**

On Saturday 6th October the Clubs SA Awards of Excellence were conducted at the Adelaide Convention Centre. The Murray Bridge RSL was a finalist up against some stiff opposition from Largs RSL and Semaphore/Port Adelaide RSL, but were announced winners of “Best RSL Club in SA” after judging. Murray Bridge RSL President David Laing thanked the other RSLs for their entries and wished them all the best. Mr Laing said the entries had been judged on Community Support, Youth Education and Engagement, Education of others – RSL History, Community Service and History of the ANZAC Heritage, and their nomination had carried all those subjects. He accepted the award on behalf of all veterans and their families, and dedicated it to all ADF personnel still serving our nation. RSL Vice President Rod Harris said this new award was recognition of the community support given to the local RSL by many individuals and by local business organisations,

and was indicative of the hard work carried out by the volunteers and paid staff at the RSL. He also said the award was a signal sent out to Iraq and Afghanistan veterans, that the RSL was there for them if they ever needed support, and this was indicative of the majority of RSLs throughout the country. The Murray Bridge RSL won back-to-back Clubs SA awards in 2015 and 2016, but had decided not to enter in 2017 whilst major renovations

were being carried out, including the construction of a new functions room, and the installation of a suspended ceiling in the RSL Bob Channon Museum. Both projects have now been completed and the RSL was once again operating at full capacity, and looking forward to a busy Christmas. Mr Laing thanked all the hard working committee members who have carried out so much work around the club in the past 2 years.



**Left: Vice President Rod Harris  
Right: President David Laing**



## Diagnosis and prevalence

Although most people recover from experiencing a traumatic event, some will go on to develop a mental health problem such as depression or PTSD. Research suggests that between approximately 5 and 20 per cent of veterans will experience PTSD at some point in their lives. GPs can provide a comprehensive health assessment to all former serving members of the Australian Defence Force (ADF), including permanent and reserve forces. This assessment is funded under the health assessment items 701, 703, 705 and 707 on the Medicare Benefits Schedule. The objective of this assessment is to help GPs identify and diagnose the early onset of physical and/or mental health problems among former serving ADF members. DVA has also funded the development of a specifically designed screening tool to support this assessment. It includes screening tools for alcohol use, substance use, posttraumatic stress disorder and psychological distress, as well as information on how to access other

DVA services their patient may be eligible for.

### **Cognitive behavioural therapy for PTSD**

The key components of CBT for the treatment of PTSD include:

imaginal exposure - confronting traumatic memories in a safe environment, until the memories no longer create high levels of distress

in vivo exposure - graded exposure to places, activities and situations currently avoided or

endured with significant distress arousal/  
anxiety management - manages the physical hyperarousal consequences of PTSD with strategies such as breathing retraining and progressive muscle relaxation  
cognitive therapy - identifies and challenges unhelpful beliefs and assumptions associated with the trauma.

For more information go to the website:

<https://at-ease.dva.gov.au/professionals/assessment-and-treatment/adf-post-discharge-gp-health-assessment>



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6/1240 North East Road  
St Agnes 5097

### Ian Lindsay Dunne

Ian Lindsay Dunne, the 25th President of the RSL State Branch, sadly passed away on 27th August, after a life of memorable contributions to Australia, and in particular to the Service and ex-Service community of South Australia. Ian was born in Dimboola, VIC on 25 November 1924 and began his Defence service as a member of the Air Training Corps (ATC) joining just after its establishment in 1941. He enlisted in the RAAF in 1943 soon after his eighteenth birthday and undertook training at 2 Initial Training School, Bradfield Park, NSW. Following pilot training with 2 Elementary Training School, he was transferred to 3 Service Flying Training School in Calgary, Canada under the British Commonwealth Air Training Plan. He graduated as a Sergeant Pilot and served at 6 Service Flying Training School until discharge in September 1946. Enlisting in 1950 in the Citizens Air Force (CAF), he served for nearly three decades as an Instructor with the South Australian Squadron, Air Training Corps,

rising to the rank of Squadron Leader. Ian was employed in the Commonwealth Public Service with the Postmaster-General's Department and later, the Department of Defence, as a Training Officer for SA/WA. He joined the RSL in 1947 as a member of the Prospect Sub-Branch and then transferred to Enfield, where he achieved the award of Honorary Life Membership. He served as a State

Councillor and then State Vice-President until being elected as State President in 1996. During his three years presidency, he was active in the fund raising and establishment of the RSL Villas aged care residence at Angle Park and in the formation of the RSL's weekly Radio 5RPH program for veterans. He continued his commitment to both the Villas and Radio program



Pic: Ian Dunne with  
General Peter Cosgrove

for many years following the completion of his term as President. In 2001 Ian was made an Honorary Vice President for life by the RSL National Executive and in 2004, he was recognised for his commitment to the welfare of veterans, with the award of the Medal of the Order of Australia (OAM). It is with deep sadness that we bid farewell to “the voice of the RSL in South Australia”.

Lest we forget..

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### **Factsheet: SOCIAL SERVICES AND OTHER LEGISLATION AMENDMENT (SUPPORTING RETIREMENT INCOMES) BILL 2018**

The Bill gives effect to measures announced in the 2018-19 Budget that aim to boost Australians’ confidence in their long-term financial security. These measures will introduce a more beneficial means test rules for pooled lifetime income streams, increase and extend the Pension Work Bonus, expand the Pension Loans Scheme and the measures are Department of Social Services’ led initiatives. The changes will apply to means tested income support payments administered by the Department of Human Services and the Department of Veterans’ Affairs (DVA). Amendments to the Veterans’ Entitlements Act 1986 (VEA) are required to ensure that veterans benefit from the changes. The changes to the VEA mirror those made to the Social Security Act 1991 (SSA).

## Adelaide Florist

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## Gawler Veterans at RSL Gawler Vice Regal Centenary Dinner



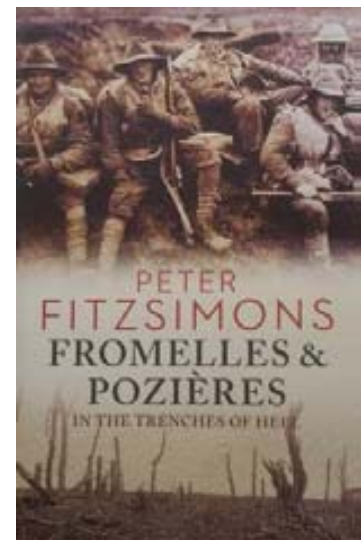
Gawler RSL Sub-branch held their Vice Regal Centenary Dinner. Thanks to all members and volunteers in the preparation and execution of the evenings events.

**Photo:** Left to Right, Paul Little, Sid Ey, Govenor Hieu Van Le, Allan Handley (Vietnam Gold Star with Cross Gallantry) Standing behind Paul Little is Mrs Lan Le (Governor's wife)

## Fromelles & Pozieres, In The Trenches Of Hell

**In the Trenches of Hell:** On 19 July 1916, 7000 Australian soldiers, in the first major action of the AIF on the Western Front, attacked entrenched German positions at Fromelles in northern France. By the next day, there were over 5500 casualties, including nearly 2000 dead - a bloodbath that the Australian War Memorial describes as 'the worst 24 hours in Australia's entire history.'

*Available from [Booktopia.com.au](http://Booktopia.com.au) \$20.40 (RRP \$24.99)*



## The Cryotron Files



The true life story of Dudley Buck, an American Cold War hero whose pioneering work with computer chips placed him firmly in the sights of the KGB. A fascinating narrative history of Cold War era computer and tech research, combining social historical elements to produce a brilliant portrait of America in the mid-20th century.

**Authors Iain Dey & Douglas Buck:**  
**Available from [www. Allenandunwin.com](http://www.Allenandunwin.com)**  
**\$39.99**



## Remembrance Day in Adelaide



**Pic: SA National War Memorial on the corner of North Terrace and Kintore Avenue.**

At 11am we bowed our heads to reflect on the sacrifice of those who served in war — as paper poppies rained down on Adelaide from bright blue skies above the city, in an Australian-first commemoration.

[Click the embedded video to watch the service \(33 minutes\)](#)

PLANES, trains and automobiles came to a halt as Adelaide stopped to commemorate 100 years since the end of World War I. Most of Adelaide's buses, trains and trams stopped, boom gates closed and traffic lights along King William St and King William Rd stayed red for one minute at 11am. Adelaide Airport also adjusted the timing of plane landings so that their roar would not disrupt the traditional minute's silence during RSL and council services near the airport. The state's major memorial service was held at the SA National War Memorial



**Pic: Cessna test flight, drops poppies in the sky over the memorial**

Watched on by a crowd of several thousand, the Cessna flew over the Cenotaph shortly before the 11am minute's silence, as planned. Wreaths were laid by a number of dignitaries, including senior Australian Defence Force representatives, Governor Hieu Van Le, Premier Steven Marshall, Opposition Leader Peter Malinauskas, Senator Simon Birmingham, for Prime Minister Scott Morrison, and Senator Penny Wong, for federal Opposition Leader Bill Shorten. Four Tiger Moth planes passed over the Cenotaph in formation, followed by a Cessna carrying thousands of paper poppies, coloured red by schoolchildren. As the Last Post sounded at the War Memorial, on a bugle which was played at the landing at Gallipoli in 1915, the poppies fluttered down and covered much of the city south of North Tce.

Ian Kester, of Surrey Downs, said both his grandfathers served in WWI and it was important to him to honour their service. Jacqueline Albanese, of Richmond, said she had relatives who had served and her family had always encouraged her to "be part of the day". An international airline pilot based in Adelaide, Darryl Hill, won last-minute approval to fly the Cessna, which saw repeated service in the Vietnam War, above the city and drop the paper poppies, which were made by schoolchildren.

*Article from The Advertiser*

# RAN Helicopter Flight Vietnam



**Pic: Company Lift from RAN Helicopter Flight Vietnam**

As the name suggests the Royal Australian Navy Helicopter Flight Vietnam (RANHFV) was specially formed for service in support of allied forces during the Vietnam War. Mr Allen Fairhall, Minister for Defence, announced the formation of this unit on July 14, 1967. The new flight was to be integrated with the United States Army 135th Assault Helicopter Company (AHC) flying the ubiquitous Iroquois helicopters in both the utility and gun-ship configurations.

The first contingent of pilots, observers, naval airmen and support staff was assigned to 723 Squadron Naval Air Station (NAS) Nowra in July 1967 under the command of LCDR Neil Ralph, RAN. The flight consisted of eight pilots, four observers, four aircrewmen, twenty-four technical sailors and six support staff comprising of cooks, stewards, writers (clerks), medics and storemen. Following an eight-week period of training the first contingent arrived in Vietnam on 16 October 1967 and was quickly integrated with the 330 personnel of the 135th AHC.



**Pic: Tiapan gunship and Sub-Lieutenant Crawford RAN**

As a result of this unique relationship between the RAN and the US Army, the unit was officially designated 'EMU', for Experimental Military Unit. This was fitting, given that the Emu is a native Australian bird, and in some ways comical as the Emu cannot fly.

### **135th Assault Helicopter Company**

The 135th AHC was based at Vung Tau and organised to operate two troop lift ('slick') platoons, each with eleven UH-1Ds, a gunship platoon with eight UH-1Cs, a maintenance platoon with a single UH-1D and a headquarters platoon. Six of the gunships were equipped with mini guns, rockets and machine guns. The remaining two were fitted with the XM-5 40mm grenade launcher system (mounted in a ball turret under the nose of the helicopter) rockets and machine guns. The

135th AHC was to provide tactical air movement of combat troops, supplies and equipment in air-mobile operations. This included augmentation of army medical services, search and rescue and the provision of a command and control aircraft capability to supported units. First Operations having established their camp, and with a full complement, the 135th AHC become fully operational and flew its first mission on 3 November 1967. By the end of November the company had flown 3182 hours in support of the US Army 9th Infantry and the 1st Australian Task Force based at Nui Dat, Phuoc Tuy province. The usual daily commitment was one UH1H command and control helicopter, four UH1C gunships and ten slicks. The company's first major operation, Operation Santa Fe, was a lift of 9th Infantry Division troops into northeast Phuoc Tuy in early November 1967. This operation involved more than 80 helicopters from a number of helicopter companies flying in support of a

**Pic: Damage to UH-1C of SBLT Cassadio, RAN following tail rotor and main rotor collision with a UH-1H.**

combined allied sweep against the 5th Viet Cong Division. It was also one of the largest operations any RANHFV contingent participated in. Operation Tiger Coronado followed and it was during this operation that helicopters of the AHC were first hit by enemy fire.

### **First Helicopter Shot Down**

The first EMU aircraft to be shot down (and the first with an Australian pilot to be hit) was a gunship piloted by LEUT Anthony Casadio, RAN. This occurred on 19 November 1967, during an attack on Viet Cong positions in the Rung Sat Special Zone near Saigon. After his gunship was hit by ground fire several times LEUT Casadio force-landed near the enemy. Once on the ground the Viet Cong immediately attacked the helicopter crew. Despite their relative inexperience, the young American soldiers and their Australian Navy captain maintained control of the situation and set up a defensive perimeter using the helicopter's door-mounted M60 machine guns. The M60s combined with the small

arms they all carried afforded the crew a degree of self-protection. Meanwhile LEUT John Leek, RAN in an accompanying gunship circled overhead until his fuel ran dangerously low and he was forced to leave the scene. Before SBLT Casadio and his men were rescued by another EMU helicopter, they successfully drove off an unknown number of Viet Cong, killing two of the enemy in the process. A Chinook helicopter later lifted the

downed helicopter from the crash site and recovered it back to Vung Tau.

### **Camp Blackhorse**

In December 1967 the company experienced its first night combat operations and LCDR Ralph experienced his first assignment as air mission commander. In late December the company moved from the secure base at Vung Tau to Camp Blackhorse, thirty five miles away and on a main road five miles south of Xuan



## **Pic: Tiapan Gunship in action**

Xuan Loc, Long Khanh province. Blackhorse, in the middle of rubber plantations and jungle was dependent on convoys from Long Binh to bring food, ammunition and fuel to it. It was also dangerously vulnerable to rocket and mortar attack. Its unsealed runways caused it to be extremely dusty in the 'dry' and, conversely, a sea of mud in the 'wet' so that take-offs and landings required more than the usual exercise of caution. The shift to Blackhorse committed the 135th to the support of more units over a greater area. On January 8, 1968, eight EMU helicopters were hit by enemy

ground fire while supporting elements of the 9th Infantry Division's 3/39th Infantry Battalion outside Saigon. On this occasion the insertion and extraction of troops that went on well into the night was led by LEUT B.C. Crawford, RAN.

### **First RAN Sailors Injured**

On January 12 1968 the RANHFV suffered its first casualties when LS Kevin French and Naval Airman Keith Wardle of the maintenance platoon were injured when the gunship in which they were travelling was forced down in jungle some miles north of Baria, Phuoc Tuy province. The men

scrambled clear as the wreck caught fire, detonating ammunition and rockets. A RAAF helicopter from 9 Squadron was soon on the scene and the downed aviators were winched from the jungle and evacuated to hospital. LS French soon recovered from this ordeal but AB Wardle suffered very severe injuries necessitating his evacuation to Australia. The 135th's relationship with 9 Squadron, RAAF, was first established when both units shared the tarmac at Vung Tau, this relationship was further strengthened early in 1968 when 9 Squadron began to replace its UH-1Bs with larger and more powerful UH-1Hs. To help the RAAF Squadron achieve an easy transition it was arranged that a number of its pilots would be attached to the 135th's slick platoons for conversion training. Subsequently, RAAF and RNZAF pilots saw action with the EMUs for several months. It should be noted that RAN pilots also augmented the Royal Australian Air Force's (RAAF) No. 9 Squadron RAAF in Vung Tau through the RAN Detachment, 9 Squadron Vietnam.



Operations continued throughout January 1968 during which Lieutenant Commander Ralph and the crew of the command and control helicopter survived three mortar attacks on the ground during a vigorous fire fight between a Viet Cong force and elements of the US 25th Infantry Division at Duc Hoa west of Saigon. Two company gunships were hit by enemy fire and during the widespread Tet offensive of February 1968, the increasing Viet Cong activity in III Corps emphasised the vulnerability of Blackhorse. Skirmishes on the boundaries became frequent and the enemy mining of the road from Long Binh to Baria, via Xuan Loc disrupted supply convoys causing shortages of spare parts.

### **First EMU Personnel Killed in Action**

On February 8, members of an enemy group later assessed as five companies strong attacked EMU aircraft flying in support of the 9th Infantry Division near My Tho. In this action, sniper fire was directed at the ten lift aircraft led by LCDR Pat Vickers. On the third lift in, automatic fire and Rocket Propelled Grenades (RPG) brought down one helicopter that crashed into the jungle. All the US Army crew were killed. SBLT Jeff Dalglish had a lucky escape in this action when rounds pierced the tail boom of his aircraft and almost severed the tail rotor control cables. He landed the helicopter just as the cables gave way. Forced down nearby was a helicopter, piloted by LEUT Crawford,

that had been hit in the fuel tank. Most of the crew from the two downed aircraft spent the night with 9th Infantry Division troops before being airlifted back to Blackhorse. During the action eight helicopters were hit by ground fire and two were irreparably damaged. On February 20, EMU helicopters assisted the 1st Australian Task Force in Operation Clayton, a cordon and search of the village of Long Dien near Dat Do on Highway 23 in Phuoc Tut province. Two days later LCDR Vickers was fatally wounded while piloting the lead aircraft in a mission to lift out troops of the 18th Army of the Republic of Vietnam (ARVN) Division near Xuan Loc. Descending to the pick up zone, his aircraft was hit by enemy fire and LCDR Vickers was wounded. The co-pilot immediately flew the helicopter to Blackhorse, landing on the hospital pad within five minutes. Notwithstanding this prompt action, LCDR Vickers died without regaining consciousness.

The integration of a helicopter flight into a US Army aviation company was an event unique in the history of the Royal Australian Navy. The RANHFV was continuously engaged in offensive operations in its four-year deployment to Vietnam earning not only the aviators but also the maintenance and support staff of the flight a reputation second to none. The gallantry and distinguished service of RANHFV members was recognised by the award of three MBEs, eight DSCs, five DFCs, one BEM, 723 Squadron, RANHFV's parent unit, was awarded the battle honour Vietnam 1967-71 on December 22, 1972.



Members of the Second contingent RAN Helicopter Flight Vietnam, Petty Officer K.W. Camm, Sub-lieutenant A.J. Heulin, Lieutenant T.B. Wynberg



Unofficial badge designed and worn by members of the 135th AHC.



Leading Seaman Noel Shipp manning door gun.



## Ultimate Sacrifice

### Ultimate Sacrifice; A Poem by Mark Dodsworth

*" I attended the Remembrance Day Service on the 11.11.18. It was most significant this year because of the 100 year armistice anniversary and the dedication of the new monument in Pioneer Park Gawler. I contemplated the great sacrifice made by so many and wrote this poem in remembrance of their bravery and courage."*

I woke up one morning to hear of the call,  
went into town and signed up in the hall.  
After a quick orientation we were ferried  
away, to fight in foreign countries thousands  
of miles away.

A new day is dawning with the rise of the  
sun, we spring from the trenches  
and forward we run.

Some mates lay wounded while some are  
shot dead, but forward we travel as we are  
strongly led.

I wish I was home with my mum and my dad,  
but I'm over here fighting as a country lad.  
I come from a small town as did many of my  
mates, but we stand here fighting not worried  
about dates.

As some lay around us lifeless and still, what  
a horrible sight to see a mate that is killed.  
Many lay dying, moaning in pain, "forward" is  
shouted so it's onward again.

A cold feeling comes over me, as I let out a  
cry, I will never return home, as it's my turn  
to die.

**By Mark Dodsworth  
Ex-Serviceman RAN**



## The Battle of Britain Commemoration Service

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RAAF Edinburgh, together with the RAAF Association and the Australian Air Force Cadets commemorated the 78th anniversary of the Battle of Britain and the eight South Australian aircrew who participated in the campaign at a Battle of Britain Commemorative Service in Adelaide on 15 Sep 18. The main address, delivered by WGCdr Julian Greening, Commanding Officer No 1 Remote Sensor Unit, recalled the exploits and sacrifice of SqnLdr Robert Bungey DFC, a South Australian who, after joining the RAAF in 1936, transferred to the RAF

Air Force Cadets from No 6 Wing honoured the sacrifice of the fallen by participating in Remembrance Day activities throughout South Australia.

and endured three intense operational tours in the RAF before returning home to Australia in May 1943. After surviving the onslaught of flying Battle aircraft in France where he was one of only four pilots from his squadron to survive, Bungey transferred to Fighter Command serving with 145 SQN RAF during the Battle of Britain. In April 1941 he was appointed Commanding Officer, 452 SQN, the RAAF's first spitfire Squadron, where he led the squadron to the remarkable feat of scoring the highest total of destroyed aircraft in Fighter Command over four consecutive months from

***Pic: Portrait of 257414 Squadron Leader Robert Wilton Bungey DFC, of Glenelg, SA.***

After returning to Australia in May 1943 to reunite with his British wife of only 2 years and meet his 14 month old son Richard, Bungey lost his wife to sudden illness four weeks after returning home. He then tragically died on Brighton Beach ten days later.

75 years later, Richard Bungey, proudly wore a Battle of Britain tie presented to him in honour of his father, Robert Bungey, at the Adelaide Battle of Britain Commemoration Service at the Air Force Memorial, Torrens Parade Ground. 1RSU provided the catafalque party for the service and will be the main unit involved in future Adelaide Battle of Britain Commemorative Services reflecting the units established surveillance role with radar; a critical enabler for the RAF in the Battle of Britain and modern air forces. 'The Battle of Britain was a tale of courage in the face of overwhelming odds,' reflected Leading Aircraftman Marcus Ebsary, a member of the ceremony's catafalque party on the day. 'Hearing the story

of Robert Bungey allowed us to better appreciate the sacrifice of those airmen and what they went through ... He was an outstanding Airman whose life ended in tragedy after contributing so much to the lives of others.' The service is one of three alongside the Bomber Command Ceremony in June and a RAAF Birthday Ceremony in March that Air Force, in partnership with the RAAF Association and the Air Force Cadets in Adelaide,

now holds annually in Adelaide. The ceremonies are a key part of RAAF Edinburgh's community engagement program managed by GPCAPT Greg Weller to not only commemorate the sacrifice of those who have served but also promote Air Force and its heritage in the community in the lead-up to the Air Force's Centenary in 2021. More than 150 people attended the service.





## **Local Hero's Lost Logbook Finally Reunited With Family:**

(From left): SQNLDR Lucas Khawam (Deputy President RAAF Edinburgh Officers Mess), Ms Carolyn Wood (Great niece of FLGOFF 'Ted' Kleinig), Mr Simon Kleinig (Great nephew of FLGOFF Theodore Kleinig), Richard Kleinig (Great Great nephew of FLGOFF Ted Kleinig) and Mr Glenn Docherty, Mayor of City of Playford

AIRCDRE Joe Iervasi, SADFO Edinburgh Defence Precinct, and SQNLDR Lucas Khawam (Deputy President Mess Committee, RAAF Edinburgh Officers Mess) were honoured to host members of the Kleinig family and the Mayor of City of Playford, Mr Glenn Docherty, at the

RAAF Edinburgh Officers Mess, RAAF Edinburgh to view a small historical display comprising the logbook and other material of FLGOFF Theodore 'Ted' Kleinig. Ted joined the RAAF in 1941. After completing training including locally at Parafield Airfield and Victor Harbor, he was posted to 8SQN flying Beaufort bomber aircraft in the Southwest Pacific in late 1943 only to be tragically killed in action on 25 December 1943 when a hung bomb detonated upon landing at Vivigani airstrip in Southeastern New Guinea after conducting an air strike against Rabaul. The logbook was found by a Playford Council worker in 2014 and handed in to staff at RAAF Edinburgh who through research, discovered the tragic and unknown story of FLGOFF Ted Kleinig. The full story can be found here:

<http://anzaccentenary.sa.gov.au/story/think-piece-remembering-our-unsung-heroes/>

# 75 years in support of the Warfighter

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This year marks the Aircraft Research and Development Unit's (ARDU) 75th Anniversary, since its formation as No. 1 Aircraft Performance Unit (APU) at RAAF Base Laverton in December 1943. Throughout the decades, ARDU has pioneered flight test in the Australian Defence Force – a tradition that continues to this day in support of the Warfighter. ARDU will celebrate 75 years of continuous service on 01 December 2018. In September 1947, APU was renamed to ARDU to better reflect the nature of the unit's duties to flight test all new Air Force aircraft, modifications and ancillary equipment. Commanding Officer ARDU, Wing Commander Dan Rich, said he's proud of ARDU's history and contributes the unit's success to the talented and dedicated men and women

*“Our work is extremely rewarding...”*

that have formed its strong legacy. “It’s a unique unit that supports the whole of Air Force. We have the privilege of being trusted to support every capability development program allowing us to fly every aircraft type in our amazing organisation,” said WGCdr Rich. “Our work is extremely rewarding because we support test and evaluate during all phases of the capability life cycle, from cradle to grave. “ARDU continues to build on the wisdom, knowledge and devotion of our predecessors to ensure we safely and effectively achieve our flight test goals to continue to advance ADF aviation capability.” ARDU remains a unit within the Test and Evaluation Directorate, Air Warfare Centre (AWC), and consists of three flights

located across four bases with Headquarters located at RAAF Base Edinburgh. In accordance with the philosophy of Plan Jericho, under the AWC, the role of ARDU has significantly changed from a purely Developmental Test and Evaluation centre of expertise to one that encompasses the continuum of test and evaluation from start (Acceptance T&E) to finish (Operational T&E). The Aircraft Research and Development Unit (ARDU) has flown trials and development sorties on every aircraft in the Air Force inventory current and past,

including F-111C, Mirage, Macchi, Kiowa, CT4-A, the venerable Dakota, and current fleet F/A-18 and PC-9/A. The Unit has been involved in numerous weapons trials, including on the 27 inch rocket, Matra R550 missile and Joint Air-to-Surface Standoff Missile (JASSM). The need for a scientific approach to aircraft performance and operation was recognised early in WWII when Australian built aircraft and a variety of types from overseas were entering the RAAF. For this reason a flight was formed in 1941 to accurately determine the performance of new aircraft.

By 1943 the importance of this work was such that the unit was expanded. Its early name, Special Duties and Performance Flight was altered to No. 1 Aircraft Performance Unit.

The Unit continued to expand until the end of the war and many types of aircraft were tested, including a captured Japanese Zero.

Today, ARDU continues to provide a complete and integrated aviation test and evaluation capability for Air Command and generates flight test professionals for future 5th generation Air Force capability.

**Pictured: A PC-9/A aircraft (foreground) currently used by the Royal Australian Air Force Aircraft Research and Development Unit flies in formation with former Unit aircraft, the F/A-18 Hornet, and Douglas Dakota which is now owned and maintained by the Historical Aircraft Restoration Society based at Albion Park, New South Wales.**





KIMPO, SOUTH KOREA. 1953. RAF PILOT FLYING OFFICER A.J. ROSSER AND RAAF PILOT FLIGHT LIEUTENANT VIV SHEARN ARE SEEN CHATTING IN FRONT OF FLIGHT LIEUTENANT SHEARN'S METEOR AIRCRAFT, NICKNAMED BETTY TOOT,

AUSTRALIAN WAR MEMORIAL

JK0649

# Air Force Farewells a Distinguished Pilot

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On Thursday 13 September, the Royal Australian Air Force joined with family and friends to farewell WgCDR Hartley 'Viv' Shearn DFC AFC, a former pilot who served with distinction on three operational tours in World War 2, the Korean War then in the post war RAAF. After joining the Royal Australian Air Force in 1940 and completing his pilot training in Canada, Viv Shearn posted to 457 SQN, the RAAF's second Spitfire Squadron formed in England, in 1941 and flew Spitfire aircraft in the air defence of the United Kingdom. In early 1942 he returned to Australia where he became a foundational member of 77SQN flying Kittyhawk aircraft including over 150 operational missions in Northern Australia and New Guinea.

“He will always be remembered in the volumes of our squadron history.”

From January to July 1953, he served with 77 SQN flying Meteor aircraft in Korea and conducted 163 operational missions. He was awarded an immediate Distinguished Flying Cross for a courageous strike against a heavy anti-aircraft gun emplacement. From 1953 to 1958, Shearn was employed on research and development test flying which included attachment to the United Kingdom for research and development trials on air to air missiles. On returning to Australia, he commanded and trained aircrew members in the techniques and procedures of air-to-air missiles, personally flying over 1,000 hours in these tasks at Woomera and Edinburgh. He was instrumental in the development and trials of the highly successful ‘Firestreak’ missile and was the first person to successfully destroy a jindivik target aircraft using the missile fired from a RAAF Sabre aircraft. In the early 1960’s Shearn served with 11 SQN flying Neptune aircraft and participated in a number of spectacular mercy missions including the location of the foundered motor vessel ‘Verao’ which sunk in heavy seas 400 miles off Brisbane. Having found the survivors, he ensured his aircraft circled the survivors for eight hours until relieved by another Neptune and rescue ships, undoubtedly saving the lives of this ship’s crew.

Retiring in 1970, Shearn flew a total of 6,500 hours including 1,000 hours in jet aircraft and 59 types of military aircraft. He was awarded the Air Force Cross in 1963, the Citation reading "Shearn possesses one of the most outstanding flying records of a serving officer in the Royal Australian Air Force". In 2011, the US Ambassador to Australia presented Viv Shearn, alongside with 10 other colleagues, the US Air Medal for his flying in Korea. Given such a remarkable career, the RAAF presence at his funeral was significant. AIRCDRE Joe Iervasi, Commander Air Warfare Centre and SADFO Edinburgh Defence Precinct provided a military eulogy and members of 11 SQN, ARDU and AFTR SQN formed the Bearer Party. WGCDR Jason Easthope, CO 77 SQN, said “his skilful and aggressive leadership was an inspiration to those he flew with, and served alongside, at 77 Squadron.” “He will always be remembered in the volumes of our squadron history.”



## RAAF Remembrance Day 2018



South Australian Defence members were strongly represented at local and city Remembrance services all over the state including at RAAF Base Edinburgh on 9 November 2018. 2018 marks the centenary of the Armistice that ended the War. Australian Defence Force personnel continue to serve on operations serving Australia's national interests at home and in many countries around the world. Remembrance Day is a time to not only commemorate those killed in the First World War, but all Australian servicemen and women who have fought and died in war, conflict and peacekeeping missions.

## Renmark Hotel

**Offering RSL Members 15% discount on food, drinks and accommodation.**

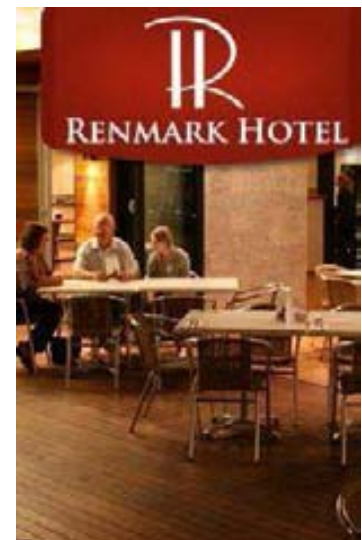
The Renmark Hotel sits majestically on a long sweeping bend of the Murray River. Providing quality accommodation, fabulous dining and great entertainment in a refined, relaxed and modern setting.

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## Veterans' Radio Programs



### RSL News

1197AM at 6pm on Thursdays

### Vets on Air with the VVF Team

88.7 CoastFM on Tuesday evenings 6-8pm

Information, music, fun, news and commemoration

### Haydn Madigan

105.1 TraxFM in the Mid North and Iron Triangle on Mondays 6-8pm

### Variety program

With Bert and Margaret Newell 89.7 PBA FM Friday 9am-1pm

### "Service Voices"

Monday 6-7pm with Helen on 101.5 FM

# Orion Retirement and 92 Wing 50th Year of Service Anniversary

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From 30 Nov 18 to 01 Dec 18, Royal Australian Air Force Number 92 Wing acknowledged 50 years of RAAF Service of the P-3 Orion aircraft, through a series of celebratory events and official engagements. Full details and images will be featured in the next edition however the program included an AP-3C Orion formation flyover of Adelaide, to thank the local community for their support to operations, a VIP reception, a Number 92 Wing Family Day for past and present Air Force members and their families and a Formal dinner.

**Pictured: 92 Wing AP-3C Orion surveillance aircraft assisting HMAS Kanimbla**

The program of activities for the 50th Anniversary of the P-3 showcased the contribution and achievements of this important Air Power capability throughout its RAAF Service and importantly, brought into focus the dedication, commitment, sacrifice and exemplary service of Air Force and civilian personnel who have supported the P-3 Orion capability; past and present.



**Pic: RAAF AP-3C Orion dropping flares**

### Here are some interesting facts...

- Total fleet over 50 years: 10 P-3B, 20 P-3C, 3 TAP-3.
- Total fleet hours amount to approximately 473,000 flying hours which equates to 19,700 days
- Total distance flown is approximately 118,250,000 nautical miles or 219,000,000 km. That's equivalent to the distance to the sun and half way back, 285 round trips to the moon or 5,475 circumnavigations of earth. (165 orbits/aircraft).
- Over the life of the P-3 fleet at least 400 engine changes have occurred due to planned maintenance.
- The P-3C fleet has been flying in support of Border Protection for 17 years.
- The P-3C served in the Middle East for almost 10 years covering 2,410 sorties and 22,535 hours with no serious incidents.

- Aircraft A9-662 has flown the most with 18052.3 hours and still going...
- Most P3 flying hours goes to WOFF Steve Shuck 14000 hours

Famous rescues: Isabelle Autissier rescued on 1 Jan 1995 by RAN Seahawk assisted by P3C aircraft after initially found by a RAAF C130 aircraft. Raphael Dinelli was found by P3C aircraft on 27 Dec 1996 and thrown an ASRK and radio in a helibox. He was rescued 2 days later by Peter Goss another competitor who has turned back to save him from the liferaft.

Thierry Dubois and Toni Bullimore were both rescued on 9 Jan 1997 a few hours apart by the RAN using a RHIB with Bullimore after being found and then assisted by P3C aircraft. Dubois was winched to safety by Seahawk helicopter earlier in the day.



## Iconic Edinburgh Mirage Moves To New Home

No, your eyes aren't playing tricks. That was our Mirage IIID A3-115 zooming down the Port River Expressway as part of its relocation from RAAF Base Edinburgh to its new home at the South Australian Aviation Museum in the City of Port Adelaide Enfield Council. Once proudly on display at the entrance of RAAF Base Edinburgh, the Mirage IIID aircraft A3-115 was first accepted by the Royal Australian Air Force in 1973. While not an Aircraft Research and Development Unit (ARDU) aircraft, A3-115 conducted flight clearance trials for the carriage and release of 500lb MK82 bombs in 1973-4. It was last flown on 08 December 1986 and had been restored with ARDU colours to mark its contributions to flight test. The South Australian Aviation Museum (SAAM) received the aircraft from the RAAF as part of the ongoing relationship in

preserving military aviation. It was moved to its new Port Adelaide home on 02 November 2018. Commanding Officer ARDU, Wing Commander Daniel Rich presented a plaque to SAAM outlining the aircraft's contribution to flight test at the ARDU 75th Anniversary dinner on 01 December 2018. The Mirage will be replaced at RAAF Base Edinburgh by something larger and more aligned with RAAF Edinburgh aircraft operations in 2019.

Dassault/GAF Mirage IIID A3-115 is a two-seat operational trainer variant of the Mirage IIIO interceptor. It served most of its operational life with 2 Operational Conversion Unit (2OCU) and 77 Squadron at RAAF Williamtown. It was withdrawn from RAAF service in December 1986 and was stored at Defence Science and Technology Organisation (DSTO) until 1999 when it was restored with ARDU colours.



## 12 World War I Airmen added to South Australia's National War Memorial

On Sunday 25 November 2018, Air Force was honoured to participate in a Dedication Ceremony for the addition of 12 South Australian airmen on to the South Australia National War Memorial Roll of Honour. Air Vice Marshal Joe Iervasi, AM, Senior Australian Defence Force Officer Edinburgh Defence Precinct and Senior Air Force Officer in South Australia, together with His Excellency The Honourable Hieu Van Le, AC Governor of South Australia, His Royal Highness The Prince Andrew, Duke of York, KG, GCVO, CD ADC, the Honourable Steven Marshall MP, Premier of South Australia, and the descendants of five of the airmen paid tribute at a ceremony for the airmen who made the ultimate sacrifice. The airmen had served in the Royal Flying Corps or the Australian Flying Corps and had lost their lives in World War One but had not

officially recognised until now on the South Australian National War Memorial. While the families had been aware of the airmen's omission for several generations, the omission of the airmen had only been formally identified to the South Australian Government in recent years by the South Australian Aviation Museum through research for their Centenary of ANZAC publication South Australian Airmen of the Great War. The 12 airmen came from several towns, served in various roles and in different services. Some were killed in combat, some died in training accidents and some died of wounds resulting from war. However, all were born in South Australia and all were airmen.



**Right: Retired Major, Peter Checkley with his wife Jenny and OPK9 dog, Ruby**

Operation K9 is a program provided by the Royal Society for the Blind (RSB) that provides assistance dogs to Veterans of the ADF who have a diagnosed Post Traumatic Stress Disorder (PTSD). Operation K9 Dogs are accredited assistance dogs that provide companionship, comfort, support, independence and social interaction tailored to a Veteran's needs. They perform tasks such as retrieving medication, seeking help, interrupting episodes of stress and anxiety, and many other physical tasks that may be needed. . An Operation K9 Dog it is an accredited Assistance Dog that has the same access rights as a Guide Dog and are permitted public access. They have been trained to perform tasks that will assist a specific disability and help the person lead a more independent life. To be eligible for

an Operation K9 Dog, the applicant must have served, or currently be in the process of retiring from, the ADF and have a diagnosed PTSD that has been acquired during the course of their operational military service. Operation K9 Dogs are provided to eligible veterans for free. All initial equipment and accessories are provided, and Operation K9 covers all veterinary and routine health costs for the dog. It costs in excess of \$30,000 to breed and train each dog and the Operation K9 program relies on the generosity of donors and volunteers. You can help support Operation K9 in numerous ways. If you live in South Australia, the RSB is always looking for volunteers to become Puppy Educators, Bed and Breakfast Boarders and Emergency Boarders. If you're not in a position to volunteer, you can support a regular giving program or make a one-off donation to help raise an Operation K9 dog. **For more information, call (08) 8417 5656.**

*Front cover: RAN  
Helicopter Flight Vietnam*

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Cut off dates for submissions must be adhered to in-order to publish the magazine on time.



**Don't wait for the Email, read The Signal anytime on-line**

Special Thanks to RAAF 24SQN GPCAPT Greg Weller, FLTLT Kath Schnittger and FLTLT Tom Mclean FLGOFF Bel Scott for their dedication submitting valuable content to The Signal magazine

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