



# Djinnang Association

(Qld)



A & GRS

1945-1952



1945-1952

School of Radio

1952-1993



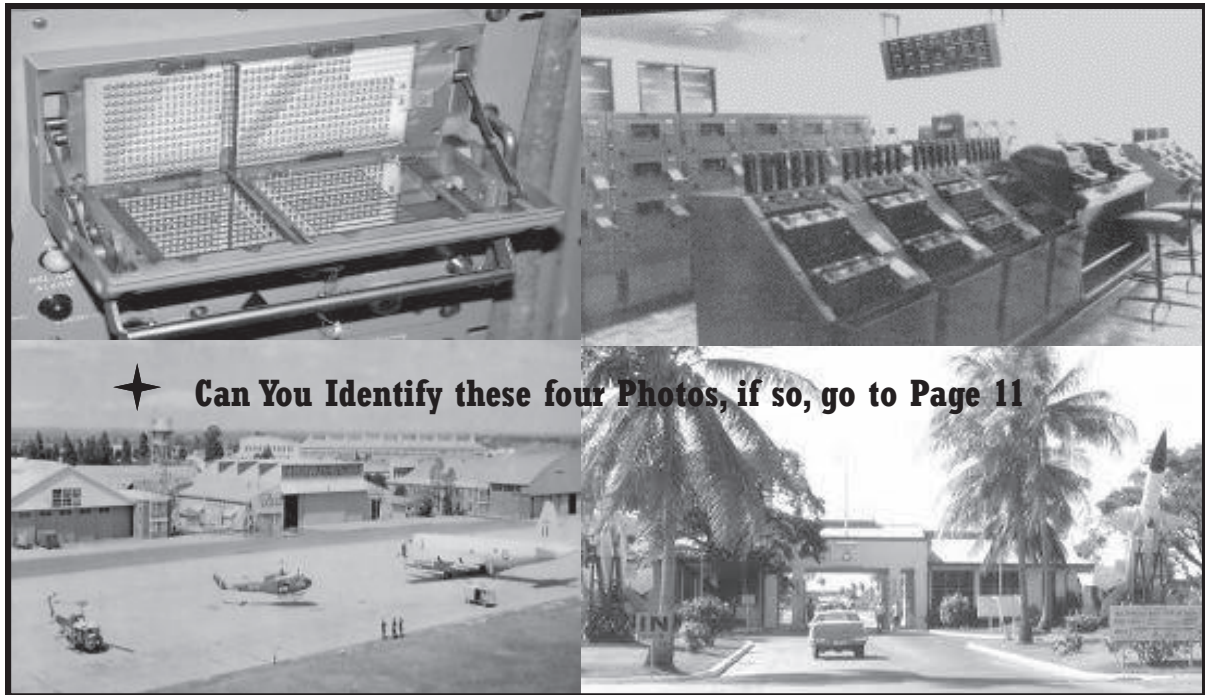
1952-1961

# QTC

**22th  
Edition**

**2013**

I Have a Message For You



★ Can You Identify these four Photos, if so, go to Page 11



WEB SITE: <http://www.djinnang.com>



FACEBOOK.COM (LOG ON) SEARCH DJINNANG



President	—	Gavin Smith	—	0754949876
		(gavroz@bigpond.com)		
Secretary	—	Debra Tape	—	0417162652
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Editor	—	Brian Webb	—	0738021633
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## Djinnang Committee 2013

**President** – **Gavin Smith** – 0754949876  
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**Secretary** – **Debra Tape** – 0417162652  
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**Editor** – **Brian Webb** – 0738021633  
 (brian.webb1@optusnet.com.au)



**Committee:** Ron Faulkner, Alyn Hawkes, Ken (Swampy) Marsh,  
 Ernie Gimm (North), Ian Greenacre (West)

### RAAF Djinnang Association Presidents report 2012

Firstly, thanks must go to Mick Lawson and his Committee for doing a great job organizing the Reunions over the past few years.

The only complaint received that I am aware of was the poor quality of the meals provided.

Ron, John and myself went to the Public Service Club and had a talk with the Manager about the meals that were dished up at Dinner and the small amount of nibbles provided. These problems were rectified at the 2013 Reunion.

During the year the committee had two meetings at John's home to organize the 2013 reunion. Many Thanks for your hospitality John.

To all the members who turn up ever year, some travelling many kilometers, Thank You.

I don't think a Reunion goes by that at least one or two "New Faces" come along who haven't been seen for forty years or so. Great Stuff, let us keep it going for many years to come.

We also had a couple of long term servers retire from the Committee this year and a couple of new faces elected.

First off, thanks must go to Alison and John Cridland for the many years of devoted service on the committee.

John, our treasurer, also stood down, with Dave Tape and his wife Debra filling the Secretary/Treasurer positions.

Webby (Brian) has taken over the Editor's position, and Ken (Swampy) Marsh has filled the vacant committee position.

We also had a group of earlier Communicators (then most of us) turn up this year, so hopefully the words gets out and we see a Lot more of the 80-90's communicators start to show up at the 2014 Reunion.

Regards to All

Gavin Smith



**Gavin**



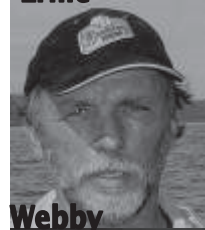
**Dave**



**Deb**



**Ernie**



**Webby**



**Ken**



**Ron**



Our working **Website Manager**  
**Kerry Harrington.**  
 His efforts can be appreciated at

[WWW.djinnang.com](http://WWW.djinnang.com)



**Ian**



**Alyn**

**DJINNANG ASSOCIATION (QLD)****INTERIM INCOME AND EXPENDITURE STATEMENT****1<sup>st</sup> JULY 2012 TO 14<sup>th</sup> June 2013**

<b>INCOME</b>	<b>2013</b>	<b>2012</b>
Membership Arrears	130	130
Membership Years 2013 Onwards	740	630
Perpetual Membership	2000	2100
<b>Total Membership Fees</b>	<b>2870</b>	<b>2860</b>
<b>Reunion (2013) -</b>		
Cover Charge (Club entry and Meals)	0	1580
Raffle Proceeds	345	375
Sale of Caps	90	150
Donations	115	0
<b>Total Reunion Income</b>	<b>550</b>	<b>2105</b>
<b>Bank</b>		
Bank Interest (Cheque Account)	6	5
Transfer from Investment Account (Feb 2013)	5000	
<b>Bank Interest and Transfers</b>	<b>5006</b>	<b>5</b>
<b>Total Income</b>	<b>8,426</b>	<b>4,970</b>
<b>EXPENSES</b>		
Printing, Stationery, Postage	968	1064
Funds Transfer to Investment Acct.	2000	2000
Refund of Subs	100	0
Bank Charges	5	0
<b>Running Expenses</b>	<b>3073</b>	<b>3064</b>
<b>Reunion</b>		
Public Services Club	600	600
Meals & Chairman's Shout	952	1130
Raffle Prizes	260	100
<b>Reunion Expenses</b>	<b>1812</b>	<b>1830</b>
<b>Total Expenses</b>	<b>4,885</b>	<b>4,894</b>

**STATEMENT OF FINANCIAL POSITION****as at 14<sup>th</sup> June 2013**

<b>CURRENT ASSETS</b>		
Bank of Queensland Cheque Acct.	8289	4749
Bank of Queensland Investment Acct.	11407	13614
<b>MEMBERS' FUNDS</b>		
<b>Balance at 14<sup>th</sup> June 2013</b>	<b>19,696</b>	<b>18,364</b>

*I declare that the above statement presents a true and proper record of the income and expenditure of the Djinnang Association (Qld) and is an accurate record of the financial position of the Association as at the 14<sup>th</sup> June 2013*

  
 John Carruthers Treasurer

14-06-2013

## From The Editor.

4

First off Thanks to John Cridland for all the years of hard work in keeping these Magazines (QTC)/Where are They Now and the Roll of Honor in publication and up to date.

I hope by taking this task on, I can achieve the same excellence John did over the years he produced all three.

Now some of you are most likely wondering who this Brian Webb (Webby) is, well my history goes something like this.

I enlisted in the RAAF in Townsville in 1968 (ex Bowen aged 18), did my rookies at Edinburgh, then on to Radscl and 84 Telegs.

My postings after leaving Laverton, were Townsville (Bohle River), Darwin (Lee Point and the start of the new AOCC), I did two tours of Darwin, Pre Tracy and back in on the first here after Tracy had done her damage.

Whilst in Darwin I got involved with Goldie (Mick Golden) and started the silly idea of jumping out of serviceable aircrafts, I also played league along with Bull Donald and others with Brothers.

I spent six years at Glenbrook (AOCC and Comcen), and played in the Victorious RAAF Penrith League Team, then along with Steve Anning and Dave Applebee we played at Oakdale in the Group 6 competition.

It was during my stay at Glenbrook, I met my wife Diane (nee Walker) who was the Dental Hygentist at HQOC.

I then spent the rest of my years in the RAAF at 3 Telu.

I now reside in the outskirts of Brisbane down Munruben way.

For those that live in Sth East Qld, and are into fishing, you may have seen or read some of my articles in Bush and Beach Fishing Magazine, which I contributed for some 8 years. I also did regular talks at the Brisbane Boat Show/ Tackle and Tinnie Shows.

So there you have it, a brief of my life.

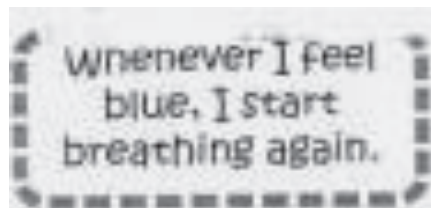
So to keep the QTC up and running, we'll need some stories/input now from you, the readers, especially some of the younger brigades.

My email address is on the front page, so don't be shy and contribute.

Regards Webby



The editor of QTC acknowledges his own limitations in literary talent and freely admits and is grateful to all those who originally wrote the contents. If you find mistakes in this publication, please consider they are there for a purpose. The editor tries to publish something for everyone - there are some people who look only for mistakes. Nevertheless, in all instances which are the result of a neglect of responsibility, the offending culprit will be taken out and publicly flogged.





## RAMBLINGS FROM NORTH QUEENSLAND



Our new editor has asked me to pen a few lines on happenings in the Northern Hemisphere (Editor's words). Consequently, here I sit with a blank look on my dial, looking at an even blanker screen! What can one say when you live in paradise and life is grand?

We are in the middle of winter here at present with temperatures ranging from 17 to 27 degrees. As Bull Donald would concur, it is perfect weather for golf and just as good for bowls or any other outdoor activity.

I have just been looking at my copy of the Where Are They Now and have taken out all names from post code 4700 (Rockhampton) north. I have chosen Rocky as that is where I believe Queensland actually begins. On doing that I notice that we have some 88 members registered. Some I see on a regular basis, some only on ANZAC Day, others at the Brisbane reunion and a few who I do not know at all. However, because I seem to be the main instigator of 'Info Bulletins' via email, everyone seems to know me and often make contact.

ANZAC Day this year was a little different for me. John McAllister called and asked if I would be interested in going over to Vietnam. As it seemed like a good idea at the time and I knew Ron and Ace Vernon were already over there, I agreed. It was a most enjoyable trip even though Johnny Mac, being somewhat inebriated, fell up the stairs on the first night I arrived. His shin started off with a small lump which proceeded in a southerly direction until his ankle was twice the size. Of course he doesn't remember doing this and has since put it down to an insect bite?!

The Vernons who live in Ayr, just south of the North Queensland capital of Townsville, spend a great deal of their time in Vung Tau assisting in the operation and the raising of funds for a local orphanage. They do a great job and the orphanage has gone ahead in leaps and bounds since they have been personally involved and many of the children are receiving much needed medical and dental treatment...well done guys! Of course, we had to visit the orphanage and this proved to be an eye opener and one of the highlights of our trip. For some unknown reason the kids must have thought I was related to the 'Happy Buddha' as they kept rubbing my belly, and one cheeky little bloke actually put his ear up against my gut to see if he could hear any movement. I really must go on a diet!!!!

We meet up with Ron and Ace Vernon, Frank and Sylvia Hodges, Wayne and Rita Herbert and Bull and Helen Donald on a reasonably regular basis for dinner and drinks. Buck & Joan Buchanan live in the same retirement resort as Jenny and myself so we see them from time to time. In fact, we have so many ex-service men and women living at Carlyle that we have our own RSL Sub Branch complete with Welfare and Pension Officers (ex WOD's and RSM's).

Well, that's enough rambling for now and you can blame Webby if I've bored you stupid.

Regards,

Ernie Gimm



Middle age is when  
broadness of the  
mind and narrowness  
of the waist change  
places.

We all get heavier  
as we get older  
because there's a lot  
more information in  
our heads. So I'm  
not fat, I'm just really  
intelligent and my  
head couldn't hold  
any more so it  
started filling up the  
rest of me!



## **RAMBLINGS FROM WESTERN AUSTRALIA**



I am not too sure how I came to be responsible for this – old age has a habit of dropping surprises on us that are most unexpected. However, for a start I will say Hi to all my friends, ex-work mates, and acquaintances who are still on the green side of the grass. Since Anzac Day the only activity of a service related nature I have been involved with has been with 79 Squadron retirees. We donated a bronze cobra to the Squadron at Pearce. Yes, 79 Squadron is again active, this time as a training squadron flying Hawks.

The squadron invited us out to Pearce to have a look at their new Headquarters building, and then took us to lunch in the airman's mess. All I can say is "Hasn't the Air Force Changed?"

My contact with Pearce goes back to ATC days, would have to be early 1950's.

Then National Service around 1957. Lived in tents for the start of the Nasho time because the RAF were living in the huts while they were doing atomic stuff at Monte Bellos. Then two postings to Pearce during my 21 years of service. Some of the changes that have occurred do not seem to inspire confidence into us oldies, well not this one anyway. Cooks and aircraft maintenance are among jobs now done by civvies. I wonder what will happen when you want cooks in areas where people may shoot at you. However the new mess at Pearce is great with all three messes served off the one kitchen. The service, and facilities have definitely improved since my last mess meal.

We lived in one of the flats that used to be at Pearce. They have since been demolished.

We were there when the Kordeo (the one after the Meckering quake) earthquake rattled the unit. I could not believe the distortion that went on as we were getting out, and this two story brick unit was still standing (admittingly with a few cracks showing) after it all settled down again.

In our day all the singles lived on base. Apparently that no longer happens, so friendships like those we made with our room mates and drinking mates are no longer happening – or at least not on scale we made them.

The new 79 Squadron Headquarters were also a bit of an eye opener. The rest areas for the pilots leaves little to be desired. Obviously, for us civvies there were areas that were not open for inspection and one of those closed areas was "our" area, communications. We used to have about 50 people working a 24 hour Comcen.

The last time I saw the centre it had a table tennis table where we had send/receive units – things have changed.

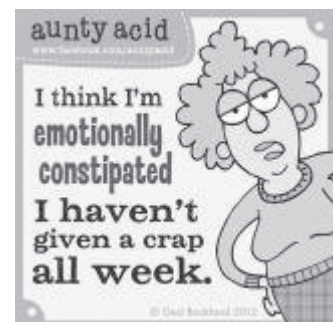
Earlier this month we had a Christmas In July for the 79 Squadron Ubon group and we

had dinner with Bevan and Jan Delany, Terry and Athena Malligan and about

30 other ex Ubon personnel, and it was a quite enjoyable day.

Regards

Ian Greenacre





The Ubon Group  
Presenting the  
Cobra to  
79 Squadron

Marriage is a relationship in which one person is always right and the other is a husband.  
No husband has ever been shot while doing the dishes.  
Someone who thinks logically provides a nice contrast to the real world.  
He has no enemies, but he is intensely disliked by his friends.

## ARE YOU FINANCIAL?

(This could be your last copy of Q.T.C.)

Attention All Facebook Users.  
We Need someone who Is a Regular User, to Take Over the running Of our Facebook Page  
Contact- Editor

★ CHECK THE LATEST COPY OF W.A.T.N. TO VERIFY ★

**Fees**

\$100 for perpetual membership  
Or \$10 per annum  
Direct deposit Bank of Queensland  
Capalaba BSB 124-024 A/C 10-144095  
A/C name Djinnang Association  
By post:  
Treasurer  
Djinnang Association  
P.O. Box 159  
Stones Corner 4120.



**Djinnang Caps**

\$25 each including postage.

Enquiries to  
Deb 04171162652  
debtape@bigpond.com.a



These Web sites may be of interest , if you don't know them already.  
[www.radschool.org.com](http://www.radschool.org.com) or [www.raaftelstecks.au.com/](http://www.raaftelstecks.au.com/)  
Trevor, the Editor of the Radschool Magazine attends most years and is usually the person you look to for photos.  
Both Associations support the Djinnang Association and many attend the Reunion in Brisbane. (below extract is from the Telstecks Site, I have just added some photos).

## RAAF Telstecks Association

### The Association's Purpose

The Purpose of the RAAF Telstecks Association, is to bring together those people who served in the Royal Australian Air Force as Telecommunications Technicians (Telstecks) between 1953 and 1989. Our aim is to hold reunions at regular intervals, hopefully in different localities each time, and to encourage those in remote areas e.g. Darwin and Perth, to hold reunions of their own with people from their own area.

The Associations President is Group Captain Bob Scrivener, Treasurer is Neal Miller, Secretary (General Dog's Body) is Neil Hunter, and committee members are Wayne Morris and Tony Reeve.

Annual subscription to the Association is \$10.00, with the membership year being from 1 March to 28/29 February the following year. \$100 will give you Life Membership. Money will be used to defray postage cost for those who are not on the Internet, and to pay for the use of our own Internet domain name ([www.raaftelstecks.au.com](http://www.raaftelstecks.au.com)) and domain name hosting.

Send subscriptions to:

NOTE NEW ADDRESS  
and NAME CHANGE to DEFENCE BANK

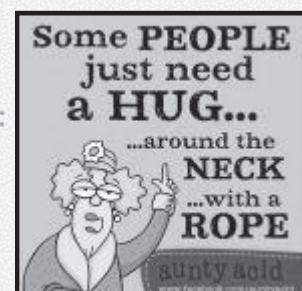
Neal Miller  
RAAF Telstecks Association  
7A Woolner Cct.,  
HAWKER ACT 2615

Make cheques and Money Orders out to:

RAAF Telstecks Association

or make an electronic funds transfer using the following info:

BSB No. 803205  
Acct No. 2060 9660  
Acct Name. RAAF Telstecks Association  
Acct held at. Defence Bank



## History

The mustering of Telstech (Telecommunications Technician) was formed to manage the new mechanised telecommunications equipment (Teletype) and up to date mechanical cryptographic equipment which was being introduced to the RAAF in the early 1950s. Previous to this, the new equipment was looked after by Radio Servicemen, but the RAAF saw the need for a specialist mustering, which was in the first instance, called Telegraphist Technician. The Telstech mustering dragged behind the Radio Serviceman (soon to be called Technician) mustering in many ways, the greatest of which was the disparity in pay levels. It took quite some years for the Telstechs to be given equal pay (1965) with the Radio Technicians (Radtechs), and a few more years to become completely autonomous (read get rid of the Radtechs who had been trained on new crypto equipment installed in the 60s, instead of Telstechs).

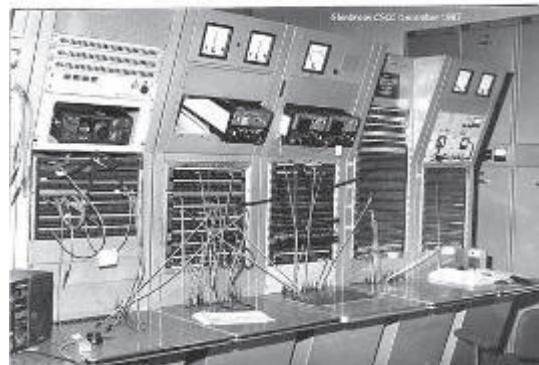
The Telstech mustering came into being in 1953, and during that year several courses were completed, one at Ballarat, and the others at the PMG School at Annandale in Sydney. Members of these courses were not the first Telstechs, the honour going to remusters from other musterings (Wireless Operator Mechanic, Telegraphist Supervisor, Radio Serviceman) - who were the first Telstechs is unknown at this time.

The Telstech mustering grew as newer and more complex equipment was installed. Personnel numbered up to 250 in the mustering's heyday in the 70s and early 80s, with new Telstech courses commencing regularly. By the mid 80s, new telecommunications technology was being considered, which would sound the death knell for the mustering, and on 30 November 1989, all serving Telstechs were remustered to Radtech (Ground) (Radtech(G)), much to their disgust. The stigma of being called a Radtech (G) was not to last long, when a new mustering was formed to manage all ground telecommunications equipment. This mustering was called Communications Electronics Technician (CETech), and was the amalgamation of the Telstech, Radtech(G) and Telsrig (Linesmen) musterings. The CETech mustering has 23 Warrant Officers, 50 Flight Sergeants, 112 Sergeants, 159 Corporals, and 205 AC/LAC/ACW/LACWs at last count. CETechs are posted to all RAAF bases in Australia, and selected overseas posts.

A reunion was held at Glenbrook over the weekend 29/30 November 1999, to commemorate the 10th anniversary of the closure of the Telstech mustering. The various activities over the weekend were attended by about 100 people - read the report below.

## Where is Everyone?

A complete list of all Telecommunications Technicians (Telstechs) is available here. This list includes their title, initials, christian name (and what the person was know as), address, Email address, and comments pertinent to the person.

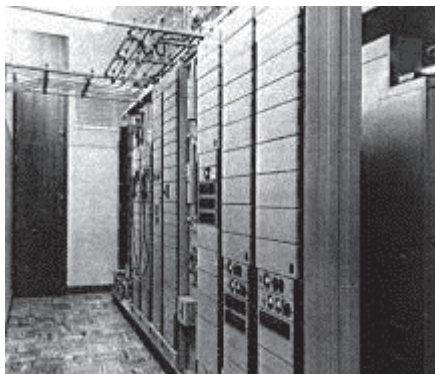


## The Internet and our site.

If you are reading this at 'www.raaftelstechs.au.com', then you know that the site is up and running again. Ron Daley (26TTC) has stepped into the void left by our previous hosting people, who simply disappeared, but we had a good run with them, costing us only the initial \$14.95. We are now up for a little more than that, but I'm sure the service will be outstanding. Those who have paid for membership of the association have ensured that we can afford this expense, so thank you.

## Photos

Those old photos are up again - [Have a look at the rogues gallery.](#)



**Tecks From Past  
Djinnang Reunions**



18. Mick Lawson, Ron Faulkner, Barbara McCormack & Jim Harratty 1988



**J**apanese eat very little fat and suffer fewer heart attacks than the Aussies, British or Americans. Mexicans eat a lot of fat and suffer fewer heart attacks than the Aussies, British or Americans. Africans drink very little red wine and suffer fewer heart attacks than the Aussies, British or Americans. Italians drink large amounts of red wine and suffer fewer heart attacks than the Aussies, British or Americans  
*Conclusion—Eat and drink what you like. Speaking English is apparently what kills you.*



**Tecks have been and still are  
On Djinnangs Committee**

**So ???, how did you go identifying the four photos on the Front page.  
If you no the correct Answers, send a MSG to the Editor, and the first 4  
Correct Answers, will get FREE Entry/Plus Meals (x 2) to next years  
Reunion held in Brisbane at the Public Service Club.**

This is just a Plug for one of our ex Communications Members, who seems to have a talent of his own, and is looking for a little Help in selling some of these items. They are all hand made by Terry, the black and white do not do them justice. Terry's address and info are below, and can also be found on the Website Where you'll get a colored look at the items.



Terry Tobias 2 Robins Pl Shelley WA 6148 0894570743 tobitw@bigpond.com  
<http://www.djinnang.com>



**Only fools test the depth of water with both feet**





## A Airforce is Born

Ever since the first kite-borne ascent of the Sydney inventor Lawrence Hargrave on 12th November 1894, the lure of the air has drawn young Australians like a magnet. With its sparse population and vast distances, this country, at the turn of the century, was uniquely fitted to take fullest advantage of the benefits resulting from the rapid world-wide developments in aviation soon to follow.

As early as 1909, the Federal Government, quick to see the possibilities of powered flight, decided to run a competition for the selection of a flying machine suitable for military purposes. Even though no prize was awarded, there was considerable interest, and many entries were received. Enthusiasm still ran high when two years later, after many powered flights had taken place in Australia, the Government considered a further proposal to incorporate an aviation corps into the Army, but at the time there were still no machines available.

It was not until 1913 that Lt Eric Harrison, an Australian who had gone to England to learn to fly, and Lt Henry Petre, a former London barrister, were commissioned as fully qualified flying instructors in the Australian Military Forces. When they arrived from England they brought with them a strange assortment of aircraft—two Deperdussins, a Bristol Boxkite, and two BE2As. The following year the world was plunged into the full tragedy and horror of global conflict, and when Great Britain declared war on Germany, Australia followed suit. Less than two weeks later, on 17th August 1914, instruction commenced at the Commonwealth's first military flying school at Point Cook, a now-famous site on the shores of Port Phillip Bay, Victoria. From this

One of two BE2As brought from the UK



A Bristol Boxkite at Point Cook 1914





# Commonwealth of Australia

## Gazette.

PUBLISHED BY AUTHORITY.

[Registered at the General Post Office, Melbourne, for transmission by post as a newspaper.]

No. 28.]

THURSDAY, 31st MARCH.

[1921.]

### ORDER.

Australia to wit.  
FORSTER,  
Governor-General.

By His Excellency the Governor-  
General of the Commonwealth of  
Australia.

**W**HEREAS it is enacted by the *Defence Act 1903-1918* that the Governor-General may, subject to the provisions of that Act, raise, maintain, and organize in the manner prescribed, such Permanent and Citizen Forces as he deems necessary for the defence and protection of the Commonwealth and of the several States:

And whereas it is desirable that Military Forces, to be called the Australian Air Force, should be raised, maintained, and organized in the manner aforesaid:

Now therefore I, Henry William, Baron Forster, the Governor-General aforesaid, acting with the advice of the Federal Executive Council, do hereby order that a Force, to be called the Australian Air Force, be constituted as part of the Australian Military Forces as from the thirty-first day of March, One thousand nine hundred and twenty-one:

And I do further order that the said Force be raised, maintained, and organized in the manner prescribed by the *Defence Act 1903-1918* and the Regulations made thereunder.

Given under my Hand and the Seal of the Commonwealth at Melbourne, this twenty-fourth day of March, in the (L.S.) year of our Lord One thousand nine hundred and twenty-one, and in the eleventh year of His Majesty's reign.

By His Excellency's Command,  
G. F. PEARCE, Minister of State for Defence.



inauspicious beginning were to stem the justifiably proud traditions of over fifty years of Australian military aviation history.

As thousands rushed to enlist, more and more Australians were taught to fly in the frail spidery machines which were so underpowered that they were usually grounded by anything stronger than a moderate breeze! Crashes were frequent but most pilots were fortunate enough to survive unhurt and scramble from the wreckage. In March of 1915, in order to provide aerial defence for the Tigris Valley against the Turks, a force of four officers and forty men—the famous “Half Flight”—was sent to Mesopotamia, and served with distinction before joining the newly-established Australian Flying Corps in Egypt in 1916. Soon afterwards, four new AFC squadrons were formed, and saw extensive service both in Palestine and in France.

At the War's end when the four Australian squadrons finally returned to Melbourne in 1919, they were disbanded, but the need for aerial defence of the home country was now more apparent than ever. On 9th September 1920, the Prime Minister of the day, Mr W. M. Hughes, affirmed: “I am—if honourable members care to say so—a fanatic in my belief in aviation.” The Government subsequently allocated the sum of £500,000 for the building up of an efficient air force with a further £100,000 set aside for civil aviation. The following year the “Australian Air Force” came into existence on March 31st 1921, the prefix “Royal” being granted in August the same year. Australia thus became the first British Dominion to possess a Royal air force.

Typical of the mood of the time was the courageous feat of Ross and Keith Smith who pioneered the air route from England to Australia in a Vickers Vimy in 1919, earning themselves a handsome £10,000 prize which had been provided by the Australian Government, and a knighthood each.

Many other young Australians who had fought in the war were anxious to further their careers in aviation and when the RAAF was born, it numbered some 151 men, including 21 officers. Great Britain made an offer of 128 Imperial Gift machines in recognition of Australia's help and participation in World War I, and this materially reduced the cost of establishing the new service. The initial equipment consisted of DH9s, DH9As, and SE5As, together with spare parts, and to these were added some 42 purchased aircraft comprising 20 Avro 504Ks, 10 Sopwith Pups and six Fairey IID seaplanes. The embryo RAAF now had more aircraft than men!

It was decided that some distinctive system of numbering was necessary in order to facilitate recognition of aircraft and other stores and an Air Board Agenda of 12th August 1921 implemented for this purpose stated in part:

“By memorizing the numerical numbering, it will be possible to recognize any particular machine, the type from the first number and the actual machine from the second number . . . Thus should intimation be received that a machine A3-16 had a forced landing, it would be known that this was Avro Machine No 16.”

Further RAAF Technical Orders followed, being prefaced by this explanation: “Aeroplanes will be known by the following designation numbers which will be painted on the body of the machine as a prefix to the sequence number. The same procedure will be followed in regard to engines.”

The RAAF's sole DH50A 1920



The Gipsy Moth replaced the Tiger Moth





16



The first RAAF Technical Order stated:

"All Aircraft. No identification numbers are to be painted on the rudder or rudders. The identification number is to be painted on both sides of the body, midway between the identification rings and the leading edge of the tailplane."

This system of identification became known as the first "A" series and remained in use until superseded in 1935. An exception to the allotted designation was the sole Vickers Vimy which apparently never received a RAAF number after its record-breaking flight from England. It was later presented to the Commonwealth and today may be seen on display at Adelaide Airport, SA. Its number, A5, was taken up in 1928 by a new type when the first Westland Wapiti aircraft arrived to replace the ageing DH9s.

Under the capable guidance of Wg-Cdr R. Williams, DSO, and Wg-Cdr S. Goble, DSO, DSC, the two most senior officers, a gradual program of RAAF expansion took place, but on account of the economic recession, difficult times were ahead. It was not until July 1925 that the first two squadrons, Nos 1 and 3, were formed at Point Cook. Shortly afterwards, No 1 Squadron shifted to Laverton and No 3 to a new site at Richmond, NSW. Further development of other units followed, together with bases to accommodate them.

This was the age of the pilot as a personality, the record-breaking hero who guided his frail craft over trackless miles to receive a tumultuous welcome and be carried off in triumph at the end of his long journey. Wg-Cdr Goble and Flt-Lt Mc Intyre flew right round Australia in the Fairey III D seaplane A10-3, Gp-Capt Williams carried out a 10,000 mile survey of New Guinea and the Solomon Islands in the DH50A seaplane A8-1, Kingsford Smith made world headlines by crossing the Pacific first one way and then the other, whilst Hinkler and other record-breakers were constantly in the public eye. The destiny of Australia was now inextricably linked with aviation as a means of communication and a way of life.

In the late 1920s the RAAF began to feel the need for more modern equipment. This could not have happened at a worse time, for now, caught between the twin pincers of a world-wide depression on one hand and a cautious government determined to cut expenditure on the other, the RAAF, as an independent force, now found its very survival at stake.

Japan, however, was now beginning to exert strong economic and military pressures in Asia, so that it became more and more necessary to examine the overall defence position in Australia. In 1928, twenty-eight Westland Wapitis were purchased and this was followed by the acquisition of eight Bristol Bulldogs in 1930. A further order for eighteen Hawker Demons and twenty-four Supermarine Seagull V amphibians was placed in 1934, and the first of both types were delivered the following year. It was at this point, in 1935, at the beginning of a new period of expansion, that the second "A" series, destined to number almost a hundred different types, was introduced.

To be continued-- The Expansion-World War II-Post War Years  
The Scene Today





They were funny looking buildings, that were once a way of life,  
 If you couldn't sprint the distance, then you really were in strife.  
 They were nailed, they were wired, but were mostly falling down,  
 There was one in every yard, in every house, in every town.  
 They were given many names, some were even funny,  
 But to most of us, we knew them as the outhouse or the dunny.  
 I've seen some of them all gussied up, with painted doors and all,  
 But it really made no difference, they were just a port of call.  
 Now my old man would take a bet, he'd lay an even pound,  
 That you wouldn't make the dunny with them magpies hangin' round.  
 They had so many uses, these buildings out the back,"  
 You could even hide from mother, so you wouldn't get the whack.  
 That's why we had good cricketers, never mind the bumps,  
 We used the pathway for the wicket and the dunny door for stumps.  
 Now my old man would sit for hours, the smell would rot your socks,  
 He read the daily back to front in that good old thunderbox.  
 And if by chance that nature called sometime through the night,  
 You always sent the dog in first, for there was no flamin' light.  
 And the dunny seemed to be the place where crawlies liked to hide,  
 But never ever showed themselves until you sat inside.



There was no such thing as Sorbent, no tissues there at all,  
 Just squares of well read newspaper, a hangin' on the wall.  
 If you had some friendly neighbours, as neighbours sometimes are,  
 You could sit and chat to them, if you left the door ajar..



When suddenly you got the urge, and down the track you fled,  
 Then of course the magpies were there to peck you on your head.  
 Then the time there was a wet, the rain it never stopped,  
 If you had an urgent call, you ran between the drops.  
 The dunny man came once a week, to these buildings out the back,  
 And he would leave an extra can, if you left for him a zac.  
 For those of you who've no idea what I mean by a zac,  
 Then you're too young to have ever had, a dunny out the back.





## RAAF Base Darwin

The Darwin Base is a military train base situated 6km north east of Darwin. The base was opened in June 1940 and shares its runway with Domestic and International flights. Plus can execute emergency landings for NASA Space Shuttles. The base is owned and operated by the RAAF.

The development of the RAAF Base in Darwin began in 1938. The base became operational in June 1940 with the relocation of the airfield from its original site in Darwin. The base acted as the first refuge to bring back USAAF units from the Philippines in 1941.

The No 12 Squadron deployed in Parap Airfield was shifted to Darwin in April 1941. Aircrafts including V Fighter and V Bomber were deployed at the base in December 1941.

Shortly before 1000h on 19 February 1942, 188 Japanese carrier aircrafts Began attacking naval and civil shipping, harbour facilities and the city itself, while the Base was also attacked during the raid, it was clearly not the focus of the bombing, with the waterside area taking the main attack.

A second wave of 54 land based bombers arrived two hours later, this attack was aimed directly at the air field, causing extensive damage.

Some 243 were killed and 320 wounded, eight ships sunk and a further 25 damage along with 23 aircrafts destroyed. More raids were to follow.

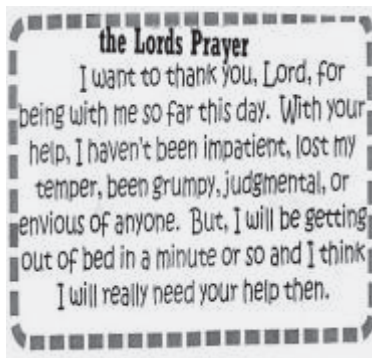
The RAAF experience of the Darwin attacks was both positive and negative, errors in leadership, airbase design and capabilities were counterpointed with courage, professionalism and evidence of an emerging air force with strategic depth, while not the RAAF's finest hour, the Darwin experience is not the disgrace portrayed by popular myth.

The Distinguished Unit Citation (DUC) was launched from the base in August 1943 to attack the oil plant, shipping and dock facilities located in Balikpapan, Borneo. The DUC continuously attacked enemy airfields of Western New Guinea from April to May 1944.

Four Squadrons of B-24 Liberator Bombers which belong to 380 Bombardment Group were stationed at the base from August 1944 to February 1945. A major expansion was carried in the bases explosives storage, fuel storage and operational, technical and domestic amenities. Renovation of married quarters, new explosive ordnance, security facilities, and new air traffic control facilities were completed in the early 1990's.

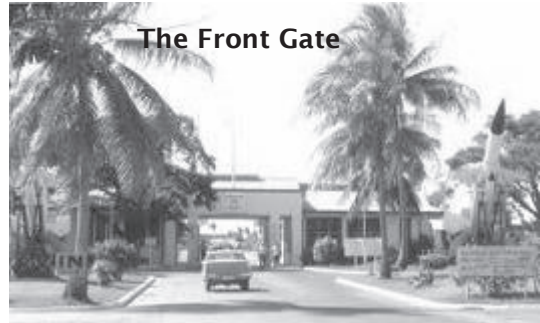
The government decided to redevelop the RAAF Base Darwin in two stages. Stage 1 began in 1997 to rectify the shortfalls of the previous construction works at the base.

The Stage 1 works included building a new airfield fire station, extra fuel storage, a base command post, central emergency power station and ord-





Picture Cinema and Base Canteen



The Front Gate

Stage 2 redevelopment will correct the deficiencies of Stage 1. The design phase of Stage 2 began in September 2008. Work on Stage 2 encompasses construction of a single storey structure, which features office space, conference rooms, secure operations areas, ablutions, amenities and parking.

It also involves construction of a mechanical workshop. Fuel tanker was bay and a new fuel farm, and consociated reticulation. The base reconstruction of Stage 2 is expected to be completed in September 2011.

The Base serves as headquarters for No 44 Wing Detachment Darwin and No 92 Wing Detachment Darwin. The No 396 Expeditionary combat support wing is also sheltered in the base and provides combat and support services to the Australian Air Force Bases.

The Base is also home to No 13 Squadron, No 1 Air Terminal Squadron Detachment Darwin, No 3 Combat Support Hospital Detachment Darwin.

No 114 Mobile Control and Reporting Unit is RAAF's radar unit principally used during military exercises.

The Base features two runways surfaced with asphalt, the length of the two runways are 3,354m and 1,524m respectively, and can accommodate F-35 Joint Strike Fighters to perform training operations.

It also conciliates C-130 Hercules and N0 44 Wing Detachment Darwin which is owned by Surveillance and Response group which operates 11 Air Traffice Control (ATC) stations across Australia.

The Wing also renders ATC technical ground electronic services (GES) to the base, it also offers radar control services to the Australian Defence Forces.

The ATC station tracks and alerts the Base Operators when foreign aircrafts fly in the skies of Australia.

For those of us in the communication fields, a tour of Darwin Pre Tracy

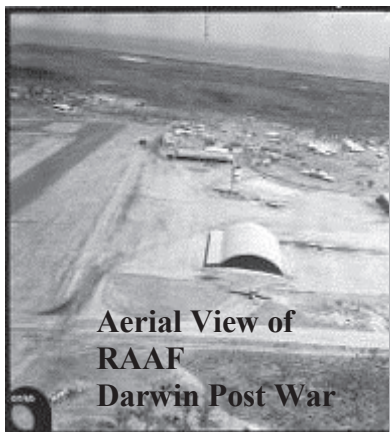
Was certainly a venture into a town that had not caught up with the rest of Australian Cities? Once you had conquered the remoteness of the place, as well as a lot of shelf (food/milk etc) items readily available back south were often hard to find in Darwin in those days.

The Wet and Dry Seasons also played a major part in settling in, and often took some two seasons to adapt too. (Often called the silly or suicide season).

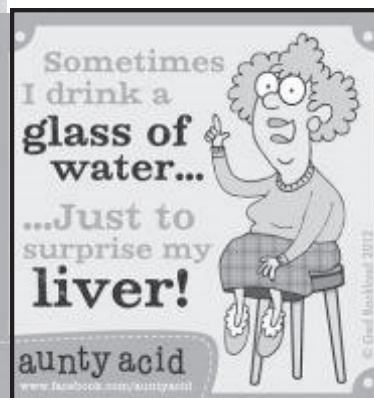
Alcohol at a majority of Pubs was served only in cans or stubbies (white, blue or yellow cans were the orders), there were also separate bars for the whites and blacks, unless you went to one or two of the more up market hotels. (Everyone who toured Darwin pre Tracy remembers the old saying of; you had to drink a Darwin Stubby before becoming a Territorian).

Darwin changed forever on the 24<sup>th</sup> Dec 1974.

Throughout the night, WRAN's at the Coonawarra Naval Base, and the RAAF manned radios as communications from the RAAF and Meteorological Office came in.



Aerial View of  
RAAF  
Darwin Post War



**Airmens Mess****One of many Married Quarters Pre Tracy**

reported at 2.53am they had lost all power including their emergency plant, (They concluded "Shut down everything"), the rest is history.

The biggest Air lift in Australian History commenced on Boxing Day, (C130's, Taa Fokker Friendships, Qantas 707's, 747's, along with 727's, BAC111, DC3's and Giant USAAF Starlifters).

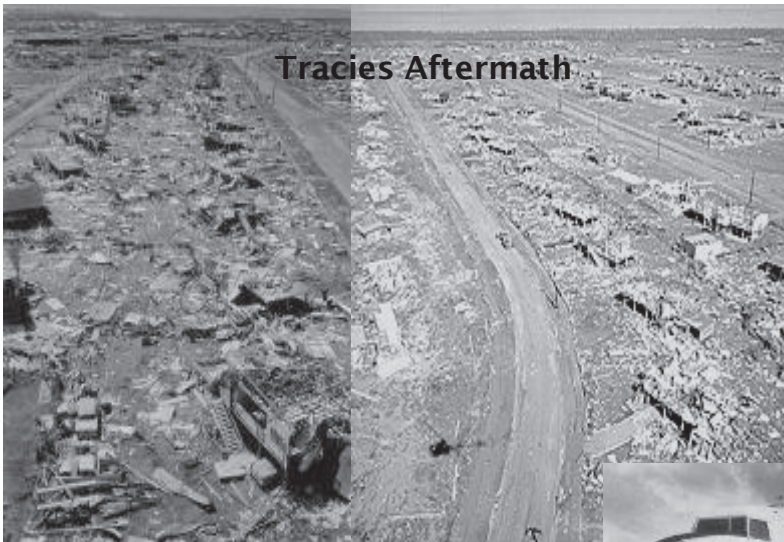
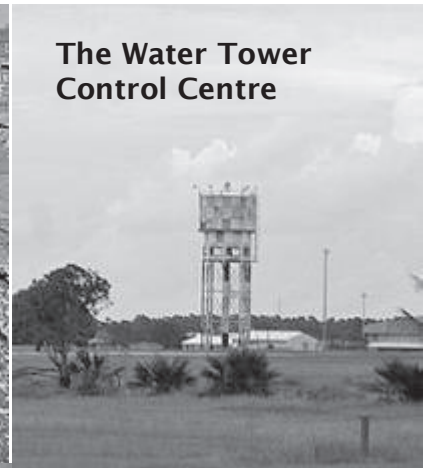
Telegs and Tecks had to do some travelling if you worked at one of the two outstations, Lee Point (Area Guard and Weather Reports/Receiving Station or the Vientiane link ) or down the track (Sturt Highway) out of Darwin to the 11 Mile Transmitting Aerial Farm.

Both stations were shift work, and allowed the freedom of not being confined to the base. Both were equipped with Kitchens, with supplies being brought out by one of the shift changeovers, plus food for Rex the Lee Point So called guard dog.

The Comcen on Base changed from RTT (radio teletype) to the new MSS (Message Switching System (Computer) "FRED ", and the AOCC in 1972.

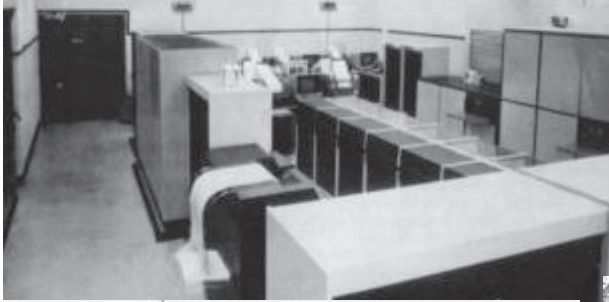
I still think today, that Darwin was one of the best RAAF Base to be posted to. Especially if you were single and happens to land in Hut 29, or a trip down to the married quarters for one of many parties or booze-up's. (Places like The Vernon's, B.C's Brian Constable or Jeff Wessels always had something going on ), some of you who were up there at this time could most likely name a fair few more ????. You could ramble on for ages about the life and exploits of living in Darwin Pre Tracy, or those that visited Bagot Road Reserve ???.

So if you have any stories of Darwin, send them in.

**Tracies Aftermath****The Water Tower Control Centre**

Darwin Message Switching System. General view of the system.

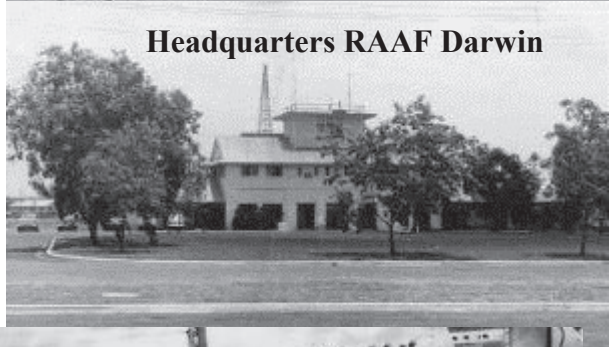
F.R.E.D. We all no what that meant



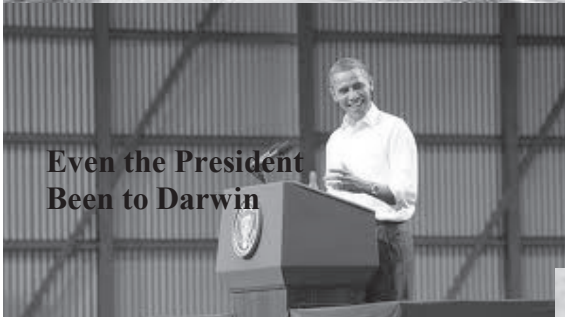
11 Mile Transmitters



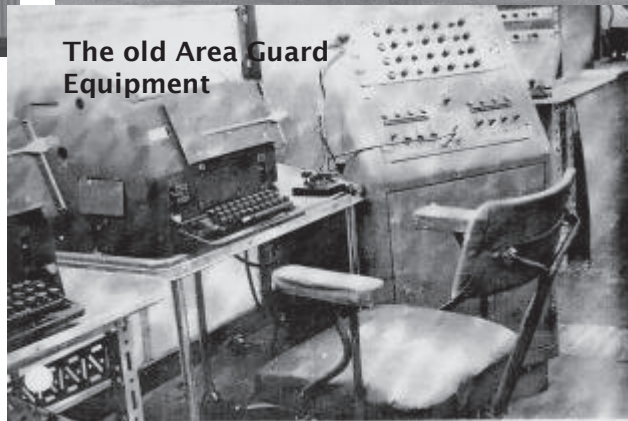
Headquarters RAAF Darwin



Even the President  
Been to Darwin



The old Area Guard  
Equipment



Can you Identify this Ex Darwin  
Teck, that's his son next to him.  
(he used to Jump out of planes)

Why Sharks Circle you Before Attacking  
Two Great Whites spied survivors of a sunken Ship. "Follow me son" the father sharks said To his son.  
"First we swim around them with just the tip of our fin showing". And they did.  
"Well done son! Now we swim around them with all our whole fin showing". And they did.  
"Now we Eat some of them". When they were Gorged, the Son Asked.  
"Why did we swim around and around them?" His father replied, "Because they taste better Without the shit inside!".



**Commops**

**Standing L-R: Yvonne Trickey, Lalee Jagiello, Alison Cridland, Ros Curran, Sandy Riley, ?? Partly Hidden, Liz Wright, John Brell, John O'Loughlan, Peter Mo, Tracey Stephens, Yolanda Lever, Sue Handsford, Deb Tate, Jim Neave, John McAllister, Di Hoopert, John Brell, Gerry Howard, John Isaac, Christine Cashman, Sylvia Hodges, ?? (Names might not be in order and some missing)**

**Seated:L-R: Helen Daunt, Bob Spencer, Lynton Clark, Shirley Watson, Robyn Arthars, Robyn Rowwer, Carolyn Wilson.**

**Front: L-R Candy Hardy, Bob Williamson, Dave Tape**



**Bob Williams, Dave Tape**



**Brian, Gemma Fordhan ★ 2013 Reunion ★  
Lorraine Carruthers Brisbane**



**Deb Tape, Ros Curran,  
Bob Williamson, Tracey Stevens, Candy Hardy**



**Lance Highfield , Diane Hoopert**



**Diane Webb, Alison Cridland**



**Gavin, Bob Spencer, Swampy Marsh, Geoff Whale**



**Jenny Gimm, Trevor Benneworth**



**2013  
Reunion  
Brisbane**



**Kerry Harrington, Peter Vine**



**Lalee, Shirley, Yvonne, Betty and Beth**



**Margaret Khan, Loraine Neaves**



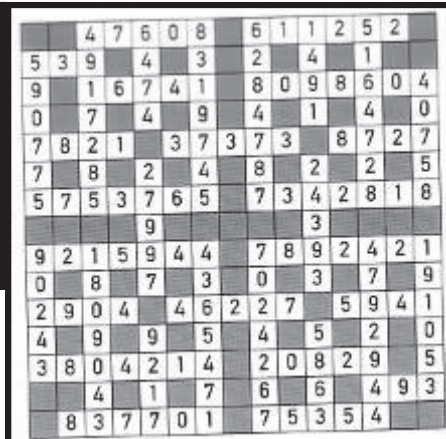
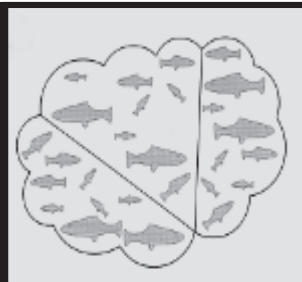
**Bull Donald, John McAllister**



**Ken Perkins, Noel Hartigan  
Lisa Williams, Colleen Jollow  
Christine Cashman, Carolyn Wilson,  
Mark Wilson**



**Pat Cashman, Nicola Hartigan**



Answers FROM  
PAGE 13 ★



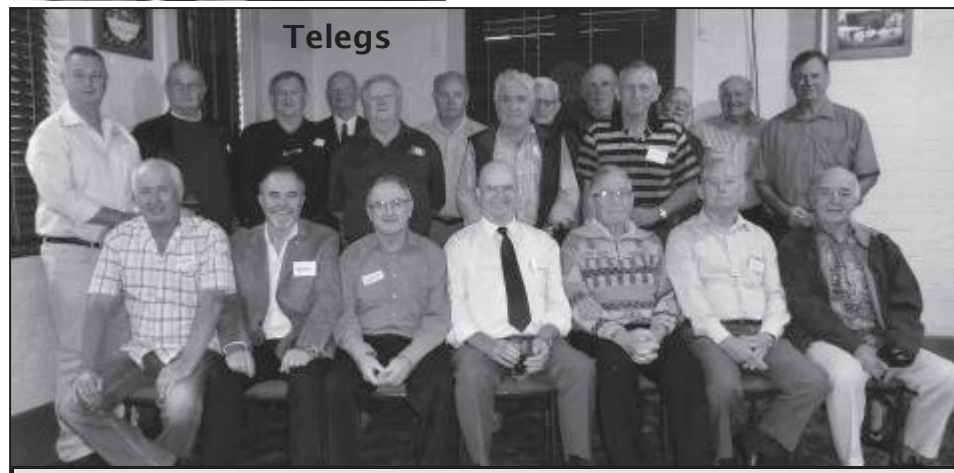
Pat and Roy Green



Sue and Bevan Ansford



Rick Smith, Tracey Stephens  
Angie Smith



Telegs

**Standing L-R:** Mark Brown, Mick Frost, "Swampy" Marsh, Gavin Smith, Lance Highfield, "Bull" Donald, John Cridland (party hidden), Noel Hartigan, Alyn Hawkes, Brian Webb (partly hidden), John O'Loughlan,  
**Seated L-R:** Ken Perkins, Rick Smith, Geoff Rayner, Ray "RG" Thompson, Ron "Moose" Amos, Col Mallett, Ron Bellert.



2013  
Reunion  
Brisbane



## Upcoming Re-unions



### Djinnang Monster Re-union

Saturday May 31st

Public Service Club  
Stevens Lane (off George St)  
Brisbane City



\$10 entry—evening meal at member’s rate available on-site

Don’t forget to put your name on our website so that your mates will know to come.

[www.djinnang.com](http://www.djinnang.com)

Facebook—(Log On) Search Djinnang

Friends met—lies told— 2pm to 9pm

See you there



2013 Head butting session

#### Accommodation

##### Within easy walking distance:

Conrad (next door but will be expensive); Chiffley on George (over the road); Lennons in Queen St Mall; Sebel Apartments.

##### 5—10 min walk:

Hotel Ibis, Explorer’s Inn, Royal on the Park, Hotel George William (YMCA), Oakes North Quay.

Hotels in Milton, Spring Hill or South Bank should be no more than a \$15 cab fare.

If you are driving ensure that the hotel has a car-park.

*Bargains can be found on [www.wotif.com](http://www.wotif.com) or [www.lastminute.com](http://www.lastminute.com)*



2013 The Girls where there as usual

