



Respect, Gratitude, Admiration

TRIBUTE

The Newsletter of the Military
Historical Society Australia,
Queensland Division

President: Neil Dearberg
Website: www.mhsa.org.au

NOVEMBER 2022 No.17



Gunners from 1 Regt fire the M777A2 155mm howitzer

Members from 1st Regiment, Royal Australian Artillery (1 Regt), deployed to Singleton military area in September for Exercise Long Tan, to train in danger close mission profiles.

President Report

Should you have wondered why policy and strategy during the period Australia and its allies were involved in Iraq (from 1990) until withdrawal from Afghanistan (2021) seemed changeable, confused and irregular, consider this. The coalition allies were foreigners in troubled lands, with little knowledge or understanding of local customs, culture, ideology, religions, ethnic behaviours, lifestyles of locals or economic necessity of those locals. Soldiers on the ground may determine local tactics as needs arise but, it is politicians, diplomats and military officers at the highest levels that determine overall policy and strategic directions.

During the period mentioned, there were nine (9) Australian Prime Ministers (Hawke, Keating, Howard, Rudd [twice], Gillard, Abbott, Turnbull and Morrison). There were six (6) American Presidents (Bush Snr, Clinton, Bush Jnr, Obama, Trump and Biden); six (6) British Prime Ministers (Major, Blair, Brown, Cameron, May, Johnson); seventeen (yes 17) Australian Ministers of Defence (Beezley, Ray, McLachlan, Moore, Reith, Hill, Nelson, Fitzgibbon, Faulkner, Smith, Johnston, Andrews, Payne, Pyne, Reynolds, Dutton, Marles) and nine (9) CDFs (Gration, Beaumont, Baker, Barrie, Cosgrove, Houston, Hurley, Binkin and Campbell).

Moods changed from driving the Iraqis out of Kuwait, to revenge for terrorist acts against the USA, to searches for weapons of mass destruction, counter-terrorism, developing the national economy, improving the lifestyle of impoverished locals, education for women, train and make a fighting force out of the Afghan Army and eventually rebuilding nations. Soldiers on the ground had to live with, implement and survive the changing policies and strategies. Their repeated deployments would see different conditions time after time. Separation from families became difficult.

The point: you can't win a war with constantly changing policies and no understanding of local conditions. In failing to win in Afghanistan, by the withdrawal, there were 3,590 coalition fatalities with another >35,000 injured or wounded. Afghan casualties exceeded 100,000. The dollar cost is estimated to exceed \$2 trillion (*source: The Ledger, Kilcullen and Mills*). This stats do not include the Australians (500-700) and perhaps thousands of Americans who came home and took their own lives.

It must be remembered when looking at such statistics, that the zeal and professionalism of the Australian defence force members was always of the highest order "on the ground" and is a living testimony of the Anzac spirit and one our country and its citizens should be very proud. We must continue to support our veterans and their familkes and pay them the honour, respect and dignity they richly deserve.

In regard to the *Australian Wars*, it should be understood that before the 1901 Federation, those wars were British wars. Any memorial to those should be in the Imperial War Museum in London, not the AWM in Canberra where Australian conflicts should be remembered.

From the Editor

November is always an important month because of Remembrance Day on 11 November for all service personnel. If you are attending a Remembrance Day Service please send me some photos so I can include them in our next *TRIBUTE*.

As you may be aware the Australian War Memorial Council has proposed to include in the Australian War Memorial new \$500 m expansion a modest display featuring the so-called Frontier Wars. This has generated a lot of comment, much of it from RSL Members and academics. Your editor thought are that the so called Frontier Wars history is better placed in the National Museum and State Museums, not in the AWM.

This edition of *TRIBUTE* has articles for or Navy and RAAF members. I have not forgotten you, along with the regular sections. This month there are a number of new acquisitions announced for the army and navy, including a new 7.62 rifle. Thanks once again to Ian Williams for his poetry contribution.

A call out to everyone for articles, the cupboard is nearly bare.

Enjoy the read.



Sir Hughie Idwal Edwards, VC, KCMG, CB, DSO, OBE, DFC

The most highly decorated Australian of World War II,

by Ian Curtis



Air Commodore Sir Hughie Idwal Edwards (1914-1982), was born on 1 August 1914 at Fremantle, Western Australia, third of five surviving children of Welsh-born parents Hugh, a farrier, and his wife Jane Ann (née Watkins) Edwards. Called Idwal by his family, he was to be known as Eddie in the Royal Air Force and Hughie to his Australian aircrews. I will call him Hughie. He attended White Gum Valley State School and Fremantle Boys' School, which he had to leave, reluctantly, after gaining his junior certificate at age 14 years, because the family finances could no longer support him. He later said that his school results were obtained due to a good memory rather than intelligence.

Described as a shy, under-confident, introspective and imaginative lad he gained work initially in a shipping agent's office. With the onset of the great depression he found himself unemployed before gaining a job in a racing stable. He was responsible to take the horses to the beach for a swim each morning, groom them and attend twice weekly race meeting. A lifelong interest in horse racing consequently emerged at the time. He then worked for a brief time in a factory.

Hughie enlisted in the Permanent Military Forces in March 1934 and served with the 6th Heavy Battery, Royal Australian Artillery, which manned the defences of Fremantle. Hughie stood 6 ft 1½ ins (187 cm) tall and about 12 stone (76 kg) in weight, he played Australian Rules football for South Fremantle and cricket for the Fremantle garrison team. His stay in the army was brief as, much to his surprise, he was accepted as a cadet in the Royal Australian Air Force on 15 July 1935 and sent to No1 Flying Training School, Point Cook, Victoria. He was not a natural pilot but on graduation was rated as 'above average.'

The Royal Air Force was seeking recently graduated officers such as Hughie so he and six others arrived in England and were granted short-service commissions on 21 August 1936. He loved the club-like atmosphere of the pre-war RAF. He soon became proficient on the new Blenheim bombers and was promoted to flying officer in May 1938, but in August he flew into a cumulonimbus cloud and his aircraft iced up and went into an uncontrollable spin. After baling out his crew, a navigator and rear gunner, he managed to escape at low altitude, approximately 230 metres but his parachute caught on the radio aerial and he 'rode' the aircraft to the ground. He sustained head injuries and a badly broken leg. After extensive surgery, which left one leg shorter than the other. He spent much of the following two years recovering, afraid that he would be unable to take part in World War II, which had broken out in September 1939.

By sheer determination and constant pressure on the medical authorities, in April 1940 Hughie finally gained permission to resume flying. Promoted to flight lieutenant, he sustained only minor injuries when he crashed in October after becoming lost in a nationwide blackout. In February 1941 he joined No139 Squadron, again flying Blenheims. The squadron was engaged in the dangerous task of attacking German convoys off the coast of Europe as well as bombing nearby targets on land. Hughie had another accident but survived unscathed. With the heavy loss of crews, life expectancy being only a few weeks, promotion came quickly to the survivors and in April he was made acting squadron leader.

In May 1941 Hughie became the commander of No 105 Squadron as an acting wing commander. Demoralised by the mortality rate and poor results, the squadron rallied to his determination to make it the best in the group. Hughie was almost worshipped by his crews. He was severe but fair and outstandingly courageous, while admitting that he was as frightened as his men. On 15 June he led a formation of aircraft against enemy merchant shipping off the Dutch coast. He attacked one ship from mast height, severely damaging it, and for his '*great leadership, skill and gallantry*' was awarded the Distinguished Flying Cross.

On 4 July 1941 a group of twelve Blenheims led by Hughie made a daylight attack on the German city of Bremen. His bombers had to fly under high-tension wires, through a balloon barrage and into intense anti-aircraft fire. The surviving aircraft were riddled with holes. Four of the attacking force were shot down and Hughie's own Blenheim returned with a wounded gunner, a smashed radio rack and a large part of the port wing shot away. For this gallant action Hughie was awarded the Victoria Cross.

The full citation for Acting Wing Commander Hughie Idwal Edwards DFC No 195 Squadron appeared in the London Gazette on 22 July 1941 and read;

Air Ministry, 22nd July, 1941.

ROYAL AIR FORCE

The KING has been graciously pleased to confer the Victoria Cross on the undermentioned officer in recognition of most conspicuous bravery: —

Acting Wing Commander Hughie Idwal Edwards, D.F.C. (39005), No 105. Squadron.

Wing Commander Edwards, although handicapped by a physical disability resulting from a flying accident, has repeatedly displayed gallantry of the highest order in pressing home bombing attacks from very low heights against strongly defended objectives.

On 4th July, 1941, he led an important attack on the Port of Bremen, one of the most heavily defended towns in Germany. This attack had to be made in daylight and there were no clouds to afford concealment. During the approach to the German coast several enemy ships were sighted and Wing Commander Edwards knew that his aircraft would be reported and that the defences would be in a state of readiness. Undaunted by this misfortune he brought his formation 50 miles overland to the target, flying at a height of little more than 50 feet, passing under high-tension cables, carrying away telegraph wires and finally passing through a formidable balloon barrage. On reaching Bremen he was met with a hail of fire, all his aircraft being hit and four of them being destroyed. Nevertheless, he made a most successful attack, and then with the greatest skill and coolness withdrew the surviving aircraft without further loss.

Throughout the execution of this operation which he had planned personally with full knowledge of the risks entailed, Wing Commander Edwards displayed the highest possible standard of gallantry and determination.

Later that month he took his squadron to the besieged island of Malta to attack Italian convoys on their way to Libya. To his chagrin he was not allowed to fly. Two months later only three of his crews survived out of the eighteen that had arrived. The unit remained in the area until October, when they returned to Britain. Participating in a goodwill mission to the United States, he was appointed chief flying instructor at Wellesbourne Mountford, (Number 22 Operational Training Unit) in January 1942, before re-assuming command of No 105 Squadron on 3 August flying his favourite aircraft the mosquito. During this time, Hughie married Cherry Kyrle 'Pat' Beresford. The pair were later to have a son, Anthony, and a daughter, Sarah. He was promoted to temporary wing commander on 1 September.



Hughie with his wife, left, and mother-in-law, right, leaving Buckingham Palace after attending an investiture ceremony.

The 105 Squadron took part in many successful attacks, including the destruction of the Philips factory at Eindhoven, the Netherlands, in December and the submarine-engine plant in Copenhagen in January 1943. In most of these attacks Hughie played the leading role. He was awarded the Distinguished Service Order for his part in the Eindhoven raid. He was the first airman to receive the Victoria Cross, Distinguished Service Order and Distinguished Flying Order in the Second World War

In February 1943, Hughie was promoted to acting group captain and placed in command of the large RAF station at Binbrook, Lincolnshire, which became the base from which No 460 Squadron, RAAF, operated until the end of the war. He found his first substantial command of a large number of Australian ground and air crews a challenging task. He soon started operations on Lancaster bombers, almost certainly doing more trips than he was allowed. Losses were heavy in the battle of the Ruhr and the battle of Berlin, but morale never faltered, due in large part to his example. He was very popular with his crews, provided they did not have to fly with him. He was a poor pilot with more enthusiasm and courage than ability.

Hughie was sent to Ceylon (Sri Lanka) as group captain, bomber operations, in December 1944 and as senior air staff officer at Lord Louis Mountbatten's headquarters, South-East Asia Command, in January 1945. He was engaged first in supporting the 14th Army in Burma and then, after being posted to Malaya and to Batavia (Jakarta), in the rescue of prisoners of war and Dutch civilians from the troubled Netherlands East Indies. Having been mentioned in despatches, he was appointed OBE in 1947.

Returning to England in May 1947, Hughie attended the RAF Staff College, Bracknell, Berkshire. He spent the following years flying jet aircraft and instructing. In 1956 he was posted to command the large RAF station at Habbaniyah, Iraq, which was besieged during a military coup in 1958. He acquitted himself well in a tense situation and withdrew the force without casualties. In October that year he was made commandant of the Central Fighter Establishment, West Raynham, Norfolk, as an acting air commodore (substantive 1 July 1959). He was appointed CB in 1959 and an aide-de-camp to Queen Elizabeth II next year. In 1961 he attended the Imperial Defence College, London. Director of organisation (establishments) at the Air Ministry from January 1962, he retired from the RAF on 30 September 1963.

On return to Australia Hughie took up a post in Sydney as resident director of a large mining firm, Australian Selection (Pty) Ltd. His wife died in 1966. At the registrar-general's office on 11 September 1972 he married Dorothy Carew Berrick, (née Nott), a divorcee. On 7 January 1974 he was sworn in as governor of Western Australia. He was appointed a knight of grace of the Order of St John in May and KCMG in August. His knighthood involved some controversy, following his wife's public comment that he was the only Australian state governor without such honour. As knighthoods were then conferred by the Queen on the recommendation of her Federal and State governments, and the Governor was the Queen's representative in the state, this was seen as highly inappropriate, especially given the Western Australian Labor State government of the day, led by John Tonkin had a policy of not recommending Imperial Honours. However, the Tonkin Government was defeated in April 1974 and the incoming Liberal Premier, Sir Charles Court, was happy to make the necessary recommendation.

On 5 August 1982, while on his way to attend a Test match at the Sydney Cricket Ground, Hughie unexpectedly collapsed and died. His ashes were buried in the Karrakatta Cemetery, Perth, after a State Funeral and cremation at Northern Suburbs Crematorium in Sydney. The most highly decorated Australian of World War II, he had been respected by all with whom he came in contact and revered by those with whom he served.



The Australian War Memorial, Canberra, holds his medals, his portrait (1944) by Stella Bowen and a painting (1982) by Ray Honisett of the episode in which he won his VC.



A bronze statue of him by Andrew Kay was erected in Kings Square, Fremantle, in 2002

References

1. Staunton, Anthony (2005). Victoria Cross: Australia's Finest and the Battles They Fought.
2. Hoyle, Arthur DFC, Hughie Edwards VC DSO DFC The Fortunate Airman
3. Australian War Memorial
4. Australian Dictionary of Biography
5. www.monumentaustralia.org.au
6. www.govhouse.wa.gov.au
7. www.460squadronraaf.com.au
8. www.ozatwar.com
9. Wikipedia

HARS Naval Historical Flight

By Carl Robinson & Terry Hetherington

US-born and long-time Australian resident, Carl Robinson was a Vietnam War Correspondent and is a volunteer at HARS, co-editor of the Navy Heritage Flight (NHF) bi-weekly newsletter and co-organiser of the 40th Anniversary of the MG99/RAN Rescue by the HMAS Melbourne at HARS in June 2021. Terry Hetherington is the HARS Grumman Tracker maintenance team leader; he was a founding member of the RAN Historic Flight in 1985 and was Manager and Senior Curator of the Fleet Air Arm Museum from 2006 to his retirement in 2019.

Created in early 1985 at HMAS Albatross, the RAN Historic Flight was an ambitious project to keep a representative core of Australia's classic navy aircraft operational and in the air. For the next 14 years and without major incident, the RAN Historic Flight operated a variety of aircraft and appeared at military and public events as far north as Mackay, west to Adelaide and south to Hobart, Tasmania. And then in 1999 for a combination of safety, administrative and budgetary reasons, the Historic Flight was grounded by RAN. Sadly for its supporters and aircraft too, another 20 years dragged on before a new home for its remarkable collection was finally found at the Historical Aircraft Restoration Society (HARS) Aviation Museum in Albion Park, NSW, 100 kilometres south of Sydney.

Today, HARS is the proud home of the re-badged Navy Heritage Flight (NHF) and keeping these vital pieces of Australian Navy aviation history alive. A total of nine aircraft make up the NHF collection, with three – our C-47B, Tracker 844 and Iroquois or Huey 898 – dating from the RAN Historic Flight's earliest days. At HARS, these former Historic Flight aircraft will join two other former RAN aircraft, most notably HMAS Melbourne-based Grumman S-2G Tracker 851 which played such a crucial role in the rescue of 99 Vietnamese refugees in the South China Sea 40 years ago, and whose sterling history was only recently discovered. The other is a tiny single-engine Auster J-5G Autocar, a replica of one of two once flown by the RAN.

The genesis of the RAN Historic Flight began in 1974 with the establishment of the Fleet Air Arm (FAA) Museum at HMAS Albatross by then-Commanding Officer, Captain Andrew Robertson DSC. Several 'out-of-service' aircraft such as a Fairey Gannet, de Havilland Sea Venom, de Havilland Sea Vampire, Bristol Sycamore, Douglas C-47A Dakota, Hawker Sea Fury, Westland Scout and Fairey Firefly had been retained as 'gate guards', ground-training aircraft and historical artefacts and were displayed or stored at various locations around the Air Station. Captain Robertson appointed a supernumerary 'Museum Officer' and a full-time 'Curator' whose job it was to assemble the aircraft and to create a display in 'D' Hangar, an unoccupied WW2 vintage Bellman hangar. The Museum was officially opened in December 1974 and was managed by the Curator, Leading Seaman Aviation Glen Dore.



Sea Venom W870 on display at HMAS Albatross

As a result of the destruction of the Tracker squadrons and 'H' Hangar by an arsonist in December 1976, however, the FAA Museum was dislodged from 'D' Hangar to make way for a temporary home for the replacement Tracker aircraft.



The Museum aircraft were relocated to an area on the northern boundary of the Base, known as the Dummy Deck, and once again displayed in the open air. Several WW2-vintage buildings were also relocated to provide storage, display and administration accommodation. By the early 1980s the FAA Museum was operating as a public tourist attraction but in the ensuing years formal support from Navy and the Department of Defence was officially withdrawn, leading to the establishment of the Australian Naval Aviation Museum Foundation. This Foundation laid the groundwork and raised the multi-million dollars to construct and operate today's impressive Fleet Air Arm Museum at HMAS Albatross. The concept of a RAN Historic Flight grew out of an idea by LCDR Ken Alderman, a Navy helicopter pilot who was the Commanding Officer of HU816 Squadron between 1985 and 1987. He had also been involved with the further development of the Fleet Air Arm Museum and recognised the synergies of both Units. The RAN Historic Flight was first recognised in March 1985, with LCDR Ken Alderman first CO of the Flight, followed by CMDR Keith Englesman, CMDR Jeff Ledger and CMDR Cris George. The Historic Flight was allocated a WW2-era Bellman Hangar and associated admin buildings in 1985 and began operations in March 1985 with a core of eight volunteer personnel and two aircraft: a Westland Scout helicopter and C-47B Dakota N2-90, which was recovered after some preparation work from HMAS Nirimba at Quaker's Hill and put on the civilian register as VH-NVZ. The Dakota's first public appearance was at the 50th Dakota Anniversary at Mackay in April 1985. N2-90 performed faultlessly on the trip to and from Mackay. Later in 1985, the S-2G Tracker 844 (VH-NVX) and AS6 Firefly WD826 (VH-NVU) were added to the Flight and brought up to airworthy standard the following year. The Historic Flight's Firefly only flew for two years until suffering a major engine defect. Between 1992 and 2015, however, an enormous effort was expended on WD826 by volunteers, not to mention hundreds of thousands of dollars, to make it airworthy. But sadly, the Firefly never flew again and is now part of the FAA Museum's permanent display. But Grumman Tracker 844 has proved a real stalwart and, along with Huey 898, the pride of today's HARS NHF collection with a hard-core of volunteers keeping the aircraft going through those trying years after the Historic Flight was grounded.



Tracker 844 and Firefly

In 1987, Sea Fury FB11 WG630 and Sea Venom DH-112 WZ895 were added to the collection for Historic Flight restoration to flight status. But neither reached airworthy status by the time the RAN Historic Flight was disbanded, and the aircraft later sold to HARS.

Along with the RAN C-47B Dakota, a British-made Westland Scout WS-101 was the first operational helicopter of the Historic Flight but crashed at an air show in November 1985, later rebuilt for static display at the FAA Museum. (A replacement ex-British Army Scout was acquired, but never made airworthy and was sold off by public tender in 2019). But as noted earlier, the most active aircraft with the Historic Flight was the Bell Iroquois or Huey 898 (N9-3104) which first flew in 1991 and remained airworthy and continued display flying. Between the Historic Flight's grounding in 1999 and 2010 when the RAN convened a Project Board to consider its future operation and the disposition of its aircraft and assets, the only aircraft approved and capable of flying was Huey 898. Quite simply, Navy was becoming



All Four models of the Hercules operated by the RAAF. In the foreground is A followed by E H and J.

increasingly averse to the level of risk in ownership and operation of Historic and Warbird aircraft. This culminated in a formal invitation issued by senior Navy personnel, to three Australian Museums including HARS, to bid for a selected range of RANFAA aircraft. Thankfully, HARS already had a close relationship with the Historic Flight from when its first Neptune aircraft was based at HMAS Albatross, including joint participation in various air shows, and assisted by the Fleet Air Arm. And in 1989, President and Chief Pilot, Bob De La Hunty, Vice President Maureen Massey and Gordon Glynn discussed the future of the Historic Flight with Chief of Navy. So, HARS clearly had an inside track as talks for a possible solution continued over the years.

By June 2015, an operational pause was invoked on the RAN Historic Flight with the FAA Museum Manager appointed custodian of both entities, as the representative of the Director of the Naval Heritage Collection. At that moment, HARS representatives with Michael Hough appointed Project Leader were invited to join the Project Board with one possible outcome RAN retaining ownership but transfer operational responsibility to HARS. A 'due diligence' audit of the overall status of Navy's heritage aircraft collection, both static and flying, was then undertaken by technical, operations and logistics specialists. The audit provided an understanding of the aircraft and spares holdings and also revealed governance and compliance shortcomings within the RAN Historic Flight management. The Navy hierarchy determined that the best course of action was to disband the RAN Historic Flight and ensure that the best example of each aircraft type in the Heritage Collection was selected for display in the FAA Museum. Observing all the obligations of ownership, and because outsourcing the delegated responsibility of flying Commonwealth-owned heritage aircraft to a third party was not legally possible, Navy absolved itself of ownership by placing nine selected former Historic Flight aircraft up for open tender. HARS was the successful tenderer and took ownership of the aircraft in December 2018.

History of HARS

Formed in 1979 by a group of passionate aviation collectors desperate to preserve Australian aviation history, HARS was a logical new home for Historic Flight with its rich collection of over 50 historic military and civilian aircraft, many still operational. In its early years, HARS members traversed the Australian continent seeking aviation artefacts that were located on farm properties, scrap yards and bushland. These expeditions resulted in HARS providing considerable assistance to many restoration projects including outside of HARS itself, both in Australia and overseas. Of great significance was the recovery in the early 1980's of two Beaufighter airframes from north-western Australia. One, a Mark I Beaufighter aircraft, was restored by HARS and subsequently exchanged for the Lockheed Super Constellation, VH-EAG, the only one in the world still operational. That Beaufighter now resides in the United States Air Force Museum in Dayton, Ohio.

HARS became an incorporated society with a formal Constitution in 1988 and is a registered deductible gift recipient organisation allowing tax deductible donations to support its operations. The development of a mission statement strongly emphasising its direction reflects what as a group we do today. That mission is, "to recover and where possible restore to flying condition, aircraft or advise on aircraft that have played a significant part in Australian aviation history, both in the civil and military arenas". The membership of HARS – now close to 800 – includes many current or former licensed aircraft engineers and others with piloting, regulatory or general support skills, including many from the Royal Australian Navy. Its 11,000 square metre hangar complex at the Illawarra Regional Airport receives financial support from corporate sponsorship, supportive entrepreneurs and the general public, plus various events. Like the rest of its operations, HARS depends heavily on private and public donations, plus

sponsorship, to keep the Navy Heritage Flight (NHF) going both in the air and in restoration projects and is eager to hear from old-timers ready to help. Donations are always most welcome.

With the successful tender, HARS specially created Navy Heritage Flight (NHF) took possession of nine former RAN Fleet Air Arm airframes: two Grumman Trackers; two Iroquois (Hueys); one Sea Venom; one Sea Fury; two Wessex helicopters and one C-47, plus spares, and quickly moved off-base to nearby Air Affairs, a HARS sponsor. But even greater challenges lay ahead. For one, years of outdoor storage and neglect had taken their toll. The flagship C-47B no longer flew, the Venom was broken up and stored in a container but the Sea Fury was in slightly better shape. Thankfully, Grumman S-2G Tracker 844 was flyable from Nowra up to Albion Park, but its S-2E cousin, Tracker 845, was in very poor condition. Thankfully, the two Iroquois were safely hangared and in good shape.

And then the collection's big land moves began with Wessex 832 making its way to HARS Albion Park and the second, Wessex 813, all the way to the museum annex at Parkes. Without too much effort, the Sea Fury was safely hauled up to Albion Park and soon on static display. After two years of meticulous work by HARS volunteers, the reassembly of the Sea Venom has been an amazing project and just recently gone on static display. Last on the road in July 2020 was the venerable C-47B and then Tracker 845, both the worse for wear as they were unloaded at HARS, Albion Park. But in remarkably short time, the Dakota had its wings back on and put onto the restoration path to operational status, its interior royally re-done to honour the aircraft's role in Queen Elizabeth's 1954 tour to Australia, then in RAAF livery. With a new coat of paint, roundels and front windscreens, Tracker 845 – a lone surviving S-2E from that 1976 hangar fire at HMAS Albatross – looks almost pristine. Tracker 844 has just done its 10-year service and expected back in the air by year's end.



Restored Grumman Tracker S-2E 845 at HARS Aviation Museum

With hangar space from Air Affairs, plus locally residing maintenance crew and pilots, the NHF's two Iroquois remain in Nowra with Huey 898 back in the air with regular flights up to HARS, Albion Park, and appearances at air shows and flyovers such as this year's RAAF Centenary over Canberra. Present plans call for Huey 893's refurbishment as helicopter

gunship in honour of those RAN veterans who flew with the US Army 135th Assault Helicopter Company (EMU) in South Vietnam.



Huey 898 today

Under the tender agreement, HARS pledged to eventually shift its Navy Heritage Flight to a hangar complex on land adjacent to the Fleet Air Arm Museum at HMAS Albatross with its own collection of static aircraft. But that is still some time away. So, in the meantime, those wanting a close look at the Royal Australian Navy's aviation heritage, including still-functioning aircraft, will always be warmly welcomed at HARS Albion Park, open for guided tours every day of the year except Christmas. To keep in touch with this ongoing story, and any donations, please email: harsnhf@hars.org.au. Website: www.hars.org.au.

(Source: Sitrep Airforce Association of NSW, News and Views)

From the News



SIG Sauer's MCX in .300 Blackout calibre [7.62×35mm] [a sub-sonic round] has been selected as the ADF's new 'personal-defence weapon for dismounted combatants.

7.62 is back

The Australian government has signed a multi-million-dollar agreement with a Queensland company to start acquiring and supplying the next generation of small arms for the Australian Defence Force. The contract is part of a \$500-million-plus commitment to provide Australia's soldiers, sailors and aviators with enhanced-lethality weapon systems.

Head Land Systems Major General Andrew Bottrell said the Lethality System Project (LAND 159) Tranche 1 contract had been awarded to Queensland-based company NIOA. Between now and the mid-2020s, NIOA will use a range of sub-contractors to supply new sniper rifles, pistols, shotguns, personal defence weapons, fighting knives and an assault-breaching system to the ADF, with many of the new weapons displayed at the Land Forces expo in Brisbane from 4 to 6 October 2022.

Major General Bottrell said the contract would include munitions and ancillary equipment including optical and laser systems, torches and suppressors for the new generation of small arms. "Under the contract, NIOA will be the prime contractor, working with local and international suppliers and weapon manufacturers on the acquisition, integration, delivery and ongoing support of the new weapon systems from 2023," he said. "This is a bold step into modern weaponry to quickly improve Australia's defence preparedness. "Early engagement with industry has proven very successful. "NIOA has demonstrated a long-term commitment, private investment, and a focus on growing sovereign industrial capability to support Australia's war fighters. "The collaboration between Defence and industry means we will acquire the best-available weapon systems for our troops."

NIOA weapons and munitions specialists worked alongside the Commonwealth project team to evaluate 649 products across weapons, ancillaries, and munitions for 11 mission systems before making its final recommendations to Defence in a 600-page report.

The company said their transparent, collaborative and rigorous process included 800 weapons and ammunition test serials with more than 31,000 rounds fired during evaluations off site and at its Brisbane indoor range where it invested more than \$1m in new testing equipment specifically for the LAND 159 project.

CEO Robert Nioa said the company's best-of-breed approach maximised industry participation to ensure Australia's servicemen and women had the best combinations of the best equipment to complete their missions safely. "The battlefield capability increase that these next-generation weapons provide is a game-changer for our warfighters," Mr Nioa said. "NIOA is proud of its role in this project. "Protecting our national security means teamwork at every level, government, Defence and industry. "As an Australian-owned company we feel strongly about assisting the Commonwealth government to meet the sovereign capability priorities of today and tomorrow."

Defence said it would seek to maximise Australian-industry involvement throughout the life of the Lethality System Project, and ensure continuous engagement with industry partners.

New weapons systems to be acquired include:

- **SIG Sauer MCX**, in .300 Blackout calibre – selected as the platform for the personal-defence weapon system, to provide dismounted combatants with a light, modular, and compact weapon system that can be rapidly optimised for specialised roles.
- **SIG Sauer P320 XCarry Pro** – selected as the platform for the sidearm weapon system – will be complemented with reflex sights and a white-light illuminator.
- **Benelli M3A1** – selected as the platform for the combat-shotgun system – is operable in semi-automatic or pump-action mode – it is complemented with a red-dot sight and white-light illuminator.
- **Accuracy International AX-SR** – selected as the platform for the long-range sniper capability – will be introduced into ADF service as a multi-calibre system capable of delivering in .338 Lapua Magnum, .300 Norma Magnum and 7.62mm NATO calibres.
- **Safran JIM** compact multispectral surveillance device and Steiner laser range-finding binoculars – selected to provide ADF snipers with a day and night sniper surveillance capability.
- **Barrett M107A1** – selected as the platform for the anti-material sniper capability. The M107A1 is a lighter, modernised and suppressed derivative of the in-service weapon, and is complemented with precision optics, night vision and range-finding devices.

Navy



An embarked MH-60 Romeo helicopter prepares to land onboard HMAS Adelaide.

The US Navy has awarded Lockheed Martin a firm fixed-price contract to produce an additional 12 Sikorsky MH-60R Seahawk® helicopters for the Royal Australian Navy. Procured via the US government's Foreign Military Sales agreement, the new aircraft will add a third 'Romeo' squadron to the RAN's Fleet Air Arm.

Vice president Sikorsky Maritime & Mission Systems Hamid Salim said the 'Romeo' Seahawk helicopter instilled confidence in navies world wide for its high operational availability in the harsh maritime environment, and for the fully integrated mission systems and sensors that quickly generate a complete picture of the surface and subsurface domains. "We thank the RAN for showing confidence in the broad mission flexibility of this proven multi-role helicopter," Mr Salim said. "Ongoing and planned upgrades to the MH-60R through partnership with the US Navy, RAN, other international partners and industry will ensure the aircraft's reliability and mission effectiveness against emerging threats for decades to come."

Under Project SEA 9100 Phase 1 (Improved Embarked Logistics Support Helicopter Capability), the 12 new MH-60R aircraft will create a common fleet of maritime helicopters supporting all of the RAN's air-capable platforms.

Head of Navy Capability for the Royal Australian Navy Rear Admiral Peter Quinn said the MH-60R 'Romeo' multi-mission helicopter built upon a decade of partnership with the United States Navy and Lockheed Martin, and provide the Royal Australian Navy with an unparalleled maritime aviation platform.

"The versatility of the MH-60R to conduct a wide range of missions combined with the world-class support provided by our partners, was a significant factor in the decision by the RAN to make an additional investment in MH-60R under the SEA 9100 Phase 1 program," Rear Admiral Quinn said.

Lockheed Martin plans to deliver all 12 MH-60R helicopters between mid-2025 and mid-2026.

Sikorsky Aircraft Australia Limited in Nowra, New South Wales, currently provides depot-level maintenance, supply support and logistics support for Australia's MH-60R helicopter fleet.

The RAN was the first international navy to select the MH-60R helicopter, acquiring 24 aircraft from 2013 to 2016. The Fleet Air Arm's 725 and 816 squadrons based at Nowra have accumulated more than 30,000 flight hours embarked on frigates, destroyers and supply ships.



Royal Australian Navy submarine HMAS Waller sails in company with HMAS Warramunga during the inaugural Australian Submarine Command Course off Australia's east coast. Australia has successfully launched a sovereign training program to produce its own next generation of submarine commanders, with two Royal Australian Navy submariners passing the inaugural Australian Submarine Command Course.

The Royal Australian Navy conducted the course in early 2022 after decades of relying on allied navies for training to assess submarine commanding officers. The four-month course culminated in a four-week high-intensity sea assessment of the candidates in a range of undersea and special-warfare scenarios using other Navy ships and submarines and Australian Defence Force aircraft and special forces units.

Minister for Veterans' Affairs and Defence Personnel Matt Keogh said the home-grown capability would better meet Australia's evolving workforce needs. "The men and women of the Australian Defence Force are our most important capability, so upskilling them to meet our current and future needs is critical," Minister Keogh said. "Our Navy can't wait until new capabilities are ready to train the next generation of leaders – these commanders must be fully equipped for when the submarines enter into service."

The locally designed and delivered Australian Submarine Command Course is one example of how the Navy is evolving to meet workforce growth targets. “By delivering the course in Australia, the Navy can determine the timing and content of the course and optimise it to meet our requirements,” Minister Keogh said. “I congratulate the newly qualified submarine commanders for passing this demanding course.”

Before the launch of this Australian course, Royal Australian Navy submarine commanding officers had been trained in the UK with the Royal Navy, and then by the Royal Netherlands Navy.

Army



Soldiers from the 2nd Cavalry Regiment fire the M1 Abrams tank during a manoeuvre serial on Exercise Brolga Sprint at Townsville field training area, Queensland

Achieving Army Training Level Five (ALT 5) is no mean feat, but the units of Townsville’s 3rd Brigade have done just that. Exercise Brolga Sprint is the culminating activity for the 3rd Brigade.

The highly complex combined arms live-fire activity was conducted at the Townsville field training area with infantry, cavalry, artillery and combat engineer assets.

Troop Commander Lieutenant Levi Ross, of the 2nd Cavalry Regiment, said the units had to integrate to achieve the mission objective. “The exercise culminated with a live-fire combined arms breach, moving over an obstacle and then assaulting through the position, so there’s a lot of synchronisations required,” Lieutenant Ross said. “We had artillery suppressing the position and tanks securing the location, which allowed engineers to move forward and conduct a breach under fire so we could push through and assault the objective.”

Travelling more than 20km during the exercise, Lieutenant Ross said it was an opportunity to test and prove their skill. “To execute large-scale combined arms in a live-fire context, it’s a big deal because it allows us to prove what we can do over a significant distance to achieve a mission set,” he said.

Detecting and neutralising explosive threats and obstacles, the team of combat engineers also certified their live-fire training level during the exercise, conducting large-scale breaches to support assaulting forces.

Lieutenant Emily Ovenden, of the 3rd Combat Engineer Regiment, said the high level of integration training throughout the year resulted in a smooth and successful exercise, and set the conditions for future operations. “Conducting an ATL 5 activity involves a lot of lead-up progression training throughout the year, so it’s really good to see everyone get out here and execute the mission set,” Lieutenant Ovenden said. “It’s important for the units to work together in a complex training activity like this, so when the time comes and different capabilities are required to work together, we know how each other operates and how to work together effectively.”

Lieutenant Ross said his soldiers took pride in executing their role and achieving such a high standard. “They work very hard to achieve outcomes and it’s no different to the expectations we have of them on operations, so to see that put in place here on exercises is a wonderful thing,” Lieutenant Ross said.

While the exercise is physically exhausting, conducted under pressure, and in harsh environments, Lieutenant Ross said he was impressed with the level of professionalism and expertise demonstrated. “To see tank crew men and women progress from basic-level soldiering skills all the way to conducting an ATL 5 live-fire integrated with engineers and artillery, finishing in a live-fire breach scenario, that’s a real tick in the box for me,” he said. “It gives you immense sense of pride and shows a real sense of ownership that soldiers have over the corps and over the activities that we do.”



Army’s new tactical uncrewed aerial system (TUAS) has reached a significant milestone, with personnel from 20 Regt, RAA, Army Aviation Command, and the School of Artillery flying the new Integrator TUAS for the first time.

The Integrator will replace the in-service Shadow 200 TUAS that currently provides the primary intelligence, surveillance, target acquisition and reconnaissance (ISTAR) support for land force operations. The new platform represents a significantly enhanced ISTAR capability and will enable 20 Regt, RAA to meet the demands of modern operations.

Capable of long endurance surveillance, reconnaissance and information gathering beyond visual line of sight, the Integrator can be deployed in land and maritime environments.

In comparison to the Shadow 200, the Integrator has a lower noise signature and requires fewer personnel to launch, fly and recover. It can also be fitted with different payloads. The designer of the Integrator TUAS, Insitu Pacific, is partnering with Defence to deliver multiple operator training courses over the next two years as well as maintenance training. This will all be achieved while maintaining a ready-now capability with the Shadow 200.

Mission commander and one of the first Army personnel to qualify as an operator on the Integrator, Bombardier Daniel Epps, said he and other people involved with the project had really appreciated the inaugural operator training course held at the end of July. “My experience with the project so far has been very productive,” Bombardier Epps said. “It has been a chance to work with people from different industry backgrounds to develop a capability from the ground up. “It has been a positive experience to see the Australian Army include operators at all rank levels in shaping the direction of the project.”

Insitu Pacific project manager John Hatley said it was exciting to begin live flying, and training Army personnel in launch and-recovery activities. “The partnership between industry and Defence is a strong one and the training standard was already high, despite this being the first course,” Mr Hatley said. “The feedback I’ve had is that it’s been a very successful course, and the relationship between the Army members and our instructors has been excellent. “We set a very high bar for our training so that Army is ready to operate the system from day one. The trainees have really committed to the course and provided a lot of very useful feedback for us.”



World War 2 veteran Arthur Leggett returns the sporran badge to 16th Battalion, Royal Western Australia Regiment

After 87 years of unauthorised possession, travel and survival, Arthur Leggett OAM, a 103-year-old veteran of WW2 recently returned a well preserved sporran badge to the Army's possession. It was issued to him as an 18-year-old, when he joined the newly raised Cameron Highlanders, of Western Australia, in 1935.

Mr Leggett was posted to the Transport Platoon and proudly wore the Cameron of Erracht tartan kit of the Highlanders until 1939 when he enlisted in the newly raised Western Australian AIF battalion the 2/11th Battalion. On surrendering his Highland kit, he 'souvenired' his sporran badge, which he carried with him throughout WW2, and what a journey it had.

As a signalman in the 2/11th Battalion, Mr Leggett was shipped to Egypt, then Palestine, Libya (Battle of Bardia), Tobruk, Derna, Benghazi, Greece and then to Crete, where he became a prisoner of war for four years. His sporran badge survived despite having to hide it from his German captors, who regularly conducted searches of POWs.

Mr Leggett has been the WA State President of the Ex-Prisoners of War Association since 1996 and continues to be involved in every memorial service remembering those who didn't return home. He has been named a 'Lawley Legend' at Mt Lawley Senior High School for his continual support of school activities and was instrumental in organising the erection of the Ex-POW Memorial in Kings Park.

Approaching his 104th birthday, Mr Leggett decided to return his sporran badge to Lieutenant Colonel Leigh Partridge, Commanding Officer, 16th Battalion, the Royal Western Australia Regiment, at a small ceremony at his aged care facility.

On receiving the sporran badge, Lt-Col Partridge told the gathering the badge would be a cherished piece of Australian Army history, with special significance for 16RWAR. "The badge will be worn with pride by the OC B COY while on unit ceremonial parades," Lt-Col Partridge said. "Also, I won't be raising a charge sheet for unauthorised possession of Commonwealth property!"

Mr Leggett emotionally explained what the badge meant to him, especially during the four years of captivity in Europe, and that he was extremely pleased to have it returned to the descendent unit of the Cameron Highlanders of WA for their safe custody.

Air Force



Defence has deployed a Royal Australian Air Force P-8A Poseidon maritime patrol aircraft to the Mediterranean as part of Operation Sea Guardian.

Operation Sea Guardian is an ongoing non-Article 5 NATO maritime security operation aimed at maintaining maritime situational awareness, deterring terrorism, and enhancing capacity building in the Mediterranean region.

Chief of Joint Operations Lieutenant General Greg Bilton said Australia's participation in the operation reflected Australia's ongoing partnership in exercising our Memorandum of Understanding with NATO. "Australia is a NATO Enhanced Opportunities Partner and an important Asia-Pacific member for the Alliance," Lieutenant General Bilton said. "Our partner status recognises Australia's significant contributions to NATO operations and the value that the Australian Defence Force (ADF) has demonstrated over several decades. "Our participation in Operation Sea Guardian is an opportunity to extend Australia's interoperability with the alliance to the maritime air surveillance domain. "This represents a natural step-up in our ongoing partnership, focused on responding to today's global security challenges. "Wherever possible, the ADF supports European security initiatives to uphold the rules based international order. "I look forward to seeing the outcomes of the deployment, which will guide our future maritime surveillance cooperation with NATO."

The P-8A will be based in Italy and will operate in the western and central Mediterranean until mid-October 2022.



A Royal Australian Air Force P-8A Poseidon maritime patrol aircraft on the ground at Naval Air Station Sigonella in Italy in support of Operation Sea Guardian 2022

NATO says it has forged a new partnership with the Royal Australian Air Force through its maritime security operation in the Mediterranean – and RAAF says it has certified the ADF’s capability to connect to and operate within NATO architecture.

A RAAF P-8A Poseidon maritime patrol aircraft deployed from its base in Edinburgh, South Australia, to Sigonella, Italy, accompanied by a team of 45 crew, maintenance and security personnel from the RAAF’s 11 Squadron.

The aircraft completed several flying missions over the Mediterranean Sea between 3 and 14 October, conducting overwater surveillance in support of NATO’s ongoing maritime operation in the region, known as Operation Sea Guardian.

NATO said the Australian P-8A added significantly to the maritime picture and overall maritime situational awareness of the operation. This is the first time Australia has sent a P-8A to Europe, a journey which took three days.

Commander of Maritime Air at NATO’s Allied Maritime Command HQ in Northwood, UK, Commodore Ilias Raptis, said the Australian deployment was a tremendous success. “The Royal Australian Air Force brought with them a very effective and powerful sensor in the P-8A maritime patrol aircraft,” Commodore Raptis said. “It made a significant contribution to the intelligence picture. “That, combined with the professionalism, demeanor and flexibility of the deployed personnel provided outstanding results, highlighting Australia’s importance as a partner to Operation Sea Guardian.”

Commanding Officer 11 Squadron, RAAF, Wing Commander Adam Saber said the deployment certified the Australian Defence Force capability to connect to, and operate within, the NATO architecture. “In this case, it was the P-8A, a highly capable and versatile multi-role aircraft – but this deployment was also more than just the aircraft – it meant our maintenance team working with host squadrons, our communications specialists and intelligence team connecting with the NATO networks and our logistics personnel moving

mission equipment in and out of Europe. “The result confirmed Australian capacity to seamlessly integrate into the coalition environment and retain our enhanced-operational-partner status.”

Thanking all NATO personnel who welcomed the RAAF, Wing Commander Saber said it was an extremely successful detachment and the Australian Defence Force learned a great deal from it. “It was made far easier by the wonderful support provided from NATO Maritime Command, the Italian Air Force at Naval Air Station Sigonella, US Navy Combined Task Force 67, and Patrol Squadrons 9 and 4,” he said.



Essential supplies for the Australian Antarctic Program are dropped from a C-17A Globemaster aircraft for Casey Station, Antarctica during Operation Southern Discovery.

Awaiting personnel at Casey Station, Antarctica, got excited when they saw two containers falling from a C-17A Globemaster III on 14 October. The airdrop was part of Operation Southern Discovery, an Australian Defence Force contribution to the whole-of-government Australian Antarctic Program.

36 Squadron loadmaster Flight Sergeant Rick Haslewood, who watched the containers containing essential equipment and supplies land safely in the airdrop zone, said the cargo weighed more than 3000 pounds. “Operation Southern Discovery occurs annually, usually during the Austral Summer period, which is November to March,” Flight Sergeant

Haslewood said. “We regularly support the Australian Antarctic Division by delivering large-scale, heavy scientific and operational equipment that is oversized and/or time critical, including providing emergency support to the Australian Antarctic Program. “Regularly providing this support across their three Antarctica stations continually tests our capability to ensure we can operate in extreme locations and conditions.”

Quiz

Quiz Questions

1. Who is Queensland's, born in Blackall, most decorated VC Winner?
2. Which VC Winner lived in the Richmond, Queensland area after WW1?
3. Name the ship. This ship is the third in the RAN fleet to bear this name, which it shares with a city. The city was named after the 4th earl of Buchinghamshire?
4. Name this ship. Its motto “Defend the Weak’ is testimony to the WW2 hero it is named after?

Answers to Quiz Questions Tribute No 16

1. What armed reconnaissance helicopter will replace Army's Tiger?
Answer: AH-64E Apache
2. What peacekeeping taskforce did Major General Peter Cosgrove lead in what was known as East Timor 1999 – 2000?
Answer: INTERFET (International Force for East Timor)
3. Which tattoo traditionally meant a sailor had crossed the equator?
Answer: A Shellback Turtle
4. The Chief of Navy traditionally signs or annotates administration paperwork using a pen or font of what colour?
5. Answer: GREEN
6. What does the G in G-Wagon, used by the Army stand for?
Answer: Gelandewagon (cross country vehicle)
7. What science studies the motion of projectiles?
Answer: Ballistics
8. Which is Australia's largest Naval base?
Answer: HMAS Sterling, Garden Island

Show and Tell



Sergeant James Merkel tries a virtual reality flight simulator

3RAR has just confirmed procedures for using the virtual reality flight simulator with corporals able to sign it out for team practice.

Despite being full of infantry minor tactics, it was also sent to a number of non-arms corps units to supplement training and prompt ideas on VR use for specialised fields.

Helping develop new ideas is Sergeant Nitin Biswas, a member of Army's eXtended Reality Community of Practice, a bottom-up initiative, where like-minded people discuss ideas about using the technology. He sees VR's next step as a procedural trainer for resource-heavy tasks, including recovery and vehicle mechanics. One idea floated was training craftsmen on changing nitrogen-charged shock absorbers on new vehicles that need many discharge and recharge cycles. "They'd learn the steps, do the sets and reps, get an understanding, feel confident then do it once on a vehicle. Instead of degrading that vehicle and having it sitting there for training," Sergeant Biswas said.

Sergeant Biswas believed VR wouldn't replace existing hands-on training, but could be used during backlogs to bring trainees up to speed while they're waiting for a course.

Gaming technology has been the driving force behind VR in recent years, with many companies at Land Forces developing software to leverage that, like Army's recently acquired SAF-TAC system operating on the Unreal 4 gaming engine.

Lieutenant Colonel Yong Yi, of Army Headquarters, saw VR next expanding into training for dangerous or resource-intensive activities. "If we can't get to training areas or live

ammunition to fire, we've got another way of training our soldiers," he said. "We can maximise live-training opportunities by getting ourselves ready with VR."



Sergeant Nitin Biswas operates virtual reality equipment at the 2022 Land Forces expo.

Practising drills without touching a weapon or attacking live enemies without stepping outside is now possible thanks to the virtual reality (VR) capable simulation software recently acquired by Army.

Numerous demonstration systems have been rolled out to various combat units and training establishments over the past year to provide an extra stage of training and prompt feedback on the system's use.

3rd Battalion, Royal Australian Regiment (3RAR), used its software to run a British lateral transfer through EF88 handling drills to shorten the time needed with a live weapon.

Operations Officer for 3RAR Major David Caligari said the unit also used VR to train its Duke of Gloucester Cup-winning section on the British SA80 rifle before going to the UK for the Cambrian Patrol infantry competition. "The team were able to get an exposure to the SA80, up to and including using them for small-section, force-on-force actions," he said.

Army's VR system was one of many on display at Land Forces, which featured everything from flight simulators to virtual weapons programs. The system received by Army units features eight blue-force and four red-force terminals along with a suite of programs for fighting in urban and rural environments. Each set of goggles comes with two hand controllers that clip into a stock. "You hold up the stock as you would to take a sight picture. When it's in your shoulder, the view will change so you're looking down the sight," Major Caligari said.

After completing a scenario, the mission can be replayed on a screen in slow motion and from different angles, giving soldiers the ability to see missteps and learn from them. "Perhaps they've taken a bound they shouldn't have and they've been shot. Or they weren't aware of the location of a friendly soldier," Major Caligari said.

Humour and Poetry

Sleep, Gently Sleep – by Ian Williams

For those who lie far away
Sleep, gently sleep,
In many graves where in you stay
Sleep, gently sleep.

You have done your service and done us proud
Sleep, gently sleep
Done your duty well through the battle hell
Sleep, gently sleep.

Your name not tainted by untrue accounts
And your mantle is solid of sterner stuff
Honourable and fearsome till the end
Sleep, gently, sleep.

No longer to climb the mountain high
Nor swim the river deep and wide
Walk across the open plain,
Sleep, gently, sleep

Hear the low of cattle in paddocks green
You lay so far away from your birthplace here
Where the early life lessons were taught to you
Sleep, gently sleep.

AS they lay you to rest the eerie sound
A bugle played and of volleys sent
To salute the offer of a life so obediently spent
Now here you lay with comrades close
For eternity rest under starry skies
Sleep forever - gently sleep --- and goodbye.

Important Dates in November

- 1 November 1914 – First Australian and New Zealand contingent sail from Albany
- 1 November 1945 – Australia ratifies United Nations Charter
- 1 November 1951 – No 77 Squadron awarded South Korean Presidential citation
- 1 November 1989 – National Army Memorial in Anzac Parade Canberra dedicated by Governor General The Hon Bill Hayden
- 2 November 1942 – Kokoda airstrip re-occupied
- 2 November 1974 – Sergeant Ian Ward AFP – Died from a land mine in Cyprus working for UNFICYP – AUSCIVPOL
- 3 November 1918 – Armistice with Austria-Hungary signed
- 4 November 1944 – Troops of 6th Brigade land at Jacquinot Bay, New Britain
- 5 November 1950 – Battle of Pakchon Korea
- 5 November 1950 – No 77 Squadron supports 3 RAR for the first time in Korean War
- 6 November 1971 – HMAS Sydney (111) at Vung Tau
- 6 November 2020 – Afghanistan Inquiry – 2005 – 2016 by Major General Justice Paul Brereton (4 ½ years inquiry)
- 6 November 2005 – WO2 David Russell Nary SASR – was struck by a vehicle during a Mission Rehearsal Drill in Kuwait during Operation Catalyst
- 7 November 1917 – Third Battle of Gaza
- 7 November 2007 – Private Ashley Arthur Baker 2 RAR – died from small arms fire during Operation Astute in Timor Leste
- 8 November 1944 – G for George arrives at Amberley
- 9 November 1914 – HMAS Sydney (1) destroys SMS Emden
- 10 November 1942 – Japanese forced from Oivi by Australian troops
- 10 November 1964 – Selective conscription introduced under the National Service Act
- 10 November 2006 – Commissioning of HMAS Ararat (11)
- 11 November – Remembrance Day (Germany signs armistice)
- 11 November 1941 – Australian War Memorial opened
- 12 November 1940 – HMAS Sydney (11) in action at Strait of Otranto
- 12 November 1943 – Last Japanese air raid on Darwin

- 13 November 1965 – Warrant Officer K Wheatley VC awarded the first VC of the Vietnam War posthumously
- 13 November 2021 – Commissioning of HMAS Stalwart (111)
- 14 November 1917 – End of third battle of Ypres, Western Front
- 15 November 1944 – Australian government approves sending of Australian Women's Army Service members overseas
- 17 November 1943 - 9th Division begins attack on Sattelberg
- 18 November 1916 – Somme campaign ends
- 18 November 1942 – Popondetta captured by Australians
- 19 November 1941 – HMAS Sydney (11) sunk losing the whole crew of 645 men
- 19 November 2021 – 1st Psychology Unit lowers flag for last time (to be part of 2nd Health Brigade)
- 20 November 2014 – Decommissioning of HMAS Brunei
- 21 November 1943 – Japanese counter-attack at Scarlet Beach
- 23 November 1901 – Lieutenant L C Maygar awarded VC for actions at Geelhoutboom, Natal
- 23 November 1944 – Australian Troops relieve Americans at Torokina, Bougainville
- 23 November 1948 – Formation of the Australian Regiment, which became RAR in March 1949
- 23 November 2007 – Private Luke Worsley 4 RAR Cdo – died from small arms fire during Operation Slipper Afghanistan
- 24 November 1943 Sergeant T C Derrick VC DCM. Awarded for his actions at Sattelberg, New Guinea
- 25 November 1899 – Battle of Graspan, South Africa
- 25 November 2007 – Explosive Detection Dog ANDY – died in a vehicle accident during Operation Slipper, Afghanistan.
- 26 November 1943 – Fighting at Pabu Hill, New Guinea
- 27 November 1939 – Inauguration of the Empire Air Training Scheme
- 27 November 1941 – HMAS Parramatta sunk in the Mediterranean near Tobruk
- 27 November 2008 – Lieutenant Michael Kenneth Housdan Fussell 4 RAR Cdo – died from an IED Explosion during operation Slipper Afghanistan
- 27 November 2009 – Last DHC 4 Caribou withdrawn from service

27 November 2021 – Small Australian combined army and police contingent deploy to Solomon Islands. Replaced by JTF 657.3 located in Honiara

28 – 29 November 1942 Flight Sergeant R H Middleton VC awarded after a raid on Turin, Italy

28 November 2014 – Commissioning of HMAS Canberra (111)

29 November 1950 – Teadong River crossing secured by 3 RAR

29 November 1987 – 10/27th Battalion RSAR

29 November 2006 – Captain Mark Bingley 5th Aviation Regiment and Trooper Joshua Nathan Noel Porter were killed in an aircraft crash in Fiji during Operation Quickstep

29 November 2021 – F/A-18 A/B Hornets farewelled at Williamstown after 35 years' service



REMEMBRANCE DAY
Lest We Forget

Military Historical Society of Australia, Qld Division Committee 2022 – 23

President	Neil Dearberg
Vice President	Russell Paton
Honorary Secretary	Ian Curtis
Honorary Treasurer	Ian Curtis
Committee Member	Scott Meares
Committee Member	

<p><u>IMPORTANT EVENTS AND DATE</u></p> <ul style="list-style-type: none"> • 11 November – Remembrance Day • 26 November – Bimonthly Meeting 	<p><u>FELLOWS of MHPA</u></p> <ul style="list-style-type: none"> • John Meyers • Anthony Staunton • Donald Wright <p style="text-align: center;"><u>NEW MEMBERS</u></p>
---	--

Contact details

Honorary Secretary / Treasurer:	Editor: Ian Curtis
Ian Curtis	Editor: Neil Dearberg
Phone: 0437303969	Phone: 0437303969
Email: qldsec@mhsa.org.au	Email: qldsec@mhsa.org.au
Website: www.mhsa.org.au	
Address: MHPA Qld PO Box 243 Maleny, Queensland 4552	Annual Membership Fees Ordinary Member \$50 Family Membership \$55



MILITARY HISTORICAL SOCIETY OF AUSTRALIA

Australian Business Number (ABN) 97 764 781 363

Membership Application

Queensland Division

Membership Fee Ordinary Member \$50, Family Member \$55 (ie 2 or more domiciled at the one address)

Name/s

Postal Address

.....

Telephone

E-mail

Date/year joined the Society

Military Interests

I understand the above details will only be used by the Qld Division and the Federal Secretary of the Military Historical Society of Australia to maintain correct records of my membership and for general branch or administrative business, and by the Journal editor to assist with editorial planning. I understand that the Society's Constitution requires the Federal Secretary to maintain a membership register (including the Journal mailing list).

In addition to information kept for these purposes:

OPT IN I agree to my email details being included on the Federal Secretary's contact list which will be used solely to distribute Society business and convey items of interest to members (including members' notices) **YES /NO (cross out whichever does not apply)**

OPT IN I wish to be included on the members' interests register and give permission for my military interests and my phone/email/address contact details to be included on it (cross out whichever does not apply). **YES/NO (cross out whichever does not apply)**

I understand that I can revoke permission for inclusion on register and contact lists at any time

As part of your membership you will receive a quarterly edition of Sabretache, the journal of the MHS. **I require a hard copy (mail) / electronic (via email) version. (circle your option)**

.Cheque/Money Order: Military Historical Society of Australia, Qld Division - Please send this form and your membership fee to:

**Treasurer, Qld Division
Military Historical Society of Australia
PO Box 243
MALENY Q 4552
Email: curtisir131@gmail.com**

Or,

Direct deposit to the Qld Division MHS Westpac Account at Maryborough, Qld.

BSB No. 034-128 Account No. 23-3618

If paying by Direct deposit, reference your name and forward the application form as well.