

# The "Clipped Wings"

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The Journal of the Air Dispatch Association of Australia (Inc)



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I am extremely honoured and privileged to become the president of our ADAA Association, and hope that I can carry on the great work afforded to the association by all of my predecessors.

A big "thank you" to Barry for all the work and effort he as immediate past president has put in to ensure this great association remains strong. Unfortunately the attendance at the Annual General Meeting held on 27/6/09 was not as I would have liked to have seen but I'm sure with work from your committee and the support of all of our members we can have a better attendance at future meetings and gatherings.

A vote of thanks to all those members who "put their hands up" and have accepted nominations to positions on the committee.

A special thanks to Barry Gannon who vacated the chair as president and immediately accepted the nomination as secretary of the association. It is much appreciated.

By the time this goes to print all members will have received a "mail-out" of some of the detail of the AGM and also a note in regards to an Anzac Day reunion in Melbourne in 2010. I would urge all to become involved in this reunion and show your support for your association. If you know of any members who may have let their subscription lapse and have not rejoined I would ask that contact them and invite them to rejoin the association.

I am at the moment in the process of obtaining

quotes for accommodation in Melbourne for our 2010 reunion. Please let our myself or our secretary, Barry know ASAP if you may be interested in attending, the more we have the better deal we are able to get. Details will be made known as soon as possible.

If any of our members have any problems or queries in relation to DVA service pensions, Age pensions etc, please do not hesitate to let someone on the committee know and we will assist in any way possible to sort it out. If we are unable to assist we will put you in touch with the appropriate person/dept to help you.

If you have any suggestions in regard to how the association could improve please let us know, we want the association to be the best that we can have - an association to be proud of!

Kind regards and clear skies to all

Tony Dowd - President

## RESERVE FORCES DAY 2009

Reserve Forces Day 2009 was celebrated in Sydney by a parade on the Sydney Domain. This varied from previous years where the day has been celebrated with a forming up of all the Reserve Forces contingents in College Street, followed by a March down Macquarie Street.

This year all the contingents formed up on the Domain near the NSW Art Gallery and marched onto the Domain proper. The various association banners held ground on the perimeter of the Domain Parade Ground.

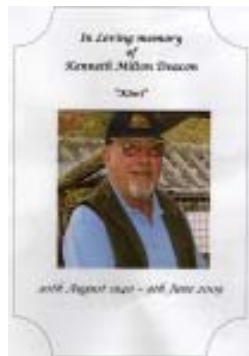
When all the Unit Associations were on parade, the VIPs arrived. These included the Governor of NSW, Prof Marie Beshier, Mr Mike Kelly MP, representing the Prime Minister and Lt Gen Gillespie, Chief of the Army. Prof Beshier was driven around the parade ground to review the unit associations, after which she addressed the assembled serving and former members of the Reserve Forces. Following the Governor's address, there was a march past of all the unit associations with the Governor taking the salute. Between 2000 and 2500 former Reservist took part in the parade.

### Air Dispatch Reservists

Since the inception of the Reserve Forces Day Concept in 1998, there has not been an Air Dispatch presence on the parade day. For several former air dispatchers who do attend, they rely on marching with other RAASC/RACT unit associations, eg; 3 Tpt Sqn, 12 Tpt Sqn, HQ Coy Comm Z.

Given that over many years there have been several RAASC/RACT air logistic units, viz; 39 Air Supply Pl, 1 RASO, 1 FASO, 177 Air Dispatch Sqn and 176 Air Dispatch Sqn it would be great to see this group represented on Reserve Forces Day one year.

Robert Flint



## THEY WHO HAVE PASSED . . .

Ken "Kiwi" Deacon - Nev Woodward conducted the RSL Funeral for him and it was a well attended farewell. He was a long serving Air Dispatcher as well as the NZ Artillery Number. He had Service in Vietnam with the "Kiwi" and the Aust Army.

*From Colin Vaughn of the NZADA in New Zealand:*

For those who never met Colin, you have lost an opportunity to be with a great entertainer who was always the life of the party. Those who knew Colin will all be saddened by our loss. He attended many reunions here in Australia and around the world. We are all poorer for his passing.

### KEN "KIWI" DEACON

It was with great sorrow I found that Ken Deacon is no longer with us. I first met Sgt Ken Deacon on some exercise back in 79. I was some newby clambering onto a Caribou and I saw this grumpy old Air Dispatch Sergeant leaning up against the forward bulkhead. I said "Giddy" and I think I got a grunt from him in return. Little did I know Ken and I would be in more contact than that.

It must have been around early 1980 when Ken was posted back to 176 as Troop Sergeant, 1 Troop. He got all the junior NCO's into the Troop Office and slammed a pad of discharge forms on the desk and said "If you don't want to work with me, this is the way out". Well everyone was impressed by Ken's theatrics but we just kept on soldiering on.

In February of 80, Mark (Bub) Wahlen and I were promoted to Lance Corporal the first step on the road within our respective military careers. Ken, Bub and myself had to go over to the Clothing Store at Moorebank to be issued our new rank. Ken to Staff Sergeant and Bub and I as Lance Jacks. On the way home, Ken said "I suppose we'd better christen these new hooks". And without further ado, we headed back to Penrith via the Wallacia hotel and a few schooners later.

During Ken's reign as Troop Sergeant, we had a new Lieutenant. I think his name was Smith. Anyway we were out at Richmond this day and Ken and the Lewie were wandering around checking on the troops. Here we were rigging air drop loads and the young Lewie was checking on buttons undone. Unfortunately I was the Crew Commander of a particular bunch and one of the diggers had his back pocket undone. Ken acting on the Lewie's direction told the digger to "Do his pocket up - then drop and give him 10 push ups". Ken turned to me and said "What do you think of that?" - I Replied "I think it sucks". Wrong choice of words Nicko. From memory I had to do 50 push ups!

This was about the same time the Operational Deployment Force (ODF) had there regular "shake-out" inspections. We were down at Malabar Range,

Marouba. Ken was the detachment commander and I was his Corporal (still a lance jack) and lucky me I had a Suzuki 400 motor cycle. This piece of military hardware had been chosen by some idiot who knew lots about driving on sealed roads but nothing about Drop Zones or off road work.

Anyway, and were going through our shake out inspection when we got a visit from somebody with red tabs on their collar. This old feller with these red tabs on his collar looked pretty smart and wanted to chat with his "blokes". Ken, being the det commander took him around and introduced him to our AD det. During the inspection this old feller noticed I had a new motorbike. Ken introduced me and this General says "Well Corporal, what do you think of your new motorbike?" I replied "Its bloody useless sir".

We then proceeded to discuss the intricate issues of off road bikes versus road bikes. I was not aware of Ken's reaction and answered all question in a positive manner. I thought!

It wasn't till some time after when Ken and I were having a beer, he said "Do you know who you were talking with today?" "No", I replied. "The general you were speaking to was the bloke who signed the order to get the bloody motorbikes. I saw my military career passing before my eyes because some gobby lance corporal wanted to tell the old fart his bikes were useless.

Everytime we caught up, we would laugh about that. We usually caught up with one another of an ANZAC Day in Penrith, till we moved to Darwin.

The last time I saw Ken and Wanda was when they visited my wife and I in Darwin on the way through to Thailand. We sat and had a few drinks and spoke about old times. We gibbered and laughed till the early hours then I took them back to their motel.

I knew Ken had been ill but I also knew Ken was a fighter and played the game by his terms - Ken, my friend, you will be sorely missed.

Our deepest condolences to Wanda and the girls.

All our love Nicko and Joyce Nicolai

## WHAT A FIND!

Laverton RAAF - off Geelong Rd on the outskirts of metropolitan Melbourne around 1991.

"Many times I had driven past the base observing the stripped hull of the C130A "05" which sat like a beached whale on the perimeter of the base. As a former AD back in the 70's and a self-confessed airplane lover, the sight of that old airplane evoked many fond and enduring memories.

Thanks to the RAAF PR, they kindly allowed me to inspect the aging "05" which was designated the "fire hulk" but flames never licked at its corroded fuselage.

The airplane is of some historical significance in that 2008 marked the 50th anniversary of the C130's delivery to the RAAF.

Australia received the last dozen of the first production run of the C130 A's which formed 36 Squadron, RAAF Richmond - "05" was the first of the 12 C130's to touch down in November 1958.

RAAF Laverton closed down some years ago and I wondered what happened to the "05". Best accounts told me that it was moved to NSW to be used as a parachute training platform.

Nearby at Point Cook, the RAAF Museum features two C130's - both A and E Models which are on designated display aircraft of the series.

*Glenn Huxley.*



## WALLGROVE MEMORIES – THE EARLY DAYS (TO BE CONTINUED)

Here I was, 2791165 Carpenter D.K. (Nasho) having survived basic training at Singleton in October 1968, by pure fluke. Asked, as were all, to choose a Corps of preference. Being somewhat adventurous, and thinking, if I have to do something different from being a cadet accountant, I nominated, in great anticipation, in order of choice – Armour, Engineers (I could learn a few life skills!) and Signals. How could I fail? Feeling quite confident, when my name and posting was called out – I was given RAASC – Air Despatch. What the f..k is that. That was the beginning of my journey, and the making of many, many friends over the years, who I still treasure and reminisce with at our occasional get togethers.

Off to Pucka for basic training, meeting so many new mates. Met by the now late, but highly regarded and laconic Training WO, Ray Harvey, who left me without doubt, and the rest of the basic course members, what was to be expected. He said it in no uncertain terms that would have caused a blush to a maiden's cheek and words that I would not have said to my mother even when under the influence of turps.

Many mates from those times. We were a mixture of Nashos (mainly) and Regs. Names I can freely recall are Jeff Pope (WA), Eric Carmody (WA), Cos Care (Vic), Mick O'Reilly (NSW) and John Barnet (SA) - all Nashos. And Malcolm Grey (ex UK Air Despatcher), Roy (Boy) Howard (Qld) and Billy Williams (Vic) – all Regs.

There is a story about Billy Williams "voluntary" enlistment, somewhat embellished over the years, but lest be unsaid at this stage because of libel laws! He knows! What a character!

Some of us were studious, some couldn't give a damn. Malcolm Grey, with his previous experience, topped the course, as all expected. Jeff Pope and I competed for the runner-up prize, which by sheer dint of study and underhand tactics, I won.

On graduation we were all posted to Wallgrove (NSW – Rooty Hill) to either 36 or 40 AD Pls. The OC then was Major Geoff Christopherson. There was Ordnance Pl attached, mainly for parachute maintenance. Wallgrove was a dismal place – in fact my late Dad served a period of time there in WW2 and I swear that the so-called facilities were still the same, for example the old boilers

To end this brief outline, I only have to mention that the CSM of 36 AD Pl to which I was posted was the one and only WO2 Dave Armstrong – a man of few words and to the point – point blank in fact! The Queen's English was not his strong forte to say the least. The Pl commander was Capt John Purvis, who I met in different circumstances many years after, and in very amiable surroundings. More later.

*Doug Carpenter*

ROYAL AUSTRALIAN ARMY SERVICE CORPS  
Par Oneri - Equal to the Task  
VIETNAM 1965 -1972

*.....in memory of those RAASC members who served*

An old but still ruggedly handsome Sergeant Major found himself at a gala event hosted by a local liberal arts college.

There was no shortage of extremely young, idealistic ladies in attendance, one of whom approached the Sergeant Major for conversation.

"Excuse me, Sergeant Major, but you seem to be a very serious man. Is something bothering you?"

"Negative, ma'am. Just serious by nature."

The young lady looked at his awards and decorations and said, "It looks like you have seen a lot of action."

"Yes, ma'am, a lot of action."

The young lady, tiring of trying to start up a conversation, said, "You know, you should lighten up a little. Relax and enjoy yourself."

The Sergeant Major just stared at her in his serious manner. Finally, the young lady said, "You know, I hope you don't take this the wrong way, but when is the last time you had sex?"

"1955, ma'am."

"Well, there you are. You really need to chill out and quit taking everything so seriously! I mean, no sex since 1955!?"

Feeling charitable and a little bit drunk, she took his hand and led him to a private room where she proceeded to "relax" him several times.

Afterwards, panting for breath, she leaned against his bare chest and said, "Wow, you sure didn't forget much since 1955!"

The Sergeant Major, glancing at his watch, said in his matter-of-fact voice, "I hope not, it's only 2130 now."

(You've got to love military time!)

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare.

He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific.

One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank.

He would not have enough fuel to complete his mission and get back to his ship.

His flight leader told him to return to the carrier.

Reluctantly, he dropped out of formation and headed back to the fleet.

As he was returning to the mother ship, he saw something that turned his blood cold; a squadron of Japanese aircraft was speeding its way toward the American fleet.

The American fighters were gone on a sortie, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet.

Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 caliber's blazed as he charged in, attacking one surprised enemy plane and then another.

Butch wove in and out of the now broken formation and fired at as many planes as possible until all his ammunition was finally spent.

Undaunted, he continued the assault. He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible,

rendering them unfit to fly.

Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier.

Upon arrival, he reported in and related the event surrounding his return. The film from the gun-camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had, in fact, destroyed five enemy aircraft. This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of W.W.II, and the first Naval Aviator to win the Medal of Honor. A year later Butch was killed in aerial combat at the age of 29. His home town would not allow the memory of this WW II hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man.

So, the next time you find yourself at O'Hare International, give some thought to visiting Butch's memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2.





The Australian Federation of Totally and Permanently Incapacitated Ex Servicemen and Women Ltd (Incorporated in the ACT) DIFFERENT CONFLICT- SAME SACRIFICE

*Patron-in-Chief - Her Excellency Ms Quentin Bryce AC, Governor-General of the Commonwealth of Australia*

1 June 2009

The Hon Kevin Rudd - Prime Minister  
Parliament House, Canberra, ACT 2600

Dear Prime Minister,

I am writing to express the disappointment of the TPI Federation concerning an outcome in the 2009 Budget. I am aware that a response to a matter of this kind would usually be the responsibility of the Minister for Veterans' Affairs however as the head of the government, a direct response from you is preferred on this occasion.

In 1998 the Old Age Pension, Centrelink Disability Pension, War Widows and Service Pension indexation arrangements were altered to allow them to be adjusted in a fairer way by the use of Male Total Average Weekly Earnings (MTAWE) or the Consumer Price Index (CPI) whichever is the greater and for those pensions not to fall below 25% of MTAWE.

For some 10 years the TPI Federation made representation to government to be treated in the same fair manner as other pension recipients and for the TPI payment be adjusted to maintain its relativity to other government pensions.

In a joint Press Release from yourself and Alan Griffin just prior to the last election you said:

"Our veterans have paid a very high price for their service to our country. This is about fixing an injustice. We have listened to our nation's veterans and we are acting. It has been budgeted to cost \$61 million from September 20, 2008 – the day of indexation. They deserve a Federal Labor Government that will finally fix this issue rather than a tired cynical old Howard Government that has consistently ignored them. There has been no other issue that has been the subject of greater sustained and passionate concern in the veterans' policy area over the last ten years. We have heard from many individuals and representatives of the Veterans' community about the importance of this issue. In 1997 when the Howard Government indexed a range of other pensions, they left out the above general rate disability pensions. Since that time there has been an erosion of these pension's values compared to the broader community." (Emphasis added)

From March 2008 the indexation arrangements of the TPI and other DVA disability pensions were brought into line with all the other major government pensions. The bonus payments of December 2008 were also passed on to most TPIs. We are at a loss to understand why the increase to pensions announced in the budget was not passed on to TPIs and other DVA Disability Pension recipients.

The reason for our disappointment was articulated by Paul Kelly in the Australian when he said:

"Australian households have never been so well-prepared for recession. They are cash-rich, showered with tax cuts, the biggest pension increase in history, tax breaks for business and home buyers, a parental leave scheme, school infrastructure, investment in clean energy, roads, rail, ports, a national broadband scheme, renewed commitments to defence in the new white paper, funds for innovation, universities, the car industry, with the Reserve Bank of Australia cutting interest rates by a whopping four percentage points since the crisis began. " But nothing for Australia's disabled veterans.

In a Press Release in May 2007 Alan Griffin said that:

"A Rudd Labor Government is already committed to making sure that our most severely disabled war veterans have their pensions adjusted to take account not just of the cost of living but also the standard of living".

The new indexation arrangements to DVA disability pensions had gone some way to ensuring that the veterans' benefits did not suffer further erosion. Your government's failure to adjust the rate of the TPI pension in line with the adjustments made to other government pensions, as per the 2009 Budget, has meant that the relativity between veterans' disability pensions and the other pensions has diminished. It follows that there has to be an erosion of the standard of living for veterans and their families.

The ex-service community was very supportive of Alan Griffin and your party leading up to the last election because it seemed that for the first time in more than a decade some one was listening to the issues and seemed genuinely moved to address the longstanding wrongs.

The view of the TPI Federation is that we have been badly let down by your government. In a time when extraordinary sums of money are being spent by the Government to dull the impact of the recession it seems that the group given the least consideration is that which has given the most in the service of their country. We request that military disability pensions be increased by the same percentage as the other government pensions - that is, 11.4%.

Your early attention to this matter would be greatly appreciated. Should you need any further information please do not hesitate to contact me.

Yours sincerely, John (Blue) Ryan OAM - National President

## RAASC VIETNAM PLAQUE DEDICATION CANBERRA AWM 2010

The Australian War Memorial have confirmed acceptance of our plaque design finally. We can now continue to develop the rest of our plans for our 2010 reunion. We want to make 2010 memorable and we want it to reflect what RAASC members achieved during the conflict.

Request – we want to display some Big Boys Toys from our era EG gun jeeps, trucks and the like. If you know of anyone that has this kit, and might be prepared to make them available for 2010, let us know asap.

Offer – Memorial Boards. It has only take two years or so to achieve a design that appropriately reflects our Vietnam service. We recently had an offer from Ross Smith ex WO1 RSM Ceremonial. He has seen our design and converted it into three memorial boards – a picture of each is enclosed. The Editor has seen his work before and it is always top notch as you'd expect.



Usually he includes the real medals in similar cutout frame but the price with medals and Commendations is double what we are being offered. Real medals and Commendations were used to achieve the designs which were then photographed and transferred to the sublimation plate. Descriptions, dimensions, design and the order form are shown further in the newsletter. If you would like a “real medal” version, please let us know. We believe there is a minimum number required to do this.

We would hope that everyone coming will want some memento of their visit to the AWM in 2010. The designs

are a perfect way to do just that and will look terrific displayed on a wall at home.

Please confirm your order by the end of AUGUST 2009.

RECENT CHANGE – We have added SAIGON on the plaque, and swapped the flags around to reflect correct protocols on the top right hand corner of the NEW DESIGN (not these ones). We have also taken out the MUC and Cross of Gallantry as not all soldiers received these.

Those who have seen the boards have been quite excited about the possibilities.

*Russ Morison*

*dabblers@bigpond.com - Ph: (02) 6292 7567*



### WARNING ALERT

The next ANZAC day reunion will be in Melbourne on Sunday April 25, 2010 not 2011 as discussed at the AGM. ANZAC day 2011 is EASTER MONDAY.

Initial planning is underway - please contact Tony Dowd, ADAA President on 02 4648 2769 or via email at [president@adaa.net.au](mailto:president@adaa.net.au) for further information or to indicate your need for accommodation etc.

No obligation at this stage - just an estimate of people who may wish to attend.

### “LITTLE BOY LOST”

A small boy was in a shopping mall with his grandfather when they became separated. The lad didn't panic but looked around and saw a uniformed policeman.

“I've lost my Pop” said the little lad to the policeman.

The policeman looked at him for a moment then said.”What's he like?”

“Bundaberg Rum and sheilas with big boobs!”

The little boy thought for a moment, then said.

“Bundaberg Rum and sheilas with big boobs!”

Can anyone recall where this is/was and what was happening. Allan Dalton has the photo in his collection but can't recall why he's got it! (memory a little hazy Allan??)



## BIEN HOA - VUNG TAU - NUI DAT

The initial deployment of 1 RAR (Group) to Vietnam in May 1965 brought a detachment of RAASC personnel to 1st Australian Logistic Support Company (1 ALSC) based at Bien Hoa. This detachment later regrouped in 1966 as part of 1st Australian Logistic Support Group (1 ALSG) to Vung Tau.

During the Vietnam conflict, three RAASC companies served to support the 1st Australian Task Force (1 ATF) located at Nui Dat, Phouc Tuy Province.

In 1966, 1 Coy was deployed to Vung Tau as part of 1 ALSG. The Coy served from 1 Apr 1966 to 5 Jul 1967 when it was replaced by 5 Coy until its departure from Vietnam in 1972. The vehicles used were the International 2 ½ ton GS Vehicles and 2 ½ ton International Tip Trucks.

In 1967, each Tpt Pl was re-equipped with 5 ton dump & cargo vehicles in order to cope with the increasing demands of 1 ATF. The Coy ran packets of 6 to 10 vehicles and some completed three 'turn arounds' per day to re-supply forward combat elements. Each truck carried a "shotgun guard" and every packet was accompanied by a Landrover with an M60 machine gun mounted in the tray. This "Gun jeep" was in constant contact with the Coy and 1 ATF on the Task Force radio net.

From Jul 1967 to Feb 1968, the unit participated in and supported 1 ATF on every taskforce operation. During this time the Coy supported Operation Paddington where a total of 240 tons of ammunition was carried forward to the Fire Support Base (FSB). On two occasions a Tpt Pl was deployed into the forward operational area and defended its own allotted perimeter.

The Coy supported Operation Ainslie in Sep 1967 by relocating 900 Vietnamese families. In Oct 1967, Operation Kenmore involved the use of AD crews. Operation Forest in Nov 1967 to Jan 1968 moved a Field Battery five times into and out of FSBs and again on Operation Coburg Jan to Feb 1968.

5 Coy RAASC had been providing the Supply and Transport support direct from Vung Tau. In early 1968, following the Tet Offensive and subsequent increases in enemy activity in Baria, Long Dien, and Dat Do it became obvious that a second Coy Headquarters was needed in the Task Force area at Nui Dat for the forward support of 1ATF. HQ 26 Coy RAASC was formed in Nui Dat and took over the second line role from 5 Coy which remained in Vung Tau.

The focal point of HQ 26 Coy was the Ops Cell, which coordinated bids for transport support, air dispatch rigging, ammunition resupply and other materials of war as well as road transport tasks. In its last two years in South Vietnam, 26 Coy was given additional Admin and Q functions from other logistic units and doubled up as the Task Force Maintenance Area (TFMA).

HQ 1 ATF frequently was ordered to provide infantry type patrols which ranged from section size up to a full platoon. They operated directly under command of HQ 1ATF, or an infantry battalion, or armoured unit. Tasks varied from ambushes, standing patrols, fighting patrols, provision of protection parties for civil aid projects, i.e. MEDCAP, FSB defence and much longer activities of up to 14 days.

Almost 3500 RAASC personnel served during the Vietnam conflict, some 2400 members served in RAASC units. Worthy of note some 55 members of RAASC served with both AATTV and MATT.

**1 ALSG - VUNG TAU BASED RAASC UNITS**  
 HQ 1 Coy •HQ 5 Coy •Det 176 AD Coy  
 8 Pet Pl •1 Div Postal Unit •1 Comm Zone Postal Unit (Dets)  
 •21 Sup Pl  
 25 Sup Pl •1 Tpt Pl •2 Tpt Pl •85 Tpt Pl 86 Tpt Pl •87 Tpt Pl

**1 ATF - NUI DAT BASED RAASC UNITS**  
 HQ 26 Coy •Det 176 AD Coy  
 8 Pet Pl •1 Div Postal Unit  
 1 Comm Zone Postal Unit (Dets)  
 Det 52 Sup Pl •85 Tpt Pl  
 86 Tpt Pl

## TREASURER'S REPORT TO JUNE 30, 2009

### INCOME AND EXPENSES (APR- JUN 09)

#### Income

Subscriptions	\$800.00
Donations	\$10.00
Freight	\$14.00
Merchandise Sales	\$129.90
<b>Total Income</b>	<b>\$953.90</b>
Cost Of Sales	
<b>Total Cost Of Sales</b>	<b>\$0.00</b>

#### Gross Profit

\$953.90

#### Expenses

Newsletter Costs	
Newsletter	\$190.00
Bank Fees & Charges	\$7.80
Merchant Fees	\$21.07
Monthly Merchant Fee	\$38.26
<b>Total Expenses</b>	<b>\$257.13</b>

#### Net Profit (Loss)

\$696.77

### BALANCE SHEET (JUNE 30)

#### Assets

Bank of QLD	\$11,280.59
Undeposited Funds	-\$30.10
Stock on Hand	\$4,180.60
Merchandise Officer on Hand	\$98.30
Trade Debtors	\$40.00
<b>Total Assets</b>	<b>\$15,569.39</b>
<b>Liabilities:</b>	<b>\$0.00</b>
<b>Net Assets</b>	<b>\$15,569.39</b>

#### Accumulated Funds

Current Earnings	-\$1,685.51
Historical Balancing Account	\$17,254.90
<b>Total Accumulated Funds</b>	<b>\$15,569.39</b>



## 176 IN 2009

176 AD Sqn started the year of with the normal induction training, fitness tests, Parachuting and weapon handling training which also included a range shoot at Holsworthy. With the re-raising of the 3 RAR Parachute Coy Group, the Flying Sqns were forced to become dependant on 176 AD Sqn for Platform, Container / Wedge airdrop and Parachute sorties so they could get either qualified or current this has meant an increase in overall tasking. 39 ADE Maint PL and the AD Troops have worked tirelessly to support the flying Sqns in there attempt to regain an insertion capability. The Sqn has seen more parachuting in early 2009 than has been seen for quite some time. As 3 RAR continues to develop and grow there list of qualified paratroopers, the burden on 176 AD Sqn will ease.

The AD Troops have had a continuous work supply and have hardly had time to let there feet touch the ground between jobs. In between the normal 176 AD Sqn day to day running / admin tasks, numerous directed tasks have been completed adding to the work bill, some of these include;

- ★ OP/Conv 01/09, 285 Sqn - Containers
- ★ OP/Conv 02/09, 285 Sqn - Platforms
- ★ SF AD RHIB, DMO- Final Acceptance Testing and Evaluation of the SF AD RHIB before service introduction
- ★ Battalion Infantry Minor Tactics training - Canungra
- ★ Joint Precision Air Drop (JPAD), 37 Sqn - High Velocity CDS JPAD demonstration drops at Woomera Range
- ★ 4 RAR PCT with Coy insertion and 8 x ZMC bundles, March and June 2009
- ★ EX Pelicans Roost, 176 AD Sqn- Jervis Bay Training Area (small Sqn Ex /shake out with a good amount of AD Sorties)
- ★ EX Kapyong Warrior, 3 RAR - 7 soldiers jumped in with the Coy at Hinge DZ at Singleton
- ★ EX Rhino Charge, 9 BDE - 4 soldiers were deployed to Whyalla in support of 9 BDE resupply Operations with DHC4
- ★ EX Talisman Sabre, ADF - Camp Comdt at DSG Rockhampton, preparation for and rigging of the 3 RAR insertion including the DZ recovery, airdrop resupply
- ★ Emu Moon, SASR - endless rigger support for courses and training in the west and around Australia
- ★ EX Wombat, Singapore AF - Liaison support for Heavy Drop at Londonderry
- ★ Land 121, DMO - SGT Hawkins and CPL Wells providing Driver Testing Officer support for the procurement of new ADF vehicles
- ★ Support to Operation Slipper (Afghanistan) x 4
- ★ Support to Operation Resolute (Australian Maritime border security) x 6

### **Some up and coming activities for the remainder of 2009 include;**

- ★ EX Rhajawhali - AD Det to Indonesia for support to RAAF
- ★ EX Pacific Air Rally - AD Det Malaysia for support to RAAF
- ★ EX Talisman Sabre, Continued support to the ADF via Camp Comdt at Rockhampton or air drop at Shoalwater Bay
- ★ EX CATA, 3 BDE - Air Drop resupply support within High Range
- ★ Continued support to current Operations
- ★ Sqn Training Camp - Jervis Bay training area (Mack, Merlo, Manitou, 8 Tonne Tlr, 20 Ton Tlr etc)
- ★ Battalion sports week / farewell to CO dinner
- ★ Normal Platform and Container Air Drop support to the RAAF

Overall, 176 AD Sqn has had a very busy start to 2009, the tasks have been wide and varied with almost all aspects of AD being covered. Hopefully we will be able to get some External Lift support soon to enhance our training year and so we can enhance our experience level in the Sqn. The rest of the year will remain busy and should provide soldiers plenty of opportunities to get away and support the ADF in our traditional role as the SME for Air Logistics.

Anthony Eddie  
OPSWO  
176 AD Sqn

"Always Good For Another Drop"



**CAN YOU NAME THESE FACES?**



A



B



C



D

Clipped Wings editor does not know who these all are! However, send a list of your correctly identified faces and we'll send the person with the most correct answers one of our new ADAA Lapel Badges! (CW editor reserves the right to decide who the faces are based on entries received!)



E

Post entries to:  
ADAA  
P.O. Box 371, Beenleigh QLD 4207

or email:  
clippedwings@adaa.net.au

Dodgy competition, but someone has to run it !!!



G



F



H



I



J



K



L

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**Articles for the next edition of 'Clipped Wings'**

**("any time, anything . . . ")**

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[www.adaa.net.au/html/membership.html](http://www.adaa.net.au/html/membership.html)