

AIR FORCE ASSOCIATION VICTORIA



ATC/AAFC BRANCH

ABN 96 091 342 304

OFFICIAL NEWSLETTER

Issue No 70

June 2018



Greetings everyone and with us heading into the colder weather which will soon be upon us, keep warm and may good health accompany you all through the next few months.

Our Branch's AGM was held at Box Hill RSL on Saturday the 21st of April, and it was no great surprise that the new Executive positions for 2018-19 were filled by the following members:-

President: Laurie Bell
Vice President: Peter Wilson
Secretary: Hugh Tank
Treasurer: Tony Synhur
Branch Delegate: John MacDonald.

Appointed positions filled were:-

Welfare Officers: Hugh Tank (Eastern Region) & Peter Wilson (Northern Region).

Branch Newsletter Producer/Editor: Ian Cohn.

Branch Archives: Laurie Bell.

Returning Officer: Graeme Smith.

Congratulations are in order for our long time member SQNLDR (AAFC) John Gibbs, on his outstanding achievement of reaching 40 years of service with the ATC/AirTC/AAFC. Well done John and best wishes for your continuing involvement with the AAFC and membership with our Branch.

The future of the past, free to the public performances of the Air Force Band at the Melbourne Town Hall seems to be in some doubt and if and when further information comes to hand regarding these, Branches will be notified.

Office	Holders
President	Laurie Bell
Vice President	Peter Wilson
Secretary	Hugh Tank
Treasurer	Tony Synhur
Delegate	John MacDonald

Newsletter Editor Ian Cohn

Please send your contributions to
scsiac@bigpond.com

Or

Box 486, Mt Beauty, VIC, 3699

Deadline for next issue – 23Jul18

Welfare

Branch Welfare Officers
Hugh Tank on 03 9877 3424
and **Peter Wilson**

If you are aware of any member who is unwell please contact Hugh or Peter.

President's Message - continued

Due to the continuing popularity of our first Friday of the month luncheons at Box Hill RSL, and poor attendances at the Branch's General Meetings (of which there are only 2 annually), the Committee will be conducting a survey of our membership with a view to dispensing with the General Meetings and only having an Annual General Meeting.

The adoption of this proposal would not affect, in any way, our Committee's regular, informal monthly meetings which we normally have on the first Fridays prior to going to lunch and members would be kept informed on matters of importance as usual via the Association's correspondence and our newsletters. Also unaffected would be our usual end of year Christmas Luncheon, which is always a popular event.

With regards to my question in the last April issue regarding the "Nashos" and any of them being former members of the ATCI'm still amazed that there's been no responses forthcoming to date. Oh, well.....

Best wishes to you all once again and I hope you enjoy the fruits of Editor Ian Cohn's labours in this edition.

Laurie.

AAFC News - from Facebook

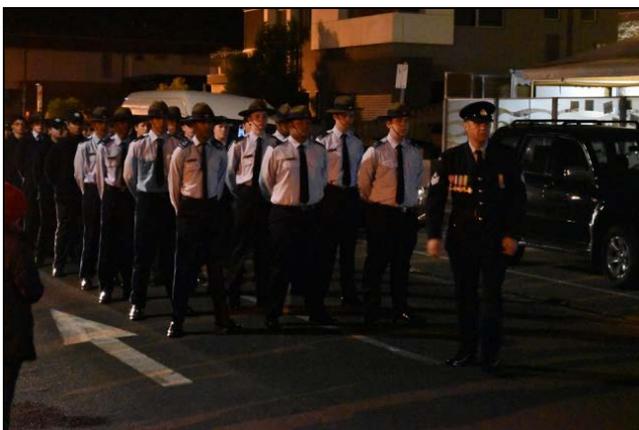
[404 Squadron Australian Air Force Cadets](#) - May 9 at 8:00am · 🌐

404SQN CADETS SUPPORT LOCAL RSL

On the 25th of April our cadets were getting up early and getting dressed in their parade uniforms to assist [Altona RSL](#) with their ANZAC day dawn service.

After this ceremony many of our cadets then followed on the train into the city to join other cadets from around [4WG Australian Air Force Cadets](#) for the city march.

In many small towns around Australia, the [Australian Air Force Cadets](#) is the closest thing to the [Royal Australian Air Force](#) that the local residents can get. Our unit is proud of our support for the local community and look forward to this event every year.



404 SQUADRON RECRUIT WEEKEND

This weekend cadets from 404 Squadron, as well as those from [405 Squadron](#) (Sunshine) and our sister Point Cook Squadron - [418SQN](#) completed their recruit training.

Cadets attended RAAF Williams and undertook training in service knowledge, drill, field craft and team building. They were also taught about staying on a [Royal Australian Air Force](#) base, how to set up their room and wear their uniform.

Integral to all training in the [Australian Air Force Cadets](#) is our aviation training, and all cadets also were able to partake in a flight courtesy of 400 Aviation Training SQN.

We would like to thank the Officers, Instructors and Cadet NCOs from 400, 404, 405 and 418 Squadrons for their hard work and effort in making this weekend happen.



CADETS TAKE FLIGHT // 8WING, NT

One of the greatest opportunities the [Australian Air Force Cadets](#) offers young Australians is the opportunity to gain flight experience and also to learn to fly.

Always great to see our Cadets 'take flight'. Cadets of No. 802 Squadron – Driver flying with 800SQN for their Pilot Experience Flights (and having a awesome time).



Royal Flying Doctor Service of Australia 90th Anniversary



From The RFDS web page

“90 years ago today our first pilot, Arthur Affleck, took flight in a single engine timber and fabric bi-plane named 'Victory’ - leased from a fledging bush airline, Qantas. Also on board was our first flying doctor, Dr Kenyon St Vincent Welch. Together they saved two lives that first flight. Ninety years later we are still here, and still needed.”

Web link - www.flyingdoctor.org.au/

Branch Events – 2018

ATC/AAFC Branch dates to remember for year 2018.

Friday, June 1st..... Branch Luncheon, Box Hill RSL.

Friday, July 6th..... Branch Luncheon, Box Hill RSL.

*Sunday, July 8th..***..... Reserve Forces Day March & Service @ Shrine of Remembrance.*

Friday, August 3rd..... Branch Luncheon, Box Hill RSL.

Friday, September 7th..... Branch Luncheon, Box Hill RSL.

Friday, October 5th..... Branch Luncheon, Box Hill RSL.

Sunday, October 7th..... 4 Wing, AAFC Annual Parade, Point Cook.

Saturday, October 13th..... Branch General Meeting, Upton Room, Box Hill RSL.

Friday, November 2nd..... Branch Luncheon, Box Hill RSL.

Sunday, November 4th..... AFA's WW1 Commemoration Service @ Point Cook.

Sunday, December 16th..... Branch Christmas Luncheon, Upton Room, Box Hill RSL.

*PLEASE NOTE:- above items marked thus *** denote dates to be confirmed in due course.*

Member Profile

This is your opportunity to tell us about your career or the story of other notable members in the ATC/AirTC/AAFC/RAAF as a Cadet and/or Staff member. Send us a one or two page story about your illustrious progress, preferably with pictures. Send it by email text or as an attachment in *.txt* or *.doc* file format to scsiac@bigpond.com or mail it to the Editor. Any print pictures received will be scanned and the originals returned to the owner.

May 2018 Meeting



Member Story – A World Aviation Record

from Ian Cohn

In 1992 I was Senior Performance Engineer for Australian Airlines. Australian Airlines had a contract to provide Engineering and Flight Operations services for a Boeing 737-400 operated by Solomon Airlines. As such it was my job to prepare the Operations Manual for the aircraft in conjunction with the Flight Operations staff of Solomon Airlines and Australian Airlines. The Solomon Airlines B737-400 was a completely new aircraft constructed in Seattle and due for delivery in May 1992.



Solomon Airlines wanted to get some publicity for their B737-400 operation and in March 1992 approached Australian Airlines with a proposal that they should establish a world aviation record on the delivery flight between Seattle and Melbourne. The job was handed to me to organise. With one month to go before delivery, I did not have much time, but set about the task enthusiastically.

Generally, for airline aircraft, it is only possible to contemplate records on delivery flights. Normal passenger flights are generally out of the question because you have passengers to worry about, the aircraft are heavily loaded, and the route is pre-determined. The obvious record categories to attempt are distance records and speeds over recognised courses. For delivery flights over the Pacific Ocean you have to worry about the maximum safe range of the aircraft and contingencies, mainly the possibility that the destination is closed due to weather.

Suitable alternate landing airfields are difficult to come by in the middle of the Pacific. Due to the fact that airlines are also usually cash strapped, you generally can't deviate much from the great circle from origin to ultimate destination.

With the short time available, I came up with "the longest flight ever by a Boeing 737", thinking that this was possibly a dubious but hard to deny claim, and three official FAI "speed over a recognised course" world records. The route I came up with was Seattle to Honolulu, Honolulu to Majuro in the Marshall Islands, and Majuro to Melbourne. The Majuro to Melbourne great circle distance is 5,678 km, and the route had the additional advantage that it passed over Honiara, the capital of the Solomon Islands, giving the opportunity of a radio hookup to the local radio station.

Breaking distance records requires very detailed planning to ensure that your airline's brand spanking new aircraft has a very remote chance of splashing into the sea. So I checked the likely winds, the maximum mass of fuel I could cram into the aircraft, minimised the take-off weight, etc. and carefully estimated the amount of fuel remaining at the destination, Melbourne. Generally, pilots will not accept the plan unless the estimated fuel remaining at destination is more than one hour. I also had to contact

the air traffic control towers along the route to obtain their cooperation in recording and certifying take-off and landing times so that records could be claimed.

I also planned to be on the flight myself to monitor proceedings. I did have a legitimate excuse in that part of my duties was to monitor, for flight planning purposes, the fuel burn of all the aircraft operated/maintained by Australian Airlines. Fuel burns are measured against the manufacturer's data and can vary from that data by five percent (usually higher fuel burn depending on the age of the engines and the condition of the airframe) or more and are very important for ensuring safe but efficient flight operations.

Eventually I was detailed to join the delivery flight at Honolulu. To get maximum range, the fuel uploaded had to have the highest possible density and this was achieved by loading full fuel from Seattle where the local fuel supplied had higher than average density, loading the coolest available fuel at Honolulu by refueling before dawn, and arriving and refueling just after dawn at Majuro for the long flight to Melbourne. To get maximum fuel uplift we had to also override the normal maximum fuel shut-off valves and carefully pump fuel into the overflow vents.

The crew was Captains Trevor Ancell and Tony Parrish of Solomon Airlines, Australian Airlines Training Captain Mal Short, a maintenance engineer whose name I can't remember and, for the Honolulu to Melbourne flights, me.

FAI Record File Num #16392 [Direct Link]	
Status:	ratified - current record
Region:	World
Class:	C (Powered Aeroplanes)
Sub-Class:	C-1m (Landplanes: take off weight 45 000 to 60 000 kg)
Category:	Not applicable
Group:	3 : turbo-jet
Type of record:	Speed over a recognised course
Performance:	638.8 km
Date:	1992-04-24
Course/Location:	Seattle, WA (USA) - Honolulu, HI (USA)
Claimant:	David A. Parrish (NZL)
Aeroplane:	Boeing 737-400

FAI Record File Num #16395 [Direct Link]	
Status:	ratified - current record
Region:	World
Class:	C (Powered Aeroplanes)
Sub-Class:	C-1m (Landplanes: take off weight 45 000 to 60 000 kg)
Category:	Not applicable
Group:	3 : turbo-jet
Type of record:	Speed over a recognised course
Performance:	731.5 kmh
Date:	1992-04-30
Course/Location:	Honolulu, HI (USA) - Majuro Atoll (Republic of Marshall Islands)
Claimant:	Trevor James Ancell (NZL)
Aeroplane:	Boeing 737-400

The FAI website text is shown. The 638.8 should be km per hour.

The aircraft was flown from Seattle to Honolulu on schedule, setting a "speed over a recognised course" world record that still stands (as at June 2012) as per the extract from the FAI website. This route is regularly travelled for more modern fuel efficient B-737 deliveries to Australian operators such as QANTAS and Virgin (not to mention the RAAF) and I am surprised that it has lasted so long. One down, two to go.

After cramming as much fuel as possible into the aircraft, we departed Honolulu on 30th April in the early hours of the morning for Majuro, arriving there on 1st of May, after crossing the international dateline, just after day break. Maximum range altitudes and speeds were used to preserve fuel and cold soak it to obtain maximum fuel density for the leg to Melbourne. We again confirmed with Majuro Air Traffic that we needed certification of the take-off and landing times for our record claims.

After refueling at Majuro, taking on board the maximum fuel we could load, including carefully pushing fuel into the overflow vents until they emitted a few drops of fuel, we departed for Melbourne.

Climbing to the maximum certified altitude of FL370 we passed over Nauru almost on the equator and proceeded to overhead Honiara. There Trevor Ancell made a hook-up with the local radio station and talked about how it was a wonderful day for the Solomon Islands and generally spruiked Solomon Airlines.

After concluding the radio broadcast, all the flight crew retired to the galley at the rear of the cabin to have morning tea/coffee, leaving me in sole charge in the cockpit for around 10 minutes. The aircraft was on autopilot so there wasn't actually much for me to do except monitor the radio and general progress.

Periodically throughout the flight I had to take readings for the fuel burns which involved taking the autopilot out to stabilise the engine thrust and speed.

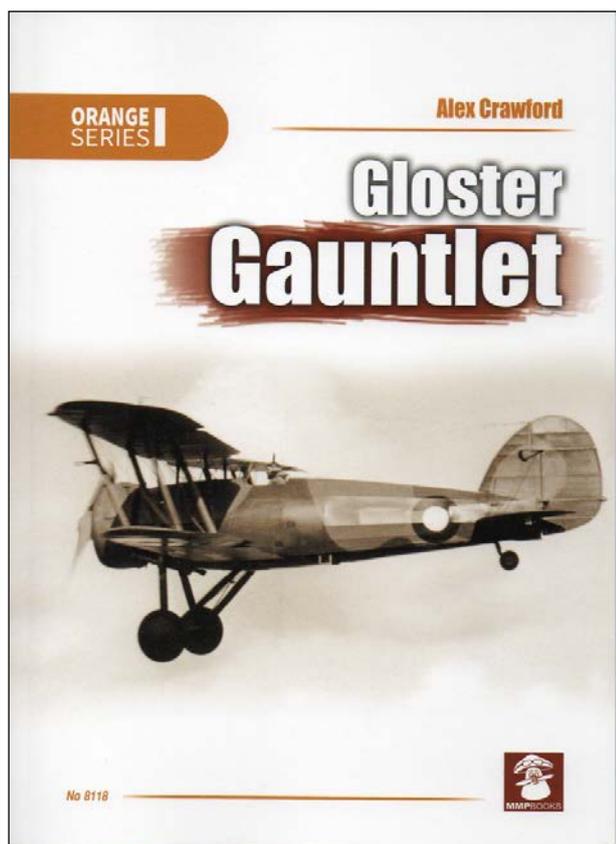
On arrival over Brisbane we started to fly into increasing headwinds that were higher than forecast but had sufficient fuel not to worry about landing reserves at Melbourne where we landed after a seven hours 55 minutes flight. In fact, we had sufficient reserve fuel to have flown on to Hobart.

The box shows the Boeing Company Press release following the delivery:

From www.thefreelibrary.com/SOLOMON+AIRLINES%27+FIRST+737-400+SETS+RECORD+DISTANCE+FLIGHT-a012201363
SOLOMON AIRLINES' FIRST 737-400 SETS RECORD DISTANCE FLIGHT
SEATTLE, May 4 /PRNewswire/ -- Solomon Airlines, national carrier of the Solomon Islands in the South Pacific, set a new distance record for the 737 on May 1 when it flew its first 737-400 seven hours and 55 minutes non-stop from Majuro in the Marshall Islands to Melbourne, Australia, a distance of 5,767 kilometers (3,583 statute/3,115 nautical miles), Boeing Commercial Airplane Group said today.
The plane, leased through International Lease Finance Corp. (ILFC), flew to Melbourne for outfitting by Australian Airlines and will enter service May 19.
Solomon Airlines, based in Honiara on the island of Guadalcanal, flies to Australia, New Zealand, Fiji, Vanuatu and Papua New Guinea, as well as to 20 locations in the Solomons. Its fleet consists of a Boeing 737-200, which is being returned to ILFC when the -400 enters service, and various Twin Otters, Britten Northern Islanders and Pipers.
Piloting the record-breaking flight over the South Pacific were Capt. Trevor Ansell and Capt. Terry Parrish, both of Solomon Airlines, and Capt. Mel Short of Australian Airlines.
Solomon's new 737-400 is equipped with two supplemental 500-gallon Rogerson fuel tanks. According to the National Aeronautics Association, the prior distance record for a 737 was a 3,455.9-statute-mile flight from Montreal to Brussels.
The Boeing 737 enjoys a worldwide dispatch reliability in excess of 99 percent. It is noted for its quiet and fuel-efficient CFM56 engines, advanced avionics and ability to land on short runways.
-0- 5/4/92
/CONTACT: David Jensen of Boeing Commercial Airplane Group, 206-237-8051/
(BA) CO: Boeing Commercial Airplane Group; Solomon Airlines ST: Washington IN: AIR SU:

Landing at Melbourne was not the end of the story. I had to get certifications from the Air Traffic centres before completing the record applications and submitting them to Harry Walton, Executive Director of the Royal Federation of Aero Clubs as Australian representative of the Federation Aeronautique Internationale. Seattle, Honolulu and Melbourne were all very cooperative but I could not get anything from the Marshall Islands Majuro. After weeks of trying it became obvious that I was not going to get anywhere. So I hatched another plan. I held appointment as an Official Observer for the FAI issued by the Gliding Federation of Australia (normally only used to certify gliding flights) and applied to the RFAC to be allowed to use my status as a gliding Official Observer to certify the landing and take-off times at Majuro. The RFAC agreed to this and in due course the three "speed over a recognised course" world records were ratified by the FAI. Later I found out that the Air Traffic controller on duty at Majuro, when we were there, was a disgruntled released former employee of Solomon Airlines, which helped to explain his lack of cooperation. So ended my first tilt at World Records in aviation. I nevertheless kept thinking about an absolute world distance record, which would be much more significant than "speed over a recognised course" records.

Books



Gloster Gauntlet - Review by John Baxter **Orange Series No 8118**

It's rare that Mushroom Model Publications/Stratus reprint any of their titles. This one, on the Gloster Gauntlet is one such example being a revised and expanded version of their previous dual publication 'Bristol Bulldog & Gloster Gauntlet' published in August 2005 (ISBN 9788389450043). This new publication is also by Alex Crawford, author of the previous dual edition (and still available) and with colour profiles by Krzysztof Wolowski.

Admittedly it's a small publication running to just 80 pages in an A5 sized booklet. However, it reads well; it contains 12 colour profiles, three colour 3-views (each including underwing colours), 12 upper wing panels of RAF Squadrons equipped with Gauntlets, 24 colour photos of a restored Gauntlet, along with 43 black and white photos and 21 black and white 1/72nd scale drawings – so it's well illustrated. Its appeal may be restricted somewhat but it does cover RAAF service in the Middle East by No 3 Squadron and

there's a nice colour profile of one of these aircraft in RAAF service there. Overall, I thought it quite good – well researched and written, and nicely illustrated.

Chapters include Development & Production; Service Entry; Desert Gauntlets; Commonwealth Service; Second Line Service (South African Air Force, Southern Rhodesian Air Force, RAAF); Foreign Service (Denmark & Finland); Appendices; Bibliography – all of which provide a concise but well assembled history of the Gauntlet.

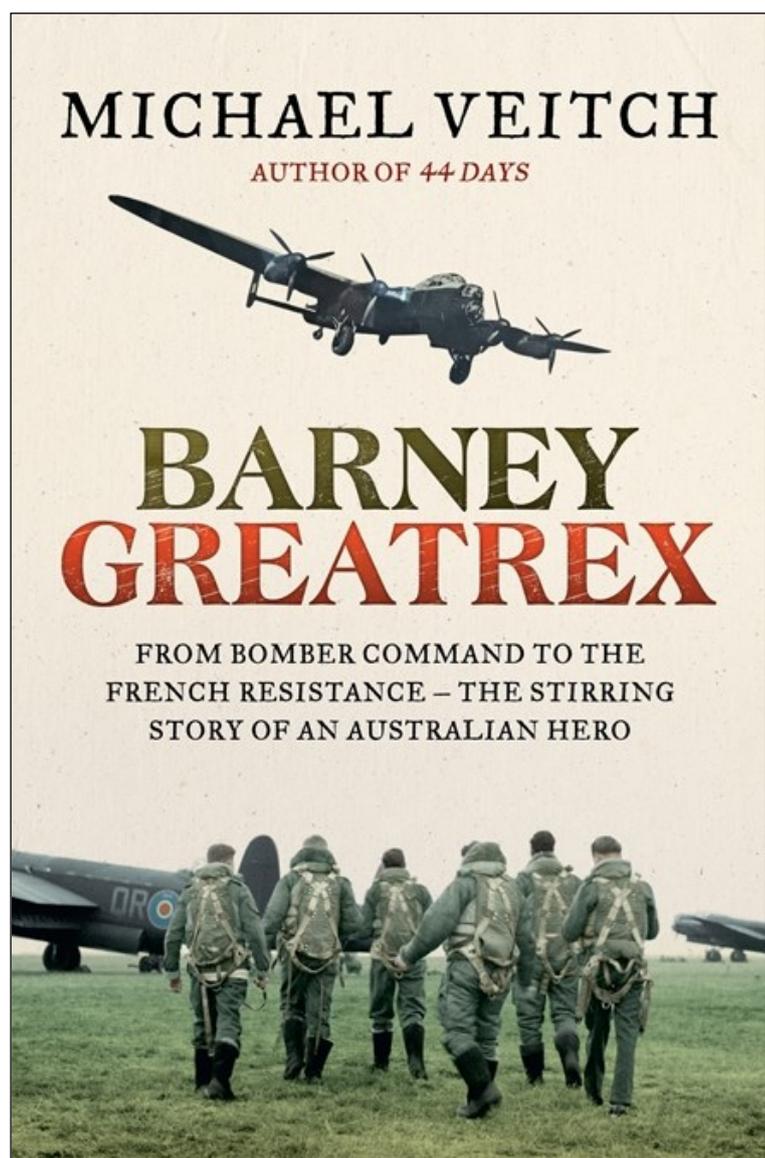
This is an unusual title, typical of Mushroom Model Publications/Stratus, being of a lesser known type which served as a precursor to the Gloster Gladiator. It's a fine book for the aviation enthusiast at a competitive price. It is available from Platypus Publications in NSW for \$32.

Many thanks to Ley Reynolds of Platypus Publications for the review copy. ISBN 9788365281616.

Books

BARNEY GREATREX - The incredible untold World War II story of Australian hero from Bomber Command to French Resistance fighter.

From the Publisher's promotion



A school and university cadet in Sydney, Barney Greatrex signed up for RAF Bomber Command in 1941, eager to get straight into the very centre of the Allied counterattack. Bombing Germany night after night, Barney's 61 Squadron faced continual enemy fighter attacks and anti-aircraft fire - death or capture by the Nazis loomed large. Very few survived more than 20 missions, and it was on his 20th mission, in 1944, that Barney's luck finally ran out: - he was shot down over occupied France.

But his war was far from over. Rescued by the French Resistance, Barney seized the opportunity to carry on fighting and joined the Maquis in the liberation of France from the occupying German forces, who rarely took prisoners.

Later, Barney was awarded the French Legion of Honour, but for seventy years he said almost nothing of his incredible war service - surviving two of the most dangerous battlefronts.

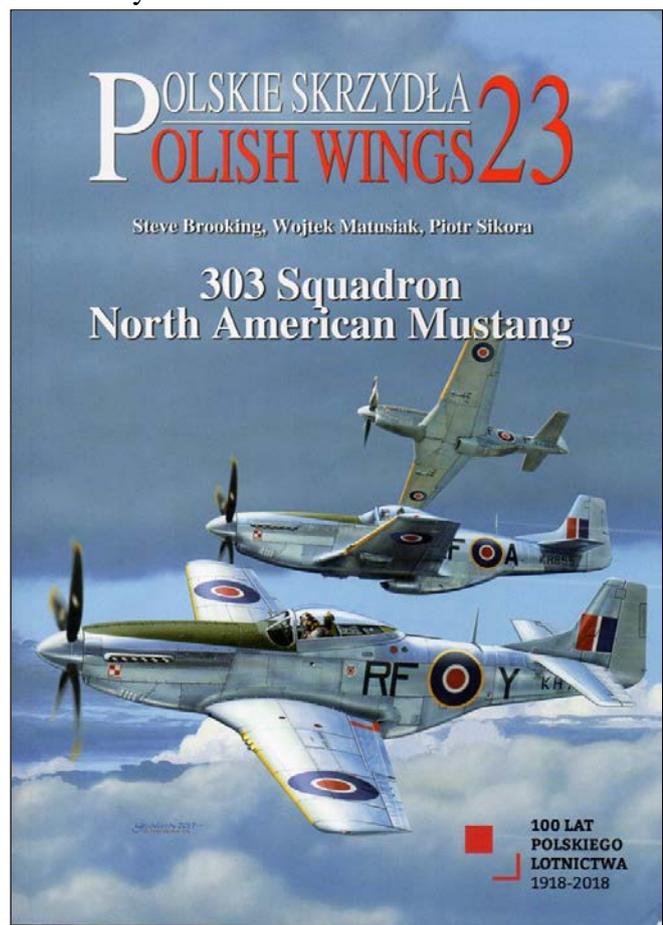
Aged 97, Barney Greatrex revealed his truly great Australian war story to acclaimed bestselling author Michael Veitch.

Books

Polish Wings 23

303 Squadron North American Mustang

Review by John Baxter



Only Mushroom Model Publications/Stratus can do this – take a relatively obscure topic and make something very worthwhile from it. This new, but late 2017 publication from Wydawnictwo/Stratus covers a famous Polish Squadron of the RAF in World War Two. Not so unusual or is it? It certainly covers this squadron and yet does it with just one type of aircraft from the several that flew with No 303 Squadron during operations.

Admittedly, it's a famous aircraft in its own right, being the North American P-51 in B/C, D and K models, but this is still unusual, very specific and yet quite a good read. What I like about these titles is that they give you, the reader, significant information concerning a topic that is rarely mentioned, if at all, and then expands that former titbit into a very worthwhile historical document. It also has merit for the modeller providing colour profiles, including scrap art, plus a picture of available decals should you wish to model one of the examples illustrated.

The authors, Steve Brooking, Wojtek Matusiak and Piotr Sikora, have put together a 64 page, card covered A4 sized book with 21 colour profiles (each with supporting black and white photo) and 115 black and white photos. Text is limited to a short history across the first seven pages followed by very well captioned photos for greater and more specific depth. The last two pages provide individual aircraft data on each Mustang used by 303 Squadron and code letter/serial allocation.

Ok, crunch time, is it any good? Yes – but with reservations. Due to the specific nature, its appeal can be limited to those whose interests lie in this specific direction. It's not for everyone. But, and this is the point, if this is your direction, then this book does the subject proud. It's quite in-depth, indicating significant research and covering information unlikely to appear anywhere else and if it did, certainly not to this extent. It will also have some appeal to modellers with its colour profiles and info regarding which code letter allocation is correct, and perhaps to the aviation enthusiast who wants more about less well-known types and operations.

This is an intriguing book at a very competitive price. It is available from Platypus Publications in NSW. Contact Ley at platypuspubs@y7mail.com or snail mail at Box 13 Post Office, Glenbrook, NSW 2773. Recommended retail price is \$34.

Many thanks to Ley Reynolds of Platypus Publications for the review copy. ISBN 9788365281807.

AAFC/AIRTC Historical Items

Please send in any of your old ATC/AAFC photographs with a small explanation of the circumstances. A picture is worth a thousand words.

Heard of the Air Training Corps/AAFC Memorabilia Collection? Located at Benalla Aviation Museum at Benalla Airport in Victoria, this display is highly recommended for a group visit.

See more at www.benallaaviationmuseum.org.au/

Internet Links of Interest

What It's Like to Own and Fly a P-51 Mustang

www.tested.com/art/makers/558278-what-its-own-and-fly-p-51-mustang/

Stephen Hawking's PhD Thesis

www.repository.cam.ac.uk/handle/1810/251038

RAAFA ATC/AAFC Branch page

raafavic.org.au/content/758/branch-atc-aafc

National Servicemen's Association -

www.nashos.org.au/

Air Force News

www.defence.gov.au/Publications/NewsPapers/RAAF/Default.asp

Planets Visible in the Night Sky in Melbourne, Victoria, Australia

<https://www.timeanddate.com/astronomy/night/australia/melbourne>

True Crime in Melbourne

<http://www.abc.net.au/radio/programs/conversations/conversations-jack-hoysted-2018/9541062>

AIR FORCE ASSOCIATION VICTORIA



ATC/AAFC BRANCH

**ATTENTION - ALL ADULT MEMBERS
of the
AUSTRALIAN AIR FORCE CADETS**

The AIR FORCE ASSOCIATION (Victorian Division) would welcome you as a member of our Branch. As part of this proud Association with its long standing record of Service, the ATC/AAFC Branch membership consists of former ATC, AirTC and former and currently serving members of the AAFC. Associate memberships are available for partners.

For membership enquiries, please contact:

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