

# RAAF ASSOCIATION VICTORIA



## ATC/AAFC BRANCH

ABN 96 091 342 304

## OFFICIAL NEWSLETTER

Issue No 63

April 2017

### President's Message



Hello again to all members.

I would like to open this brief message with a humble apology to three of our more recent members, Kieren Rogan, Jennifer Lumsden, and Lloyd Goss, for my oversight in not welcoming them into our Branch in our February newsletter. A belated warm welcome to you all on behalf of our Committee and members.

It is also my pleasure to extend a warm

welcome to our three newest members, all of whom come to us from No.417 SQN (AAFC) Sandringham. Jacqueline Looke, C.O. of 417, Craig Rogerson and Ben Grant. We hope they enjoyed their visit to the International Air Show and their call by at the RAAF Association Stall.

**Please note:- For your calendars:-** WGCDR (AAFC) Shaun Young, Officer Commanding 4WG Australian Air Force Cadets (and our Branch AAFC Liaison Officer) has announced that the **4 Wing Annual Parade** this year has been moved to **Sunday, the 21<sup>st</sup> of May with a 1330hrs form up for a 1400hrs step off.**

Visitors are welcome to attend earlier if they wish to view other events prior to the parade.

Just as a reminder, the Branch's **Annual General Meeting** will take place at **1100hrs on Saturday the 22<sup>nd</sup> of April** in the **Upton Room No.2**, basement level of the Box Hill RSL, Nelson Road. Plenty of parking space is available and the meeting will be followed by our usual lunch in the Bistro Area. Members are requested to please make their menu selection and order their

#### Office

#### Holders

President	Laurie Bell
Vice President	Peter Wilson
Secretary	Hugh Tank
Treasurer	Tony Synhur
Delegate	John MacDonald
Branch AAFC Liaison Officer	WGCDR (AAFC) Shaun Young

Newsletter Editor      Ian Cohn

Please send your contributions to  
[scsiac@bigpond.com](mailto:scsiac@bigpond.com)

Or

Box 486, Mt Beauty, VIC, 3699

Deadline for next issue - 23MAY17

#### Welfare

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

Branch Welfare Officer, **Hugh Tank**  
on 03 9877 3424

## President's Message (continued)

lunch **NO LATER THAN 1300HRS** please. When doing so, please advise the cashier of your name, table number and that you are from the Air Force Association. If you are attending and haven't advised our Secretary, Hugh Tank as yet, please do so at the earliest please.

In the meantime, we hope you enjoy this newsletter which has been put together by our ever –keen, diligent and hard- working Editor Ian Cohn, who's always looking for submissions of interesting articles and photographs.....which prompts me to say once again.....Pleaseeeeeee.....

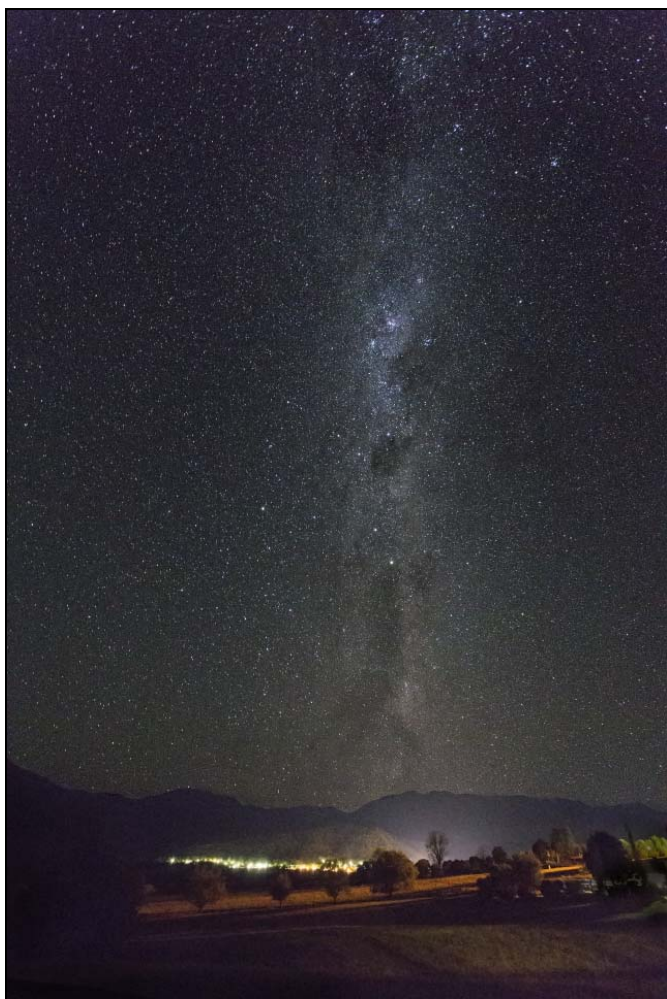
**Come on ATC/AAFC Branch members and /or Squadrons.** Forget Facebook for a little while and keep the rest of us informed as well. We are interested you know! Any Squadron news? Anything of interest coming up? Been on activities/bivouacs? Done anything exciting? What about your Squadron's /or your personal achievements? (Have a brag about it). News from flying days (which all of us are still interested in) gliding or power? Any photographs with a short article? I'm sure there's plenty going on amongst you that Ian and our other members would love to know about. (Don't be shy about how much you flood Ian with because he just loves it!)

Regards to everyone and I hope to be able to do some catching up with most of you at the Annual Parade if not before.

Laurie Bell.

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## Editorial



Mt Beauty and the Milky Way  
looking south. Pic - George Skarbek

Well I haven't been doing much flying recently but there has been quite a bit of flying activity at Mt Beauty Gliding Club with the successful completion of the Alpine Gliding week which saw quite a few flights out to as far as Yarrawonga, Mt Kosciusko and Mt Buller.

There are quite a few keen photographers in the MBGC. One of our Melbourne Members, George Skarbek, took this picture on his last visit. It reminds us of one of the reasons we like living at Mt Beauty – the fabulous views we have of the night sky.

By the way, our earth is fairly close to the planet Jupiter currently. It is very bright in the evening sky and I am told that even with a modest telescope or strong binoculars you can discern the larger moons of Jupiter.

For this edition I would like to thank all our contributors, especially our reviewers Carol Sieker (movies) and John Baxter (books). Without our contributors the newsletter would be a very thin volume indeed.

The Editor





407/416 Squadron cadets at  
[The Australian International Airshow](#)



Cadet Flight Sergeant Dylan Grenfell from 416SQN (Moonee Ponds, VIC) shows off his exclusive purchase from No 1 Squadron [Royal Australian Air Force](#) of one of their F/A-18F Super Hornet (A44-210) aircraft which has been signed by the pilots and support crew. The Super Hornet features a special paint scheme in celebration of the Unit's 100th Anniversary.

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### From WGCDR (AAFC) Shaun Young

Colleagues, RAAFA, Alumni Members and Friends of the ATC-AIRTC-AAFC,

I wanted to give you early notification that the 4 Wing Annual Parade and Presentation day has been changed from August back to **May** to take advantage of better weather and some RAAF flying opportunities for our cadets.

On that basis I have much pleasure in extending an invitation to you and your partner to attend as our VIP Guests at the **4 Wing AAFC Annual Parade on Sunday 21 May 2017 at Point Cook. The parade will form up at 1330h for a 1400h march on.** You are most welcome to attend and view the Annual Drill and other Competitions from 0900h onwards.

To RSVP please click the below link and enter your details on the 4 Wing survey monkey site;  
<https://www.surveymonkey.com/r/CCN525Z>

A general invitation card is attached and may be presented to security at RAAF Williams (Point Cook).

**NOTE:** If you don't do Facebook and Survey Monkey and the like, send me an email and we will register you manually.

To keep in touch with 4 Wing Australian Air Force Cadets, our Facebook Site can be found at <https://www.facebook.com/4wg.aafc/>

Best Regards,

**Shaun Young**

Wing Commander (AAFC)

Officer Commanding

4 Wing Australian Air Force Cadets

Tel: 0438 508 229

Email: [oc.4wg@aafc.org.au](mailto:oc.4wg@aafc.org.au)

Email: [shaun.young@aafc.org.au](mailto:shaun.young@aafc.org.au)

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## RAAFA News

From Barbara Stallard RAAFA Office

Please note the RAAFA Victoria **2017 AGM** is to be held on **THURSDAY 11<sup>th</sup> MAY**, not the 19<sup>th</sup> as printed in CONTACT. The AGM will be at RAAFA Offices, 24-36 Camberwell Road, East Hawthorn and will commence at 10.30 a.m.



## News from the Air Force Association (Victoria Division) March 2017 Board Meeting

- The board has agreed to engage a consultant to develop a tailored database and website to better meet the Division's information and promotion needs
- A working group is investigating the erection of an AFC Memorial Plaque at the Point Cook AFC Memorial
- The Branch is about to establish a group to develop a business plan for the proposed AFA National Conference
- Directors Daryll Topp and Max McGregor are looking at facilitating the re-establishment of Gippsland and Geelong AFA branches
- Your President is looking at the possibility of conducting a graveside commemoration at the St Kilda Cemetery for SGT James Bennett, AFC
- AFA was active at the 2017 Air Show at Avalon
- President Carl Schiller thanked Bob Brackin for his contributions to the AFA on his retirement from the Board – Bob has been President, Vice President, Director of Welfare Services, has organised the AFA stand at the Air Show for a number of years, and has overseen the development of the highly successful Care Parcel Program
- Di Hoopert has taken over the role of Welfare Services Director following Bob's retirement

## AIF Memorial Unveiled at Benalla

At 1430 on Saturday 25th. of March, 2017 the RSL Benalla Sub-Branch was honored to have GPCAPT Carl Schiller, assisted by Federal MP Cathy McGowan, AO, unveil a newly designed and crafted memorial to personnel of the Australian Imperial Forces including Australian Light Horsemen. It is believed to be the only other AFC Memorial outside RAAF Point Cook. RSL Benalla Sub-Branch and RAAFA AirTc/AAFC branch member, Doug Williams was Master of Ceremonies for the day. The RSL Benalla Sub-Branch Chaplain was Captain Sean Attard of the Salvation Army. Music was provided by the Benalla Rose City Band.

During the Flag raising a 'Fly Over' salute was completed by a Beechcraft 350A Super King Air from No.32 Squadron, School of Air Navigation, from RAAF Base East Sale, followed by a CAC Winjeel. The RSL Sub-Branch President, Mr Jeff Lewis arranged a lone Piper who piped laments during the laying of wreaths and at the flag raising and preceding the recital of the 'ODE'.



Front Row only -- GPCAPT Carl Schiller, Doug Williams, Robbie Burns (RSL Snr.V/P), Mrs. Lisa Clark OIC VAN, Wodonga (Representing DVA Federal & State), Stephanie Ryan, State MP for Euroa, Vic., Cathy McGowan, the federal MP for INDI and Mr. Ralph Schinkfield WW2, RAAF Catalinas

## Coming Events - 2017

Friday, April 7 <sup>th</sup> ,	Monthly meeting , Box Hill RSL
Saturday, April 22 <sup>nd</sup>	Branch AGM, Upton Room, Box Hill RSL
Friday, May 5 <sup>th</sup>	Monthly meeting , Box Hill RSL
Sunday, May ?? <sup>th</sup>	AAFC Annual Drill Parade, Point Cook.
Friday, June 2 <sup>nd</sup>	Branch Luncheon, Box Hill RSL
Friday, July 7 <sup>th</sup>	Branch Luncheon, Box Hill RSL
Sunday, July 2 <sup>nd</sup> (?)	Reserve Forces Day March & Service at the Shrine.
Friday, August 4 <sup>th</sup>	Branch Luncheon, Box Hill RSL
Friday, September 1 <sup>st</sup>	Branch Luncheon, Box Hill RSL
Friday, October 6 <sup>th</sup>	Branch Luncheon, Box Hill RSL
Saturday, October 14 <sup>th</sup>	Branch General Meeting, Upton room, Box Hill RSL
Friday, November 3 <sup>rd</sup>	Branch Luncheon, Box Hill RSL
Sunday, November 12 <sup>th</sup> 1100 hrs	Combined Service of the RAAF Association's Annual Pilgrimage to Point Cook & the RAAF Nashos' Memorial Day
Sunday, December 17 <sup>th</sup>	CHRISTMAS LUNCHEON Upton Room Box Hill RSL.

Please note :- Dates and times to be confirmed. Please transfer these dates into your diary.



## Southern Sun Round The World Flight

Dear AHSA Members and friends

In November last year Mike Smith gave the Annual John Duigan Memorial Lecture at our Melbourne meeting. The subject covered was his extraordinary round the world solo flight in his single engine seaplane, the "Southern Sun". Mike's talk and accompanying slide show was a most interesting, engaging and entertaining show. Mike advised he was making a documentary feature film about his voyage. His plane was well equipped with multiple video and still cameras.

The film opens on Wed 12<sup>th</sup> April at 7.00pm. Other sessions will be publicised only a week in advance on Tuesday afternoons.

The Sun Theatre is located at: 8 Ballarat Street, Yarraville, VIC 3013

For information see the Sun Theatre website:

<https://www.suntheatre.com.au/component/yco/?view=movie&movie=SSOUTHERNSUN>

You can book on the website or by phoning (03) 9362 0999. There will a few members going to the Wednesday opening night screening, but we are not organising a private viewing, so please make your own arrangements.

Best regards

David Knight

Membership Secretary

Aviation Historical Society of Australia

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## March Meeting 2017



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## 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](mailto:scsiac@bigpond.com) or mail it to the Editor. Any print pictures received will be scanned and the originals returned to the owner.

# 100-year-old who flew spitfires during the Second World War celebrates her centenary by getting behind the controls again

By [Sarah Oliver For The Mail On Sunday](#)

Former ATA pilot Mary Ellis has celebrated her 100th birthday.



Flying through the skies above the South Coast, two Spitfires evoke powerful memories of Britain's wartime resilience.

But this stirring image holds a further poignancy – for in the cockpit of the lead aircraft sits Mary Ellis, celebrating her 100th birthday by recreating her time as one of the 'Ata-girls', the select number of female pilots who flew Britain's fighters during the war. And over her shoulder is one of the actual Spitfires she flew during her 1,000 flights as a First Officer with the Air Transport Auxiliary.

Mary watched in delight as Spitfire MV154 took its place beside her in an extraordinary airborne tribute. It was a plane she had delivered to RAF Brize Norton from Southampton on September 15, 1944, and it hides a sentimental secret. For at the end of the 25-minute wartime flight, she signed the cockpit, scrawling her maiden name Wilkins and the initials ATA.

She hoped her tag might be spotted by a handsome pilot and lead to a wartime romance – although the impulsive act, a career one-off, didn't bag her a boyfriend.



Mary Ellis (pictured during her time as an Air Transport Auxiliary pilot in WW2).

Mary, originally from Oxfordshire, had her first flying lesson in 1938, and flew for pleasure until 1941 when she heard a BBC radio appeal for women pilots to join the auxiliary service and so release male pilots for combat duty.

Speaking at a surprise birthday party on Thursday, Mary said: 'The war was a challenge and one had to do something about it. I went on and on until I flew everything. I love the Spitfire – it's my favourite aircraft, it's everyone's favourite, it's the symbol of freedom.'

For four years she ferried warplanes from factories to frontline squadrons. The 166 women of the ATA – about one in eight of the total – have been dubbed 'The Female Few', echoing Winston Churchill's description of the

RAF airmen who fought in the Battle of Britain.

Mary was usually found at the joystick of a Spitfire or a Hurricane but ultimately flew more than 50 types of aircraft, logging 1,100 hours of flight, much to the astonishment of some colleagues.

As she sat on the airfield ready to deliver her first Spitfire, the mechanic standing on the wing asked how many of them she'd flown. When she said it was her first, he was so startled he fell right off. The largest aircraft she flew solo was the Wellington bomber. After landing at an East Anglian airfield, Mary was greeted by the ground crew who asked where the pilot was. 'I'm the pilot,' she said. They insisted on searching the aircraft before they believed her.

It was dangerous work. Mary was sometimes ordered to move combat-damaged planes that were not officially fit to fly, but had to be taken for repairs. She crash-landed twice and was shot at once.





Mrs Ellis toasted a glass of champagne with co-pilot Matt Jones, managing director of Boulton Flight Academy.

Mary was one of the last six women serving in the ATA when it disbanded after the war. She remained a private pilot and then became managing director of Sandown Airport on the Isle of Wight. She married Don Ellis, a fellow pilot, in 1961.

Matt Jones, who flies Spitfires for Goodwood-based Boulton Flight Academy, reunited Mary with Spitfire MV154 after first meeting her in 2015. He conspired with the plane's current owner, pilot Maxi Gainza, to bring it to the UK from its base in Bremgarten, Germany. He said: 'I gave Mary control of our Spitfire. I wasn't sure where we were but Mary was very clear.

'She showed me precisely how she was able to deliver all those aircraft with just a map, a compass and a stopwatch. I was utterly humbled by a superior aviator who also happens to be 60 years my senior!'

## An 'Eerily Untouched' WWII Bomber Now In Hawaii

In February 1942, after America's first heavy bomber offensive raid of World War II, a bullet-riddled US B-17E bomber crash landed in a remote swamp in Papua New Guinea because it was running out of fuel.

The crew of nine survived, and over the next six weeks, battled malaria and heat exhaustion to make their way to safety. But the Flying Fortress was left for lost for decades. After a half-century in the soggy marsh, this once-forgotten piece of history returned to its homeland in April 2013, and is sitting on display at Hawaii's Pacific Aviation Museum Pearl Harbor.



It wasn't until 1972, three decades after its crash, that Australian soldiers spotted the partially submerged aircraft from a helicopter. They landed on one of its wings to investigate and found it "eerily untouched," according to John Darnton's article in Smithsonian magazine. "The machine guns were in place, fully loaded, and in the cabin there was a thermos with what used to be coffee inside,"

Darnton wrote. "Some claim there was even an ashtray with cigarette butts." Local press nicknamed the plane "Swamp Ghost".

It took years of negotiations between the salvage team, led by former WWII bomber pilot and famed aircraft collector David C. Tallichet, and the Papua New Guinea government. Kenneth DeHoff, the Pacific Aviation Museum's executive director of operations, says it was well worth it, however, calling "Swamp Ghost" a national treasure.

"It's one of those first-time original airplanes, if you will," he told The Huffington Post. "I'm just in awe."

"Swamp Ghost" is arguably the world's only intact and un-retired World War II-era B-17E bomber, a "one-of-a-kind example of an aircraft that played an indispensable role in winning WWII," according to the Pacific Aviation Museum. And it is the only B-17 in the world that still bears its battle scars.

"This airplane was such a fortress," DeHoff said. "We counted 121 bullet holes in it."





As for the aircraft's original crew, they had one week of rest after their ordeal and then were reassigned to another bomber. They continued to fly for the rest of the war. According to Darnton, the plane's pilot, Capt. Frederick "Fred" C. Eaton, would often fly over the wreck and tell his new crew about how all nine men survived. Now, visitors can see the plane up-close in its original wreckage state with the Pacific Aviation Museum's special B-17E Swamp Ghost Tour. Consider this a must-do when visiting Hawaii.

## Is this the Red Baron's fuel tank? And how did it end up at Moorabbin Airport?

From "The Age" January 7 2017 Jackson Graham

An aviation mystery that could involve the famous German World War I pilot known as the Red Baron has been quietly unfolding at a museum in Melbourne's south-east.

A brass fuel tank, kept in storage for the past 30 years at the Australian National Aviation Museum at Moorabbin Airport, is now thought by experts and aviation enthusiasts to be a souvenir taken from the airman's wrecked plane after he was fatally shot down over France in 1918.



Australian National Aviation Museum chairman Ashley Briggs with a fuel tank that is believed to have belonged to the plane flown by the Red Baron over Europe in World War I.

*Photo: Wayne Taylor*

The chairman of the museum, Ashley Briggs, said the discovery meant the piece was now among the most prized of the collection, which includes 65 planes and numerous other artefacts. "From an historical point of view, it's our tangible link to the most famous flyer of all time," Mr Briggs said.



This image of the Red Baron's crashed Fokker triplane, taken on April 22, 1918, is now believed to be the work of Australian war photographer, George Hubert Wilkins.

*Photo: Australian War Memorial*

The mysterious fuel tank was donated to the museum in the early 1980s by a family whose deceased relative had been in possession of it. However, the museum lost contact with the donors and is unsure of their exhibit's exact journey from wartime France. "There is a donation form, but unfortunately we've tried to backtrack and we can't find those people now," Mr Briggs said.

"Hopefully, one day, we can track down those people again, and find out who their relative was."

Mr Briggs said the item was the only documented fuel tank from the type of aircraft that the Red Baron, Manfred von Richthofen, was flying when struck down over enemy territory – a Fokker DR.1 triplane. The specimen reveals damage consistent with the famous flyer's crash records.

"Whether it actually is the Red Baron's or not ... [might] never be answered," Mr Briggs said. "[But] why would an Australian serviceman go to so much trouble to bring back such a massive souvenir to this country if it wasn't significant?"

Known as the Red Baron or Red Falcon for his crimson painted aeroplanes, von Richthofen was credited by the German forces with having shot down 80 Allied aircraft, the highest number of any pilot during the war. The elite airman, who led a combat unit of colourfully painted planes that were coined the "flying circus", was killed in April 1918 near the River Somme, where he came under fire while pursuing a target. Historians still debate whether it was Australian or Canadian forces that fired the fatal shot.

"He had the misfortune not to be shot down behind his own lines, but to crash in the Allied lines and make himself available for souvenir hunting," said Nick Fletcher, the Australian War Memorial's head of military heraldry and technology. "Australians [were] avid souvenir hunters and they would have stripped any aeroplane very quickly," he added.

Mr Fletcher said determining whether a relative of the donor was at the Western Front on the day of the Red Baron's death would add weight to the museum's claim. "If it is a unique tank to the DR.1 ... there's a very high probability that it's from von Richthofen's aircraft, just given the rarity of those aircraft," he acknowledged.

The tank is now on display in Moorabbin in a new World War I exhibit that names the piece "the museum's biggest mystery".

Mr Briggs said while the identity of the donor's relative was obviously the missing link to the claim, he was uncertain the mystery would ever be solved. "Things do get lost through the mists of time."

He said the mystique had become a talking point for visitors to the museum.

"This sat for 30 years in here as a nondescript World War I tank. In reality, every piece in here is nothing more than a lump of metal. But it is when you can attach the human story [that visitors engage]. People have come here purely to see this tank."

*Comment from Vic Stewart*

*The article include a statement; "Historians still debate whether it was Australian or the Canadian forces that fired the fatal shot." The point is no longer in dispute as was reported in a previous article in our newsletter about member Keith Barr's artilleryman father witnessing the shooting down of the Red Baron. This article reported that the Imperial War Museum in London today accepts that Baron Von Richthofen was killed by ground fire from Australian machine gunners.*

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## Airmen Immortalised – from "The Senior"



WAR HERO - Above left Lieutenant Frank McNamara. Right, Chief of Air Force, Air Marshal Leo Davies (right) presents RSL Rushworth Sub-branch president Bill Barlow with replica medals commemorating Air Vice-Marshal Frank McNamara. It's been years in the planning, but Rushworth is now home to two permanent memorials recognising two of the Goulburn Valley town's high-flying war heroes. The bronze busts of airmen Air Marshal Sir

George Jones and Air Vice-Marshal Frank McNamara - who were both born and grew up in the town - were officially unveiled at the Rushworth War Memorial in March. Hundreds of people, including descendants of the men and dignitaries from the RAAF, Army, Navy and RSL, turned up for the ceremony dedicated to the pair; which also included a flypast by one of the Air Force's newest aircraft, the P-8A Poseidon. McNamara was the first and only Australian airman to be decorated with the Victoria Cross during World War I. He was awarded the VC 100 years ago after coming to the aid of a fellow pilot whose plane crashed near Gaza. After landing his own plane with a leg injured by shrapnel, McNamara repaired the squadron member's plane under Turkish gunfire and flew more than 110km to the Australian base. He was also among the original 21 officers named at the establishment of the RAAF in 1921. McNamara's daughter Anne Marland, who attended the ceremony with family, described her father as a "very modest man" who didn't really talk about his VC. "I admire him terribly for what he did," she told newspaper The Bendigo Advertiser. "He was doing his job and was brought up to care for people and wouldn't let somebody die if he could save him. "This would mean an awful lot; he would be absolutely amazed at the effort Rushworth has made. As a family we are very touched."

Air Marshal Jones enlisted as a private to serve at Gallipoli before being becoming a pilot in the Australian Flying Corps. He was awarded the Distinguished Flying Cross for his aerial combat skills during the Western Front campaign and was knighted in 1953. He was also pivotal in transforming the training of air force pilots and instrumental in recruitment during World War II. Rushworth RSL president Bill Barlow was thrilled to see the statues unveiled and said the project fulfilled a long-held desire of the sub-branch to honour the memory of two distinguished locals. "The Rushworth RSL committee has dedicated three years to planning this event, from researching history to tracking down family members, and we are extremely proud to be honouring these two early aviators and the Australian Flying Corps," Mr Barlow said. He said the unveiling was timely, marking the centenary of McNamara receiving his VC. The Chief of Air Force, Air Marshal Leo Davies, attended the ceremony and said both men had "a special place in both air force and Rushworth history".

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## Internet Links of Interest

**From Tony Pilli     ADF Serials - <http://www.adf-serials.com.au/2a66.htm>**

TonySeba.com – Disruptive Exponential Technologies -  
<https://www.youtube.com/watch?v=Kxryv2XrnqM>

**From Jill Houghton – Kite flying**

[http://www.youtube.com/watch\\_popup?v=nr9KrQNIlg](http://www.youtube.com/watch_popup?v=nr9KrQNIlg)

The man flying the 3 kites is in his 80s, and he's from Canada. He comes to the Washington State International Kite Festival every year. His skin is like leather as he normally flies with his shirt off. He flies 2 with his hands and the 3rd one is attached to his waist. You must watch to the end to see the amazing landing of that last kite!

**From Graeme Smith - No Parachute! - <http://surprise.ly/v/?PK0HI0kWELE:0:0:0:100>**

**Turning off electronic devices on flight.** Including a succinct explanation of the theory of flight as I've always understood it .....!! - [www.youtube.com/watch?v=MQGPKqBb2ug](http://www.youtube.com/watch?v=MQGPKqBb2ug) - From Ken Patton

**NASA Image Galleries - <https://www.nasa.gov/multimedia/imagegallery/index.html>**



Apollo 8, the first manned mission to the moon, entered lunar orbit on Christmas Eve, Dec. 24, 1968. That evening, the astronauts-Commander Frank Borman, Command Module Pilot Jim Lovell, and Lunar Module Pilot William Anders - held a live broadcast from lunar orbit, in which they showed pictures of the Earth and moon as seen from their spacecraft. Said Lovell, "The vast loneliness is awe-inspiring and it makes you realize just what you have back there on Earth." They ended the broadcast with the crew taking turns reading from the book of Genesis. The picture is titled – "Earthrise"



**Current position of the International Space Station -** <http://iss.astroviewer.net/>

**Melbourne ISS sightings -**

<https://spotthestation.nasa.gov/sightings/view.cfm?country=Australia&region=Victoria&city=Melbourne#.WJKsAn8XvaQ>

### **Cyclone Debbie**

The International Space Station has captured this view of Cyclone Debbie, which highlights the immense scale of the category 4 storm.

<https://www.youtube.com/watch?v=OxNl3RJ0Cgo>

### **RAAFA ATC/AAFC Branch page**

[raafavic.org.au/branch-information/atc-aafc/](http://raafavic.org.au/branch-information/atc-aafc/)



Air Force News - [www.airforce.gov.au/News/Air-Force-Newspaper](http://www.airforce.gov.au/News/Air-Force-Newspaper)

Australian Air Cadets Alumni Network [www.aircadetsalumni.org.au](http://www.aircadetsalumni.org.au)

Friends of the RAAF Museum [www.friendsraafmuseum.org.au/](http://www.friendsraafmuseum.org.au/)

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## **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/](http://www.benallaaviationmuseum.org.au/)



Former VICAIRTC Cadet, Paul Shearer, submitted this picture.

Can members identify the occasion and the participants?

## Movie Review

### “Hidden Figures”

By Carol Sieker



This film essentially tells the story of three African-American women mathematicians, working as “computers” checking the calculations of NASA’s male engineer’s, and their part in the American/Russian race to get a man into space. Although artistic licence was evidently taken with some of the facts, I found the story as told in the film engaging and easy to watch and the actors all suited their parts, including some of the smaller roles like that of John Glenn. As well as giving an insight into the tensions of this exciting time at the start of our venture off this earth, the treatment of the discrimination problems faced by these women by virtue of their gender and colour was a real eye opener to me. A bit of romance is thrown in for good measure but was done so it added to, rather than subtracting from the main story. NASA’s first IBM computer, with its punched card programming, made an appearance and original footage of rocket launches from the time were integrated into the story as well. I found it a good watch and the time went quickly.

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## Humour



Groucho Marx Quotes

*“I find television very educating. Every time somebody turns on the set, I go into the other room and read a book.”*

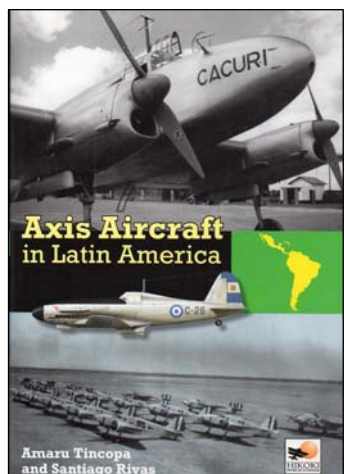
*“I sent the club a wire stating, PLEASE ACCEPT MY RESIGNATION. I DON'T WANT TO BELONG TO ANY CLUB THAT WILL ACCEPT ME AS A MEMBER”.*

*“Outside of a dog, a book is man's best friend. Inside of a dog it's too dark to read.”*

*“Learn from the mistakes of others. You can never live long enough to make them all yourself.”*

# Book Review - Axis Aircraft in Latin America

Review by John Baxter



Back in 2006, Hikoki Publications published 'Latin American Air Wars'. That 175 page book was most impressive for its info and illustrative content on a hitherto relatively untouched subject. This new publication from Crecy Publishing Ltd (don't be fooled by the Imprint logo of Hikoki Publications) entitled 'Axis Aircraft in Latin America' makes a very suitable companion volume and covers much, much more. In fact, its streets better! It contains 368 pages, more than twice as many pages and at a cheaper price than the older Hikoki book. Cheaper in this case only means less expensive as it's printed on quality stock and is a revelation; in fact it's practically a bible, on South American aviation between the 1920s and 1950s; although it does stray a little into following decades.

Now I didn't have the privilege of reviewing 'Latin American Air Wars', although I have it in my library, but I have been fortunate enough to review the current book. And it's a beauty! As mentioned it has 368 pages containing 22 colour photos, 20 colour profiles, 525 b&w photos, 7 colour maps plus some other illustrations and a very extensive textual history of both civil and military aircraft types operated by South and Central American countries. It goes through the countries in alphabetical order with additional chapters on Central America and Mexico, visitors on demonstration flights, Latin American Axis Airliners, the local industry, civil (private) aircraft and survivors, a 57 page Appendix of individual aircraft histories, then bibliography and index.

Authors Amaru Tincopa and Santiago Rivas have assembled a vast collection of photos and with the help of dozens of collaborators produced an amazingly documented coverage of early aviation in South America. The research is quite extensive and while it doesn't make for simplified reading due to its extent, the amount of information can be digested in 'bite sized' chunks easily as it's not heavy on technicalities, jargon nor does it get bogged down in excruciatingly long sentences. It's a treasure trove of data and provides some interesting variations for the modeller.

It certainly took me some time to read through this due to the volume of information. There is so much within. And it covers some interesting snippets such as using a Ju 52/3m to transport leprosy patients or for spraying locusts; a Dornier Do 26 used to transport humanitarian relief (medical supplies) from Travemunde to Santiago de Chile; the Brazilian Fw 58 Weihe attack on a Kriegsmarine U-Boat in June 1943; the troubled history of the Breda Ba 65 in Chilean service; and so it goes. The number of different German and Italian types imported was impressive and much more would have occurred but for the intervention of World War II.

Ok, is it worth it? If you have 'Latin American Air Wars', then it makes an important companion, filling in periods between the 'little wars'. If you don't have the other book, no worries – this does a remarkable job covering some of the actions as well as the growth of civil (commercial) aviation in South America. So yes, it's well worth while and did I mention the great value? The bibliography reveals a multitude of German, Italian and Spanish publications so this book, I assume, was written probably in Spanish and then translated into English. If so, it does not suffer for translation but no translator is accredited or acknowledged.

So, yes, this really is a great book for any aviation enthusiast at a very competitive price. It is available from Hyland's Bookshop in Melbourne [hylandsbookshop@gmail.com](mailto:hylandsbookshop@gmail.com) or 03 9654 7448 for about \$87. Compared to the \$115 price tag of 'Latin American Air Wars', published more than ten years ago, this is a bargain!

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