

Where are they now?



Ken Smith got in touch, he says

Hi, I'm looking for a **Keith Barry Carmichael**, RAAF No A21832, who may have been a member of the Radschool association, he was stationed in Ballarat around 1950 and was the best man at my brothers wedding. As my brother and his wife are celebrating their 60th anniversary this year they want to know if Keith is still around.

Thought you may have some knowledge or contact information for him. Regards

Sorry Ken, we don't have any info on Keith, but someone will – if anyone can help here, please get in touch.....tb

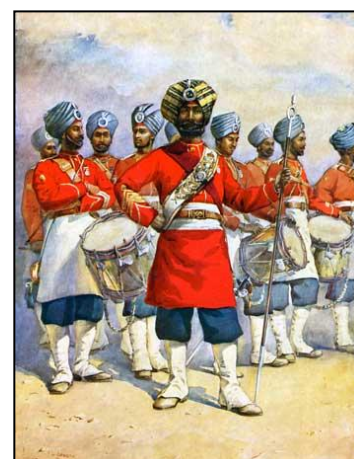
Kev Rosser got in touch, he says he wants some help to find a lost friend. "His name is **Mike Eaton** (wife, Christine) and he contacted me mid last year from Perth region WA. We spoke by phone and also e-mailed each other, however, since then due to a combination of electronic organiser failure and computer malfunction I lost his phone number and now that I have at last retrieved his e-mail, it's not active. Mike was a Groundie and finished his career as a W/Off at Radschool probably around 1987. He was a good bloke and I would like to find him as I have very few contacts in WA"

Can anyone help??

Good Advise.

An officer should be comely, spritely and above all else, confident in his own dress and bearing. He should, where possible, eat a small piece of meat each morning with molasses and beans. He should air himself gracefully when under fire and never place himself in a position of difficulty when being shot at. He should eat his meals comfortably and ahead of his soldiers, for it is he whom is more important tactically on the battlefield and therefore he who should be well nourished. His hair should be well groomed and if possible he should adorn a moustache or similar facial adornment.

When speaking to his soldiers he should appear unnerved and aloof and give direction without in any way involving himself personally in



the execution of arduous or unofficer like duties. He should smoke thin panatelas except when in the company of ladies where he should take only a small gin mixed with lemon tea. He should be an ardent and erudite gentleman arid woo the ladies both in the formal environment and in the bedroom where he should excel himself beyond the ordinary soldier with his virulent love making prowess.

These I say to you are the qualities of an officer that set him apart from the lay person and the common soldier.

LT GEN Hubert Worthington
Commander In Chief
5th Royal Indian Mountain Division Bombay
12th December 1907



We've heard it said that this is a creed that has been practiced by Pete DeJonge for many, many years - tb

75 Sqn.

(We must apologise – someone sent us this story, but when our computer crashed we lost a lot of info and we don't know who to thank. If it was you, please let us know – tb)

On 16th May, 2009 about 35 ex-members of 75 Squadron gathered at the Mayfield (Newcastle) RSL Club to commemorate the 42nd anniversary of Operation "Fast Caravan".

"Fast Caravan" was the deployment of 75 Sqn from Williamtown, NSW to Butterworth, Malaysia in May 1967. Twenty-three Mirage aircraft were involved as were Canberras from Amberley and Neptunes from Townsville. These provided weather communications and navigational back up en route for the single seat Mirage aircraft which were lacking in long range navigational and communications equipment. Three Hercules were also used to ferry staging crews and equipment.

The advance party kicked off the operation with members and families flying direct to Butterworth on chartered Britannia aircraft.

A day before the aircraft departed Willytown, two staging crews set off, one to Darwin and the other to Townsville. Yours truly was in the crew that went to Townsville to see in, refuel and see off the squadron on its way to Darwin and then follow on. Several days were spent in Darwin checking over our charges before we were on our way again with 21 Mirages, two spares being left to return to Williamtown. The Townsville--Darwin sector was pretty ho-hum as all of us had been there and done that before – even had the T-shirt.



Members of 75 Squadron before departure.

But the next section involved the staging crew flying to Djuanda in Indonesia. Djuanda is near Surabaya and in those days was pretty run down. The Indonesian Air Force had several MIGs there which they tried to fly (for our benefit) without success. Just about everything that we required for staging the 21 aircraft we needed to provide ourselves.

This involved several Hercules. We even required our own fuel pumps to filter the local Avtur to our requirement. The Indonesian prime mover and tanker was a sight not to be missed. It was heard and seen some distance off by the roar of its enormous engine and the billowing clouds of exhaust smoke.



23 Mirages on tarmac at Williamtown a day before the deployment.

The refuelling didn't go without incident as mid-way through the operation the main fuel hose from the Indonesian tanker into our pumper burst and sprayed Avtur everywhere.

Our departure to Butterworth was held up for about an hour for an inspection by the chief of the Indonesian Air Force who arrived dramatically in a twin engined WW2 bomber. He was straight out of a Paul Rigby cartoon characterisation of a yank pilot complete with firearm in pouch strapped to his leg.



L-R: Phil Holden, Bob Saxton, Stix Chambers, Graham Morris, Max McKay (all radtechs)

Our aircraft created quite an impression as they were all sparkling with fresh paint and polished radomes. They arrived and were dispatched for Butterworth without incident with one notable exception. The canopy on one aircraft which couldn't be locked down by the pilot at the end of the runway required outside assistance from a large sergeant framey who cycled to the runway end and leapt aboard the Mirage to sit on the canopy and lock it from the outside.

We followed the Mirages to arrive late evening at Butterworth only to find that the mess's evening meals were finished and no provision had been made for our late arrival. There was animosity at Butterworth toward the newcomers, created no doubt by some members of the advance party who had planted images of Big Jim's Flying Circus as FEAF's first mach2 Fighter Squadron.

Big Jim being our name for our popular CO, Wing Commander Jim Flemming.



The ladies who accompanied us to a life in Malaysia,
L-R: Sandy McKay, Margaret Morris, Sue Holden, Kel Chambers



L-R: Jim Robertson, Wally Jolley, Eddie Owen, Dallas Priester, Les Rush, Hal Webber, Des McGrory, Keg Glendenning