

NO 77 SQUADRON ASSOCIATION INCORPORATED**AUTUM 2010 NEWS LETTER**

President: Jim Treadwell (J the T) – jaetread@bigpond.net.au
Secretary/Treasurer: Mrs Lesley Gent – kresilas@bigpond.net.au
Association Snail Mail address – No 77 Squadron Association Inc, PO Box 467, Mayfield. NSW. 2304.



IF YOU HAVE NOT ALREADY DONE SO, FOR RECEIPT OF ALL THE HOT POOP, PLEASE PASS YOUR E-MAIL ADDRESS TO THE SECRETARY

NOTICE BOARD**89th Anniversary of the Formation of the RAAF**

The State President of the Royal Australian Air Force Association (RAAFA) NSW has invited the President, Executive and Members of the 77 Squadron Association to attend a Memorial Service, and Wreath Laying, at the Cenotaph, Martin Place, Sydney, on Wednesday 31 March 2010 at 1100 hrs. He has advised that the dress for the occasion will be jacket and tie with medals.

The service in Martin Place will be followed by a Luncheon at Parliament House commencing at 1200 for 1230. The cost of the lunch is \$65 per head. Association members wishing to attend the lunch are asked to contact the Vice President of the RAAFA NSW, Mr Bruce Weekley RDF, by Friday 19 March 2010 please.

In addition, association members planning to attend the luncheon, if accompanied, are asked to notify Mr Weekley of the name of their guest. In addition, full payment for the lunch is required by 19 March 2010. Mr Weekley's address is:

Bruce L. Weekley RDF
RAAF Association NSW
PO Box A2147
Sydney South NSW 1235.

e-mail – bweekley@optusnet.com.au
Phone - 93933485

At this time it is planned to arrange a 77 Squadron Association table at the luncheon. However, in order to be able to make arrangements association members wishing to sit together are asked to contact J the T on 49603549 by Wednesday 17 March 2010 please.

ANZAC DAY 2010 – Sydney March

This newsletter will be the last before ANZAC Day 2010. The information hereunder is accurate at the time of preparing the newsletter - 14 February 2010.

The assembly will be the usual possie on the right hand side of Elizabeth Street opposite David Jones. Please be ready to move off by 11am. Look out for the Association Banner which should be in place by 1030. However, this is dependent on the arrival of the uniformed contingent from Willie Town. We march immediately behind 76 Squadron

The RSL have advised taxis are available for people with mobility problems living in Sydney to get to and from the march free of charge. Arrangements can be made by ringing ANZAC House.

As 2010 is the 60th Anniversary of the start of the Korean War the plan is for Korean Veterans to lead the 77 Squadron Contingent marching ten abreast behind the banner.

Ex squadron commanding officers, plus officers of Air Rank, if present, will march five (5) paces immediately behind the Korean Veterans. If there is a vehicle carrying 77 Squadron Veterans who can no longer march the vehicle will position behind the ex COs. Following the vehicle will be the members of the 77 Squadron Association followed by the uniformed contingent.

Special Transport. Association members requiring transport in the march are asked to contact J the T on 02-49603535 **by 8 April 2010** please.

Post March Luncheon. The Fighter Squadrons Branch (FSB) have advised that a post-march luncheon will be held in the Banquet Room at the Sydney Masonic Centre (Cnr Castlereagh and Goulburn Streets) commencing approximately 1230 hours.

The cost is **\$60** per head which includes all drinks (ie. pre-lunch and wines available by the glass from the bar). The \$60 is payable in advance or as you sign in before entry to the room. A name card will be issued as a receipt for payment.

Catering and seating will be limited to 160 personnel. The FSB advise that to avoid disappointment **book** early. They also advise that to avoid the “bun-rush” at the door on the day, **advance payment** is strongly recommended. Advanced payment can be tendered by cheque (payable to the Fighter Squadrons Branch) or by direct/internet deposit to the FSB Account detailed below.

People planning to attend the ANZAC Day lunch are asked to advise the secretary (email, post or phone) **no later than** COB Monday **19 April 2010**.

<i>Geoff Peterkin</i>	<i>Hon Secretary</i>	<i>Fighter Squadrons' Branch</i>
<i>Phone: 02 4928 1811</i>	<i>Mobile/SMS: 0406 186 926</i>	<i>Email: honsec@fsb.raafansw.org.au</i>

----- FSB ACCOUNT DETAILS

BSB: **083 422** Account No: **205328456** Name: **The Fighter Squadrons Branch**

DON'T FORGET TO WEAR YOUR NO 77 SQUADRON TIE

Wings over Illawarra Air Show

Bob De La Hunty, President Historical Aircraft Restoration Society Inc, has advised that the annual "Wings over Illawarra" will be held on the 28th February 2010 at Albion Park Airport which is 10 min south of Wollongong on the Princess Highway.

The RAAF, Temora, Navy, Army as well as HARS will be flying. In addition, around 80 Sport Aviation aircraft will be on show together with Bikes and cars.

Bob has advised that it will be a great family day from 9am. Full details are on the web at www.hars.org.au or www.shellharbour.gov.au

Military History Tours

Promotional information has been received from Military History Tours (Australia) on an inaugural tour of the sites in the UK where RAAF Squadron served during WW2. Tour dates are 1 to 14 July 2010.

Information can be obtained from www.militaryhistorytours.com.au – e-mail address is – paulm@militaryhistorytours.com.au.

Requests for Information

Mr Bob Dixon. Request received from Mr Bob Dixon for information on a 77 Squadron Meteor. Mr Dixon is ex RAF. A G45 gun camera has come into his possession. He has found out that the camera was fitted to A77-885. Mr Dixon asks if anybody can tell him anything about A77-885. His e-mail address is – vk4mr@bigpond.net.au

Mrs Robyn Bawden. Mrs Bawden is after information on her husband's father Leonard Bawden known as "Blue". Blue Bawden served in the squadron in Korea as an Armament Fitter. They would be pleased to hear from anyone who knew him – Mrs Bawden's e-mail address is – chook0470@live.com.au

Wanted

An e-mail has been received from Bob De La Hunty, President Historical Aircraft Restoration Society (HARS), concerning a HARS project to return a Macchi to the sky. They are in need of people who worked on both the Macchi airframe and donk (Viper to be precise). Bob's e-mail address for further details is delahubty@bigpond.com

They are a great mob who have done, and are still doing, much to preserve Australia's and the RAAF's aviation heritage. Accordingly, they are worthy of our up most support. If you can help please give Bob a bell.

ASSOCIATION MATTERS

Swift to Destroy

The updating of "Swift to Destroy", the pictorial history of the squadron, is on the move. Please check your photo albums for photographs relating to yourself and the squadron. Or indeed any other photos you may have of squadron personnel and activities. If you have any material that can add to the 77 Squadron photographic record please contact Mrs Lesley Gent by e-mail on kresilas@bigpond.net.au

Two Monthly Luncheon

I am pleased to report that the 11 December 2009 Christmas lunch at the Sydney Junction worked out well as did the 12 February 2010 function. 68 people attended the Christmas show and 34 in February. Thanks for the support. As the luncheons are the main stay of the associations social activities please keep up the good work.

2010 Lunch Schedule

The 2010 lunch schedule is as follows:

9 April 2010 Sydney Junction.
 11 June 2010 – Sydney – venue TBA
 13 August 2010 – Sydney Junction
 8 October 2010 – Sydney Junction
 10 December 2010 – Sydney Junction

As usual foregather at 1115 for drinky poos - lunch 1230.

To enable me to sort out numbers for catering purposes please give me a ring (J the T) on 02-49603549 by the Wednesday PM preceding the lunch. If you wish to bring a friend, ex RAAF, or otherwise, please do so.

Membership

I am pleased to report that the following people have joined our ranks since the publication of the Spring 2009 Newsletter:

Serving Members – AC Christopher Dunk

Ex Serving Members – Wing Commander Marty Susans (Retd) and Mr Lyle Barker.

Welcome aboard one and all.

Passing Parade

Reginald Ronald Rogers .

Reginald Ronald Rogers passed away in December 2009. Information on his passing was sent to me by Mr Joe Elkusch the Welfare Officer of the Springwood RSL Sub-branch.

Reginald Rogers was not a member of the 77 Squadron Association. However, he served with the squadron in the Pacific flying Kittyhawk aircraft. He joined the RAAF at the age of 18 on 13 September 1941 and served for 4 years and 2 months. He attained the rank of Warrant Officer.

His photograph appears on page 11 of the soft cover version of Swift to Destroy. He is in a group photograph of 77 Squadron pilots taken at Momote in June 1944.

When he contacted me Mr Elkusch was after information on the squadron in order to be able to put a eulogy together. Appropriate information was passed to him together with an expression of condolence for the family.

A copy of the group photograph showing Warrant Officer Rogers was also sent to Mr Elkusch to pass on to the family.

During the interchange of e-mails Mr Elkus mentioned that on the occasion of funerals for ex-service men or women the Springwood RSL Sub-branch obtain a National Flag from the local Federal Member. The flag is draped over the casket during the service. After the service it is folded and presented to the next-of-kin with the words:

“Please accept this flag, under which he/she served and for which he/she was prepared to die, as a tribute from a grateful nation and permanent memento of his/her selfless service”

What a wonderfully meaningful arrangement for a grieving family. I suggest that this is something that we, as an association, can adopt and use. Accordingly, I urge all members of the association to be on the lookout for information regarding ex-members of 77 Squadron who may be nearing the end of their days and to pass information regarding funeral arrangements to either the Secretary or myself.

In regard to the funeral of Warrant Officer Reginald Rogers I wish to acknowledge the efforts of the Springwood RSL Sub-branch. I also make special mention of the splendid contribution made by Mr Joe Elkus to support the Rogers family at a difficult time. Thank you Joe – well done.

Sick Parade – No reported sickies which is a good thing

331 Squadron Australian Air Force Cadets AAFC

On 8 December an e-mail was received from Flying Officer (AAFC) Deborah Hoiles. Flying Officer Hoiles is the CO of 331 Squadron AAFC at Coffs Harbour.

She wrote that the tail fin of Mirage A3-116 takes pride of place at the front of the 331 Squadron Air Force Cadet building in Coffs Harbour. The fin is from a 77 Squadron bird with Grumpy Monkey reining supreme for all to see. However, it appears that over the years he has become a bit tattered.

As a consequence Flying Officer Hoiles requested information re colour, design, etc so that Grumpy Monkey can be returned to his former glory. To this end a large, full colour, Grumpy Monkey transfer was sent to Coffs Harbour on 14 December 2009.

In addition because of the interest in 77 Squadron shown by 331 Air Force Cadet Squadron and because the committee of the 77 Squadron Association is of the view that the Cadet Squadron arrangement is important to ensure the future of the RAAF, the Committee has donated \$500 to help offset the cost of re-painting the Mirage Tail.

In addition, Flying Officer Hoiles was invited to contribute to the Association Newsletter. Her first contribution follows:

“331SQN has a number of associations with service organizations in the Coffs Harbour region. None however, is more significant than with 77SQN. The tail fin from a Dassault Mirage IIID dual seat trainer displaying the serial No. 116 that takes pride of place at the front of the Squadron building has its origins with 77SQN.

Over the past 12 months cadets from 331SQN have undertaken practical training in gliding and powered flying, fieldcraft, navigation, abseiling and firearms training. 331SQN cadets are also highly skilled in their ceremonial duties – in 2009 cadets fulfilled catafalque party responsibilities at every Ceremonial occasion throughout the region, including Anzac Day at 3 locations.

A significant event in July 2009 was the Squadron's success at 3WG Camp at RAAF Base Richmond placing 3rd overall following individual and team events in Service Knowledge, Fieldcraft, Drill & Ceremonial and Aircraft Recognition.

331SQN Cadets have had many achievements over the past 2 years including:

- 3WG Air Force Cadet of the Year
- Recipient of a Zonta Flying Scholarship
- Member of the 3WG Rifle Team
- RAAF Flying Scholarship shortlisting
- 2 Gold Duke of Edinburgh Awards
- 3 Silver Duke of Edinburgh Awards
- 8 Bronze Duke of Edinburgh Awards
- 2 Cadets achieving first solo flight

and two cadets from the Squadron will attend a Duke of Edinburgh trip to Vietnam in September 2010.

Over recent years a number of cadets have joined the Australian Defence Force including a CFSGT attending ADFA this year as an Army Helicopter Pilot.

331SQN has a proud history of teaching cadets valuable life skills and developing qualities of leadership, self reliance and self discipline, confidence, teamwork and communication. These qualities will enable them to become responsible young adults and make a valuable contribution to the community".

Thank you Flying Officer Hoiles well done to you and to all the Cadets and people involved with 331 Squadron.

INTERNET

77 Association (RAAF) - No77.squadronassociation.org

77 Association (RAF) - [homepage.ntlworld.com/r_m_g.varley/77Squadron Association.htm](http://homepage.ntlworld.com/r_m_g.varley/77Squadron%20Association.htm)

RAAF cloth badges – www.lukus.com.au

RAAF Apprentice Intakes - www.allappys.com

Fighter Squadrons Branch RAAFA – new e-mail address – psb@nelsonbay.com

New web site of Interest – RAAF Vietnam Veterans Association – www.raafvva.org.au

77 SQUADRON GALLERY

Donations over period - Nil

Bequests over period - Nil

Government Grants over period - Nil

Sponsorship money to hand over period - Nil

Other over period –

\$25.00 - overs from 11 December 2009 lunch

\$33.00 - overs from 12 February 2010 lunch

Total over period - \$58.00

Total Money Held in Trust as at 31 December 2009 - \$2380.22

Donors

Since Publication of the Summer 2009 Newsletter – Nil

Before publication of the Summer 2009 Newsletter:

Jim and Betty Halliday, Alwyn Quoy, Alan Wylie, John Knight, John Parker, Bruce Cotter, John Price, Dinny O'Brien, John Seaton, Jim Flemming, Owen Worth, Martin Kane, Dan Kenny, Doug Hurst, Don Smith, John Pyman, Butch Foley, D. Halloran, John Chesterfield, Victor Goesch, Ray Seaver, Dennis Stenhouse, Ron Gutherie, Mrs Del Rich, Cliff Viertel, Fred Barnes, George Hale, Dick Cresswell, Terry Body, Rowena Watson, K. McGuirk, R.V. Richardson, R. L. Andrew, K. Meggs, Mrs Mercer, H.J. Joyce, D. Kenny, L. Reading, D. Foley, Mrs Del Rich, T.O. Armstrong, R. Brooker, B. Cotter, R. Wilson and Jim Halliday.

NO 77 SQUADRON RAF ASSOCIATION



The following statistical information was published in Harry Shinkfield's 77 Squadron Association RAF Nickel Leaflet No 44. The table is a graphic illustration of the remarkable courage and tenacity displayed by the crews of RAF Bomber Command during the Second World War 1939-45.

77 Squadron RAF Casualties Whitley and Halifax Aircraft - 1939 to 1945

	Whitleys	Halifaxes	Total
	9/9/39	20/12/42	1939
	9/9/42	10/5/45	1945
Killed in Action	263	568	831
Killed on Active Service	11	29	40
Killed in Captivity	-	3	3
Drowned after Bailing out	1	-	1
Died in Captivity	1	1	2
Died of Wounds	1	5	6
Died of Injuries	1	3	4
Died on Active Service	1	-	1
Died in Accidents	6	-	6
Total	<u>285</u>	<u>609</u>	<u>894</u>
Taken Prisoner of War	57	149	206
Interned (later released)	4	-	4
Evaded Capture	5	20	25
Survived Bailing Out	8	8	16
Survived Ditching	46	7	53
Survived Crashes	107	63	170

Wounded	8	9	17
Injured	27	16	43
Survived Enemy Attack While Landing	-	7	7
Total	<u>282</u>	<u>325</u>	<u>607</u>

NB: Some appear in more than one category.

KOREAN VETERAN MATTERS

Ballarat POW Memorial

An e-mail has been received from Air Marshal Newham to advise that he has been informed that Pilot Officer Harrop's name has now been added to the memorial. Well done to all involved – justice and common sense prevails at last.

October 2009 Revisit

Five people representing the 77 Squadron Association completed the October 2009 Revisit Program, Wing Commander (Retd) Bob and Mrs Jenny Macintosh, Squadron (Retd) Vincent O'Brien and Mr Steven Craig O'Brien and Air Commodore (Retd) Lyall Klaffer.

The gallant five have returned. They were well looked after by the Australian Embassy and the current and ex Korean military people involved. Air Commodore Klaffer prepared a report which is a bit big to publish in toto. However, his final paragraph, which follows, says it all:

“Looking back on the trip I believe we all had a great time and were most impressed with the organization of the events and the travel around that very beautiful, but crowded city. The population of inner Seoul is just over 10 million, and if you include the outer perimeter of the city the population numbers are raised to over 14 million. The city itself is absolutely inspiring, when one considers that the whole area was laid bare in 1953 at the end of the war. At any one time there are about one million cars on the road and at least ten thousand buses, but the traffic moves smoothly and quickly. Beneath the city is a magnificent underground railway.

ROK Government officials informed us during our visit that next year, South Korea is going to host a program of events spread over six months to commemorate the beginning of the war on 25 June 1950”.

60th Anniversary of the Commencement of the Korean War

This year marks the 60th Anniversary of the commencement of the Korean War. Commemorative events are being planned to take place in Australia and, as reported by Air Commodore Klaffer, in the Republic Korea (RKO). At this time the following is known.

Australia

In November a letter was received from Brigadier W. Rolfe AO (Rtd) inviting the 77 Squadron Association to attend a meeting in Canberra on 16 December 2009. The purpose of the meeting was to form, at the request of the Minister for Veterans Affairs, an “Advisory Group” to develop ideas regarding the setting up of co-operative arrangements with the ROK government to mark the 60th Anniversary of the commencement of the Korean War.

I am pleased to report that Air Vice Marshal B. H. Collings AO, AFC, MID (Retd) has agreed to represent the Association.

Republic of Korea (ROK)

The Assistant Australian Military Attaché in Seoul has provided the following information regarding planned commemorative events in the ROK:

12-19 April 2010 – annual Commonwealth revisit – Australia allocated 30 participants – Minister of Patriots and Veterans Affairs (MPVA) will fund all in-country costs and 50% of the airfare for veterans and 30% for accompanying family members – it is planned that the Air Force (RAAF) Memorial Plaque will be unveiled by the RAAF Chief of Air Force and the ROK Air Force Chief of Staff in the Korean War Memorial on 13 April 2010.

22 – 28 June 2010 – minor re-revisit program – Australia 3 participants – funding same as for April re-visit.

July Youth Camp for Peace – 7 day camp for 300 descendants of Korean War Veterans – funding same as for April re-visit – exact dates and eligibility requirements to be determined.

September 2010 Commemorations – two minor re-visits scheduled as follows:

10 – 16 September to mark the Incheon Landing - Australia 3 participants.

27 September - 3 October to mark the re-capture of Seoul – Australia 5 participants.
Funding for both re-visits same as for April re-visit.

October Re-visit 2010 – minor re-revisit program for Commonwealth Veterans focusing on Air Force operations – Australia 3 participants – funding same as for April re-visit.

November Tentative Major Veterans Re-visit – intended allocation – Australia 30 participants – funding same as for April re-visit.

Eligibility Criteria - MPVA advise as follows:

Veterans and immediate family members (one per Veteran) who have not previously participated in a Re-visit Program.

If the quota cannot be filled by Veterans who have not participated in a re-visit program consideration will be given to Veterans and immediate family members who have not participated within the last five years.

At this time no information is available regarding how arrangements (allocations, airline bookings etc) will be managed in Australia.

“Bereaved Family Visit Program”

The following report was sent to me by Mr Stuart Pearson. He and his wife had been on a visit to Korea under the auspices of the “Bereaved Family Visit Program “which is sponsored by South Korean Ministry of Patriots and Veterans Affairs.

NB - the reason for including the report in this Newsletter is the hope that the word may get out to the families of other RAAF people who lost their lives serving with the squadron in Korea. Thus, anybody who receives this Newsletter and who knows an eligible family member is asked to please pass the word to them.

Mr Pearson writes:

“Recently, when I was researching my family tree, I uncovered a long-forgotten fact; a relative of mine, Ian Cranston was a fighter pilot with 77 Squadron, Royal Australian Air Force (RAAF) who was shot down and killed over enemy territory in 1952, during the Korean War. I found out that he was buried in the United Nations War Cemetery in Busan, South Korea”.

As a result of inquiries by a Korean friend Mr Person received an invitation from the Korean Embassy in Canberra to visit South Korea under their Bereaved Family Visit Program. In October 2009 he and his wife departed on what he describes as an “unforgettable experience”.

Mr Person said that the highlight of the trip was the visit to the United Nations War Cemetery in Busan where the graves of allied soldiers are lovingly cared for by a grateful people.

“I didn't even know Ian Cranston, he died before I was born, yet when the official from the Ministry of Veterans Affairs told me I was the first and, to date, only family member to have made inquiries about this young flyer, I was overwhelmed with emotion.

Our family had forgotten Ian for over 57 years, but the people of Korea had not. They had lovingly tended his grave as well as every other overseas person in uniform who died fighting for their country. I felt humbled at their gratitude, warmth and yes, even the love they feel for these men and women. At the cemetery, school children swarmed around us, old Korean Veterans hobbled up to us and saluted. I was overcome and found myself crying for a man I had never met.

The officials then took me into the administrative section of the cemetery and gave me a copy of his burial documents in which it was stated that Pilot Officer Ian Cranston, flying a mission with 77 Squadron RAAF, had deliberately flown back over enemy territory to strafe a column of advancing Chinese communists knowing that his fuel tank was vulnerable to increasing ground fire and that his plane was likely to explode. His actions brought the enemy advance to a halt and gave the retreating Allied soldiers sufficient time they desperately needed to prepare proper defences. But his action cost him his life.

The fuel tank was struck repeatedly and the plane caught fire. Ian Cranston died strapped to the seat of his plane as it crashed into the side of a hill. For his efforts in stalling the Communist advance, he was awarded the American Air Service Medal.

The North Koreans kept the body of Ian Cranston and wouldn't hand it back to the Allies until two years after the cease fire was signed. Even then they deliberately removed all forms of identification from the body to confuse the United Nations authorities and it took another six months of checking dental records before Ian was sufficiently identified that he could be buried under his correct name.

What a wonderful trip. What a fabulous gesture by the Government and people of South Korea to invite us to this beautiful, dynamic country. It was a visit I will never forget. Now that I have placed flowers on the grave of my long-dead relative, said a silent prayer and shed a tear, I feel that I have made some small steps to pay this forgotten airman the respect and acknowledgement he deserves. Finally, I want to thank the South Korean Government for looking after my relative so well and with so much kindness.

Stuart Pearson
November 2009

EDITOR – Thank you Mr Pearson.

Korean War Memorial Queensland - Progress Report from Mr Maurie Pears

“We are please to advise that progress has been made in accordance with plan and the Preparatory Stage 1 has now been completed. This includes selection and approval of land at the Cascade Gardens Gold Coast Queensland, completion of the land use report and provision of support from the Australian RSL and Korean Veterans, Regional and other Government authorities and the combined Korean Associations of SE Queensland and surrounds. We can now move on to Stage 2, completion of design and finance, June 2010 and Stage 3 Constructions June 2011.

We have been heartened recently by increased interest and support from Korean and Australian interests associated with the 60th Year Remembrance within Australia. Subsequent to this the Convention Centre on the Gold Coast has been reserved for a celebration on 10th July 2010 which we hope will attract some 800 officials and veterans of both countries associated with the official visits of the Republic of Korea.

Lest we forget

Maurie Pears Chairman 091220”

Dedication of the NSW Korean War Memorial

On 24 December 2009 an e-mail was received from Mr Harry Spicer advising that a DVD of the dedication is available from the NSW Government. He advises people who would like a copy to make a request by e-mail to akwm@dpc.nsw.gov.au - thanks Harry.

Dedication of the New Korean War Memorial Plaque at Point Cook

The following e-mail has been received from Mr Gerry Steacy, Treasurer of the Korea Veterans Association of Australia Inc (KVAA Inc). Mr Steacy is also the co-ordinator of a yearly function held at Point Cook.

He reports that the aim of this year’s program is to rededicate the 77 Squadron Memorial plaque that is situated in the Pt Cook Memorial Parade Square with the names of the 77 Squadron pilots that were killed during the Korean War.

At this time the program is:

Meet at the Pt Cook Museum - tour can be organized

Proceed to the Pt Cook Memorial Parade Square for the ceremony - if the weather is cold and wet we would request the use of the RAAF Pt Cook Chapel

Move to the RAAF Williams Sgt's Mess for the luncheon

When firm details of the program come to hand advice will be set out via an e-mail brief and details posted on the 77 Squadron Association web site.

SQUADRON HISTORY

60 YEARS AGO (Feb, Mar, Apr 1950)

Over the period the squadron operated Mustang aircraft from Bofu in Japan as part of the British Commonwealth Occupation Force. The Commanding Officers over this period were Wing Commander G.T. Newstead and Wing Commander L.T.Spence DFC.

Wing Commander Spence took over command on 28 February 1950. He was a veteran of the WW2 Middle East campaign having served with 3 Squadron in the desert.

At this time the squadron's stay in Japan appeared to be coming to an end. Although it was not until May that the order was received to wind down operations. The squadron had been deployed overseas for eight years.

50 YEARS AGO (Feb, Mar, Apr 1960)

Over the period the squadron operated Avon Sabre aircraft from RAAF Butterworth under the command of Wing Commander J. W. Hubble DSO, AFC.

Wing Commander J. W. Hubble took over command of the squadron on 1 February 1960. This was his second time at the helm as he had commanded the squadron during the Korean War from 20 January until 5 June 1953.

Swift to Destroy reports that Flying Officer Parer had a heart stopping moment in February when at 10,000, inverted on VDF/GCA practice, his controls suddenly jammed. Rather than heart stopping I think that I could provide a more accurate account which only Flying Officer Parer and his Laundry Walla would know about. One could also ask what he was doing inverted at 10,000 doing a VDF/GCA. Unfortunately, this is not possible because he passed away a few years ago. But knowing Mick it is quite likely that he was flying the whole sortie inverted, in cloud, and possibly at night.

However, the controls suddenly freed and he was able to land no doubt having cooked up some wild story to explain his situation. As it turned out he was soon off the hook because when the control assembly was dismantled an unexploded rivet was found which had jammed the controls. Rest in peace old son your good name is still intact.

This next bit has nothing to do with history but is worth saying. Mick Parer was quite a bloke. His uncle was the highly acclaimed WW2 Pacific War Photographer, Damian Parer. Another thing about Mick is the fact that we have him to thank for the Sabre flying at Temoria today. When he was CO 75 Squadron he rescued the Sabre off the scrap heap at Butterworth, got it into flying condition, flew it, and then managed to get it back to Australia. Quite a boy our Mick.

To continue with the history lesson - on 15 February five Sabres escorted the President of South Vietnam, Ngo Din Dien (who later turned out to be a rotten old cow), from Koita Bahru to Kuantan. Another flight of five then escorted him to Kuala Lumpur airport where he was met by the Yang Di-Pertuan Agong (King of Malaya).

In March the squadron flew a record 410 hours. During the period the squadron was heavily occupied with familiarization training associated with the introduction of the Sidewinder missile. The first live firing was scheduled for the 31st March. The lucky player was the OC of 78 Wing Group Captain Glen Cooper DFC, AFC. However, unfortunately the target rocket fizzed and the Group Captain was forced to abort the sortie.

In April the squadron set another record by flying 38 hours and fifty minutes in one day. Doesn't sound much today but it was a big deal then. During the month a modification to all aircraft was carried out to fit an explosive bolt to shatter the canopy prior to the ejection seat leaving the aircraft.

40 YEARS AGO (Feb, Mar, Apr 1970)

The squadron operated Mirage aircraft from RAAF Base Williamtown under the command of Wing Commander W. H. Simmonds.

On 6 February the squadron re-deployed from Darwin after taking part in exercise "Castor Oil". On 27 February the squadron deployed five aircraft and sixty personnel to Townsville for exercise "Second Stab". The exercise involved close air support and NAVEX training.

On 10 April 1970 Her Majesty the Queen and their Royal Highnesses the Duke of Edinburgh and Princess Anne visited RAAF Williamtown. The rest of the month was taken up with practice for a number of flypasts planned for the royal visit. However, after two successful practice runs over Canberra; unfortunately, on the day, 23 April, the event was cancelled due to inclement weather.

In mid April a 30mm ADEN gun round from a Sabre was found lodged in the wing of Mirage A3-72. It had been kicked up during air to ground gunnery. The gunnery program was cancelled and Saltash Range closed for a general cleanup.

30 YEARS AGO (Feb, Mar, Apr 1980)

Over the period the squadron operated Mirage 1110 aircraft from RAAF Base Williamtown under the command of Wing Commander L.A. Naylor DFC.

A bombing and strafing program which had begun in January was carried over into early February when night bombing was also added to the mix. The air to ground program was associated with practice for a fire power demonstration scheduled to take place at Puckapunyal army base in mid February.

On 11 February the air to ground program was interrupted when aircraft deployed to East Sale in order to take part in a flypast over Melbourne as part of the funeral service for Sir Richard Williams. Sir Richard is widely regarded as the "father" of the RAAF.

On 18 February Flight Lieutenant J. (Trucky) Carr ejected near Dutson air weapons range East Sale after experiencing a flame out. The engine would not re-light. He landed in two metre high grass and reeds. He was winched out and taken to hospital. He suffered a hair line fracture to his spine as well as facial cuts and burns caused by his helmet chin strap.

On 10 March a 77 Squadron aircraft flown by Flight Lieutenant Paul Devine took part in Army "Rapier" ground to air missile trails at North Head.

20 YEARS AGO (Feb, Mar, Apr 1990)

No information available.

10 YEARS AGO (Feb, Mar, Apr 2000)

The squadron operated FA/18 Hornet aircraft from RAAF Base Williamtown under the command of Wg Cdr B. J. Edwards.

Feb 2000

The month started with basic 2 v 2 intercepts working up to 2vX (2 versus unknown threat) intercepts. In the second half of the month 4 v 4 flying was conducted working up to 4vX. Toward the end of the month some missions were flown with C-130s from 36 SQN, to give them an

opportunity to train with fighter aircraft. In the last week of February fleet support was conducted with the Navy.

Mar 2000

In early March fleet support continued. In addition, PC-9 and Hornet aircraft were involved in a firepower demonstration at Singleton Army Base. The Squadron did another week of 4vX activities before moving into an ADEX. The ADEX concentrated on No Fly Zone procedures and ran over a two week period. In the last week of March an application A/G bombing program was started. The Squadron also flew some missions to Beecroft range in Nowra.

Apr 2000

The beginning of the month saw the completion of the Air to Ground program that had started in late March. In the middle of April Close Air Support and Pop Up Attack training in Richmond airspace was conducted. At the same time night missions to Evans Head range were flown. On Anzac Day the Squadron deployed to Tindal for EX Arnhem Thunder which was a joint exercise conducted with 3SQN. Initially of Low Level Awareness Training and range familiarisation at the Delamere Air Weapons Range were conducted.

SQUADRON ACTIVITIES (Nov 2009 – End Dec 2009)

The squadron operated FA/18 aircraft from RAAF Base Williamtown under the command of Wg Cdr Glen Beck.

Nov 2009

The first three weeks of November were spent preparing for an East Coast Air Defence Exercise (ECADEX). The exercise started in the last week of November. Along with the squadron the exercise involved 3, 75, 76, 6 squadron F-111s and B-52s from Guam. It was aimed at defending Williamtown from attack and involved day and night flying, multiple aircraft co-ordination and scramble procedures.

Dec 2009

The ECADEX continued into the first week of December. However, activity was more intense involving much more aggressive enemy activity. The second week of December was also the last week of the year and involved unit level training only. A number experienced pilots were posted SQNLDR Darren Clare, FLTLT Peter Tippner, FLTLT Daniel Burton, and FLTLT Nicholas Finch. They left the squadron for instructor postings, one for the Test pilot course, and another for the JSF project.

AUSTRALIAN WAR MEMORIAL 77 SQUADRON INTERVIEW SERIES

This is the first extract of an interview recorded at the Australian War Memorial (AWM) on 8 June 2001 with Squadron Leader Ronald David (Ron) Guthrie (Retd). Ron Guthrie was a pilot with No 77 Squadron in Korea. He was shot down by North Korean MIG 15s and became a prisoner of war (POW). The interview was conducted by Wing Commander Ken Llewelyn (RAAF Res). It will be presented as a series of four separate extracts.

In this first extract Squadron Leader Guthrie speaks of his service background and experience, his training, and his posting as a Warrant Officer to Korea. In the second extract he speaks about the circumstances of his capture and treatment as a POW. The third extract covers his escape from captivity. In the fourth extract Squadron Leader Guthrie tells of a forced march to a prison camp along the Manchurian border and speaks of his release after two years as a POW.

Wing Commander Llewelyn began the interview with the question – “Ron, where did your interest come from about joining the Air Force?”

S/Ld Guthrie - Well, as a teenager during World War II I joined the Air Training Corps (ATC). I spent three years in the ATC. In fact the Air Training Corps was the only avenue of entry into aircrew in those days providing you had your Intermediate Certificate.

But my interest in the services came from my father who served in the 7th Light Horse during the First World War. In addition, he used to take me to Richmond to watch aircraft.

I joined up in Sydney and went to Bradfield Park. From there I was selected for pilot training at Narrandera and Uranquinty. I got my wings on Wirraways in August 1944. I was eighteen.

I graduated with the rank of sergeant and was posted to fly Fairy Battles at West Sale towing targets for gunners training on Hudson and Beaufort aircraft.

W/C Llewelyn - Now I understand there was a reason why you didn't get posted overseas.

S/Ld Guthrie - Yes - I didn't find out until about twenty years later that my father, being a World War I returned man, wasn't too impressed with the fact that his son had graduated as a pilot and might go to war. Apparently he wrote a letter to the Prime Minister Ben Chifley. The first thing I knew was that I was posted to Sale instead of to the islands on Kittyhawks.

W/C Llewelyn - How did you feel about that when you found out?

S/Ld Guthrie - I was fairly angry because it cut my opportunities to advance in aircraft types. It was the big thing in those days for a young fellow to get as many hours and as many types of aircraft that he could to his credit.

W/C Llewelyn - How did you take to flying?

S/Ld Guthrie - Oh, I loved it, right from the word go. I had no trouble with the practical aspects of flying but I wasn't very well educated and struggled with ground subjects. Although the practical subjects like armament, and gunnery, and bombing, all those sort of things came fairly naturally and I fitted in well.

The only flying incident I had was at Uranquinty. One day after aerobatics and general flying the undercarriage would not go down. The procedure - we didn't carry radios - was to fly past the control tower and waggle your wings. This meant that you had an undercarriage problem. I did this but as the undercarriage wouldn't come down I belly-landed the aeroplane on the grass airfield. I bent the flaps up a little bit and bent the prop back. But other than that it was non-traumatic. It was just one of those things that happened in those days.

W/C Llewelyn - There were quite a few student pilots killed during World War II training.

S/Ld Guthrie - Yes, as I said we lacked facilities such as radios. In regard to flying it was a big jump from a Tiger Moth to the Wirraway which was quite an advanced aeroplane. In fact you could get into trouble very easily as the Wirraway was renowned as an aircraft which would flick if you were a bit harsh on the controls. Also on landing, if you pulled the stick back a bit too hard, you'd drop a wing. A lot of people had accidents in this way particularly at night where the tendency was to hang the aircraft up at about ten feet. If you keep pulling the stick back down would go one wing.

A co-pupil of mine did that he hung it up at about ten feet, the port wing dropped and he cart wheeled down the flare path. Luckily, it landed upright at the other end and he climbed out none the worse for wear. However, we did have several incidents associated with people practising solo aerobatics and getting into trouble with high-speed stalls or spinning-in due to coarse use of controls. We had a few of

those dotted round the countryside at Uranquinty. Luckily, there weren't too many, not on my course anyway.

W/C Llewelyn - Now, the Fairy Battle which you flew had a very dubious reputation, yet you actually quite liked the aeroplane.

S/Ld Guthrie - I did because it was a pleasure to fly coming off Wirraways. You couldn't trim a Wirraway to fly hands-off because there was no aileron trim. With the Fairy Battle you had aileron trim and could fly it hands-off. I used to tow targets out to sea, into Bass Strait, for the Hudsons and Beauforts to shoot at. All I had to do was turn the aircraft around at the end of the tow line and head back into land.

They were a wonderful aircraft. They were seven tons, thereabouts, with a 1,100 horsepower engine. They were a very reliable aircraft from an airframe point of view. However, the engines failed a lot because they had been through Dunkirk, Europe, and everywhere else before we got them.

One time I belly-landed a Fairy Battle out near Seaspray. The engine had been through two Spitfires and three Fairy Battles. The Fairy Battle did a good job even though the engines packed up occasionally.

W/C Llewelyn - You must have been very frustrated when you saw all your course mates going overseas.

S/Ld Guthrie - Yes it was late in the war. I started off on 43 Course in 1943 at Bradfield Park by the time I got to Uranquinty I was on 44 Course which was put back another month and called 45 Course. 44 Course was the last course to get pilots away to operations. So my father won his case.

W/C Llewelyn - Now, Len Waters was Australia's only Aboriginal fighter pilot. Can you give a bit of a description of Len, how you found him?

S/Ld Guthrie - Well, that's digging a bit deep after fifty-odd years, but yes, I can. I remember him he stood out as someone who - well, I won't say he was the perfect trainee but he did his job well. He was renowned as a nice fellow to get along with and he and I were mates for the short time I knew him. But as soon as I slipped back a course Len and I parted company. I was sorry to see him go because he was a nice fellow.

W/C Llewelyn - It was really a remarkable achievement for Len Waters, he always said there was no racist sentiment in the Air Force at that time.

S/Ld Guthrie - Oh, none, no, no, nothing to do with race on our course or in the Air Force Training Scheme. It didn't matter what colour, creed, or whatever you were, providing you were of the quality and the calibre that they wanted. The main aim was to get up to standard and get through the final wings test. And man that was everything, that was Utopia, and so it didn't matter what you were and I don't think anybody ever worried about who was what in their personal make-up.

W/C Llewelyn - Now, Squadron Leader, at the end of the war you were a young man; what were your ambitions? Did you want to fly civil or did you want to continue your career in the Air Force at that time?

S/Ld Guthrie - Well, I joined at the age of seventeen and ten months and had nothing to fall back on. I was a trouser salesman with Gowing Brothers in Market Street Sydney when I joined the Air Force. When the end of the war came I was a Warrant Officer Fighter Pilot and they didn't want Fighter Pilots, so they said we'll put you into air traffic control for a couple of years and then you can go back to flying. I jumped at the chance rather than have to go back into a dead-end uninteresting civil job.

Anyway, they posted me to Darwin after I did my air traffic control course. Luckily there were a couple of Wirraways sitting in the hanger, and a Dakota. I got just as much flying up there as I would had I been on a flying posting.

In the end they were true to their word and I nominated to be posted to 34 Squadron at Mallala. I was in air traffic control for four years. Mallala was interesting because of the different types of aircraft - Bristol freighter, Vickers Viking, and an Avro 19.

W/C Llewelyn - So you actually went on to transport aircraft?

S/Ld Guthrie - Yes back in those days you weren't specialised. The Air Force trained you to fly and put you where you were needed. There were no fighters to speak of after the war they had let Fighter Pilots out in droves.

They had returned pilots from 3 Squadron in the Western Desert with DFCs and Bars, but they just wanted to get out of the Air Force as quickly as they could. But me being a Warrant officer with no real big-time experience, I wanted to stay in, that's how I wound up on transports in what they called in 1946-48, the "Interim Air Force".

The Interim Air Force was a sort of stop-gap until decisions were taken by the government on the size of the services, what type of aircraft were to be utilised, etc. I did get back onto fighters later but not before I'd flown Dakotas, Bristol Freighters, and Lincolns.

W/C Llewelyn - Squadron Leader, storm clouds relating to Korea were starting to build up. What did you, as a young man, know about the Korean situation?

S/Ld Guthrie - very little - we knew about the spread of communism. In my case when the Korean War looked like breaking out I was posted from Mallala to 86 Transport Wing to go to Malaya because the Malayan Emergency was on and they needed pilots.

Unfortunately, when I got to Richmond the crews had all gone off to Malaya - so I was left like a stale bottle at Richmond. However, the OC called me in and said, "what's your background?" I said, 'I was trained on singles, Sir', he said, 'oh, good, a fighter pilot, we'll post you to Williamtown.'

Which he did and I joined 76 Squadron flying Mustangs. I had flown Mustangs and Kittyhawks at Oakey when I was in Air Traffic Control. At Oakey I just happened to have 658 fighters on my charge with no-one to fly them except me, I had a ball. I was converted to both aircraft by two flight lieutenants who were just about to get out of the RAAF. I had all those aircraft to play with. Anyway, it didn't last long because the airfield closed.

As an aside, at the time it often happened that one man did many jobs. In my case at Oakey I was the WOD, the CMC of the Sergeants' Mess, the only pilot on the base, the Air Traffic Control Officer and the Fire Officer. From Oakey I was posted to Rathmines where I did a bit of flying on Catalinas. From there to 86 Wing at Schofields where I did some flying in Dakotas on the Japan run.

As I indicated earlier I was posted to 76 Squadron at Williamtown from Richmond to fly Mustangs. However, when the first RAAF jet squadron formed, 75 Squadron, I was lucky enough to be posted to fly Vampires. The CO of the squadron was Wing Commander Frank Shaaf DFC and Bar.

We did a lot of demonstration flights with two English Goblin Vampires plus another Vampire from de Havilland at Bankstown. At the time the Australian built Vampire was just starting to come off the production line. I enjoyed myself there until it was decided that, with my experience, I should be sent to Korea. So off to Korea I went in March '51.

W/C Llewelyn - Now, before you went to Korea, what was your formal training in preparation for Korea?

S/Ld Guthrie – Only Vampire flying at Williamtown where I did some air-to-ground work, a fair bit of air-to-air cine with Lincolns and Canberra's, and general flying. We didn't do very much air-to-air training but at the time flying hours were very limited. Would you believe, at this stage the Air Force was turning envelopes inside out and using them twice.

The financial strain was great on the services and Korea happened all of a sudden. Which pulled the Air Force out of its post-war doldrums and into the thick of a war again. Look at the way 77 Squadron was caught at Iwakuni, packed up to come home and the next minute there's a shooting war only a hundred-odd miles across the strait. So they had to un-crate aircraft and reassemble them, get them into flying condition, and then start mounting missions out of Iwakuni, across the Japan Strait to Korea.

That was a fantastic effort by the ground staff to get that squadron flying again and into operations. I don't think that 77 Squadron, at that time would have had that much continuation training on air-to-air, or even air-to-ground.

W/C Llewelyn -What about the political and education aspects of Korea. What briefings were you given or was there just an acceptance of the fact that you were flying aeroplanes, and there was an open acceptance of the political will of the day?

S/Ld Guthrie - As a member of the United Nations we backed the resolutions, and from what I knew just being a lowly squadron pilot, the UN had proposed to send forces into Korea to counter the expansionist thrust of the North Koreans.

W/C Llewelyn - Did you question the Korean involvement or was there just an open acceptance of it?

S/Ld Guthrie - As a Warrant Officer no, had I been higher up I might have but we certainly didn't question it. We didn't have any knowledge of the force that we were going in to counter.

We had some flying instruction, we were very fortunate to have experienced RAF exchange officers with us for the Meteor conversion at Iwakuni. People like Max Scannel who was my instructor. He had 800 hours on Meteors which was a wealth of experience. His opinion was that below 25,000 feet the Meteor would hold its own against the MiG and would give a good account of itself.

However, at the time the MiG was an unknown quantity as was the Meteor. In fact the squadron had very little jet experience. I was the senior jet man because I had 100 hours on Vampires. In addition, to very little jet experience the squadron had very limited air-to-air experience at high altitude.

Anyway, the decision was made, I understand, by General Robertson, together with local air force input, that the Meteor should go in at high level. Now high level at that time meant above 25,000 feet. We didn't do any training to test the aircraft's capability at height. I did one run to forty-odd thousand feet. After taking off in the dark from Iwakuni I flew up into daylight at around forty-three, forty-four thousand feet and came back to land on a flare path in the dark. That was the only high-altitude run I did.

The aircraft didn't fly too well above forty it was like a bag of bricks. I found that it had about ten degrees nose up and about fifteen degrees nose down to play with before it was either in a high-speed stall, or in compressibility going down hill. There was very little manoeuvrability at that height.

Then the next thing I know I'm in Korea flying missions at thirty-five thousand feet up in MiG Alley. In fact I did not know what the performance of the MiG really was. The fact that it was a swept-wing aircraft, and we were a straight-wing aircraft, made a big difference at height.

W/C Llewelyn - So you really were very ill prepared?

S/Ld Guthrie – I likened it to Gallipoli in a talk I did on the radio. I said we were ill equipped to do the job that needed to be done. We didn't stop and weigh it up and sort of decide that we wouldn't do it because that was out of the question. We coped as best we could with what we had. I think that's reflected in our situation over the three wars - World War I, World War II and Korea. We've always been on the defensive from the word go because we never had the required level of financial backing.

W/C Llewelyn - Now specifically your instructor must have really questioned how the Meteors were going to be used.

S/Ld Guthrie - Max Scannel was a pretty honest fellow. He demonstrated the ability of the Meteor by betting a Sabre pilot to fly combat with him, above Iwakuni. They started out at about thirty-five thousand feet and fought down to about fifteen or twelve thousand feet. Neither got a shot on the other. Now, the Sabre from our briefings was a better aircraft than the MiG. So that gave us confidence to go into Korea and think, well, hell, if he can do that with the Meteor from thirty-five down to twenty-five, we'll be okay.

But the facts proved to be somewhat different. We had Migs coming through us, starting at about fifty thousand feet, flying across behind us, and coming down out of the sun. We stood no chance because at the height we patrolled we were at our maximum combat capability.

W/C Llewelyn - Squadron Leader, if we take you back to your first operational mission in Korea, can you just go through that, the preparation for it, how you felt, what sort of briefings you were given, was that adequate or not? If you could just go through a typical mission, or your first mission anyway.

S/Ld Guthrie - Well, on that particular mission up Mig Alley we had sixteen Meteors which was normal for these missions. We had an establishment of twenty Meteors on the Squadron but we always flew sixteen. We flew eight at thirty thousand feet and we flew eight at thirty-five thousand feet - I was Number 16 so that meant I was Number 8 at thirty-five thousand feet.

The mission was to climb out of K14, the airfield at Kimpo, get to altitude over the bomb line, test fire the guns and then fly to a geographical point known as Long Dong which was the peninsula at the mouth of the Yalu River right on the Chinese border. We would then patrol up and down MiG Alley from Long Dong up to Mesu. Mesu was a big dam on the Yalu.

We'd fly a figure eight pattern up and down, between those two points to try and stop the Migs coming over the border, through us, and down to the B29s who were bombing Sinanju, or Anju, or other targets in North Korea.

The problem for us was that the Migs could climb to height in China. That is over neutral air space where we weren't allowed to go. This made it very difficult for us.

We would watch the Migs take off from Antung. We could see the sun shining on their silver fuselages - we were camouflaged and they weren't. They would also leave dust trails because they operated from grass airfields. They'd climb up to fifty thousand feet, fly across us where they were untouchable, shoot down B-29s and then come back screaming through us doing about 0.98 Mach, whereas we were limited to Mach 0.84.

Although the difference between 0.84 and 0.98 isn't all that great - it's about 100 knots or so - we had no show. When we saw Migs running across in front of us going down hill they would be going like the clappers. We always watched for aircraft in our six-o'clock because that's where an attack would come from.

When I was shot down we'd reached the end of our run down to Long Dong and were turning to port over North Korea to do another run up to Mesu. We had a couple of Migs come across above us. We were gaining height at the time. My aircraft had just been across to Iwakuni and its max revs had been cut down which meant that I was lagging behind the formation.

W/C Llewelyn - If we just go back one, what did you know about your enemy? What did you know about your enemy aircrew at that stage?

S/Ld Guthrie - Well, we were briefed that the pilots could be Russian, more probably Chinese, led by Russians with possibly a few North Koreans learning the job. In fact, after I was taken POW I was interrogated by the two men who shot me down. They were Russians. They explained that they led the squadrons. They told me what I'd done wrong. They told me what they didn't like about my equipment. In fact they criticised me generally even the pistol I carried because it was dirty. Anyway before I was shot down the pilots we were up against were an unknown quantity.

W/C Llewelyn - But in the air you couldn't pick who was who?

S/Ld Guthrie - Well, no, they didn't come down over the bomb line. So if one was shot down he could not be captured and interrogated. Mind you, the rate of loss up there at the time was about eight to one, eight Migs for one Sabre, which to me was extremely encouraging. It meant that either their aeroplane wasn't any good or their pilots weren't any good. But I think that in the main they were junior pilots.

The Migs used to fly in flights of six. Each flight of six was known to us on the radio as a "Train". Our radio link with the UN ground radar would warn us that there were so many "Trains" airborne out of Antung and "Casey Jones" was either at, or not at, the throttle. "Casey Jones" was the code name given by the Americans to the leader, the Russian leader.

There were agents stationed up on an island at the mouth of the Yalu who watched the Migs take off and called the information to "Stove Pipe". "Stove Pipe" sat up above the mouth of the Yalu at about forty thousand feet and relayed information to "Dentist" our radar at Kimpo. They would say, 'Anzac' - heads up - there are eight trains airborne at the station. Casey Jones at the throttle.' And you knew you were in for a hell of a time because that meant forty-eight MiGs with the best of their pilots leading.

W/C Llewelyn - Could we take you back now to that fateful day when you were shot down? What were your feelings before you took off that day?

S/Ld Guthrie - Just another mission.

NEXT NEWSLETTER

The next newsletter will be the Winter 2010 edition with a planned distribution date of early May 2010.