

No. 77 SQUADRON ASSOCIATION INC.



APRIL NEWSLETTER 2015

PRESIDENT'S REPORT

Since our last newsletter, 77 and 76 Squadron Associations have organized quite a few very successful Combined Fighter Squadron Association lunches in Newcastle, Sydney and Canberra. Lunches in Melbourne organized by Friends of 77 Squadron have also been promoted in our Newsletters. A listing of luncheon dates for this year is to be found in this newsletter. All luncheons will also be advertised by email and on FSB, 77 Squadron Association and 76 Squadron Association websites.

Your Committee decided that it was time to modernize our Association Website. The main thrust of the modernization is to:

1. make it more useful to members and the public,
2. provide easy access to Items of Interest,
3. provide easy access to latest events and issues of importance to members,
4. provide an extensive photo gallery that is indexed and is both historical and current, and
5. provide a section for 77 Squadron to post information and photos about current squadron life .

Steve Smith, a past XO of 77 Sqn, who now has a business in creating Websites of all different complexities, was asked to do the work for a modest fee. This fee was refused and Steve has so far put in a lot of work and the website should be ready to go to air in the next 6 weeks.

Post this website discussion with Steve, the Committee also asked him if he would establish for us an automated invoicing for Membership renewal times in June each year including issuing of receipts. Members who are paid up into future years or who are life members will also get an invoice but with a zero owing balance. Payments can be by direct debit or via cheque.

Cheers
Pete Ring

How closely do RAAF types watch action movies especially when they concern planes. In TOP GUN when Maverick (Tom Cruise) goes to land on the carrier while Cougar is in fuel trouble, the tailhook is down. He decides Cougar needs help and launches back off the carrier – the tailhook is up. In the next view, as he flies away from the carrier, the tailhook is once again down. How many missed that?

PASSING PARADE



Jack Curtis passed away on 10 January. Although not a member of 77 Squadron he will be fondly remember by 76 & 77 Squadrons from his attendance at their Sydney lunches. Great company and anyone who had the pleasure of sitting next to him came away with a smile and much the wiser. Stories told and never forgotten.



Jim Morrison served with 77 Squadron in Korea as Squadron Medical Officer and went on to have a brilliant career in the RAAF in aviation medicine. Whilst in Korea he was Mentioned in Despatches for "*maintaining physical fitness of ground staff and aircrew personnel at very high standard*". No mean feat one should imagine. A man of enormous talent, intellect and physical size he was well known for his love of red wine, jazz and cigars he passed away on 12 January.



AVM James Hilary Flemming AO (Retd) joined the RAAF in 1943 serving in New Guinea and Darwin, moved to Japan with BCOF before joining 77 Squadron when they moved to Korea in 1950. A long and distinguished career in the RAAF followed. A great supporter of the Association, our archives are much the better for his contributions. He passed away on 11 February and was accorded a military funeral.

* * * * *

SQUADRON NEWS

The squadron has had a busy start to what will be a busy year. We farewelled some members as they were posted to other units, and welcomed new members with varied experiences.

The year started with an unexpected trip to Mt Isa to fix a jet broken on transit. Our flying commenced with some visual manoeuvring, followed by 2vX Intercepts supporting the SACTU Controller training, and then onto Close Air Support working with the 4 Squadron JTAC (Joint Terminal Attack Controller) course which brought us to Townsville. It was a little exciting getting up here with Cyclone Nathan looming just to the north. Thankfully a KC30 tanker helped out and the jets made it up with the required holding fuel. Cyclone Nathan had the last laugh however and after a few days tracking out to sea decided it did want to head west. Luckily it remained north of Townsville and we have been able to complete the sorties as programmed. Once we return to Williamstown we will be providing Red Air support to the Fighter Combat Instructor (FCI) Course that is running, which will take us to Tindal in late May for 4 weeks.

The squadron will be in Sydney en-mass for ANZAC Day, as well as supporting marches in Kempsey, Toukley and Kurri Kurri.

Unfortunately we also had a sombre start to the year, with the passing of one of our experienced Aircraft Technicians. The squadron travelled to Albury to provide a full military funeral, and in the coming months will be holding a memorial service at the unit including a dedication in our memorial garden. Rest In Peace Stratto.

Ftlt Lisa-Marie Hewit

The Recovery of RAAF Meteor A77-415 Korea

By A24284 R A Gilham (LAC RAAF)

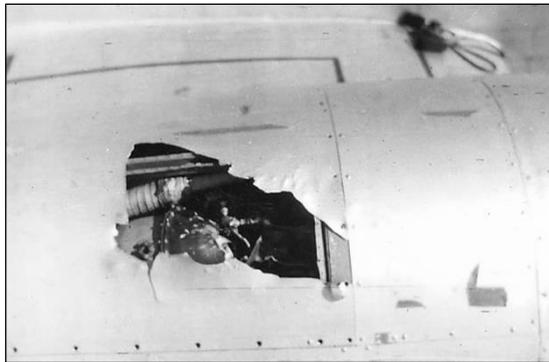
After finishing my basic airframe mechanics training, (see photograph Autumn 2014 Newsletter) on 4 April 1952 I was posted to the 2nd Operational Training Unit at Williamtown, to maintain Vampire jet fighter aircraft being used to train operational pilots.

During the next twelve months I passed my exams, was upgraded to Airframe Fitter and then promoted to Leading Aircraftsman. On 20 March 1953 I was posted to 491 Maintenance Squadron at Iwakuni, Japan.

We had been working on Meteor jet fighters for about five weeks in preparation for being posted to Korea, when the WO Engineer emerged from his office and told us one of our aircraft was down on a beach on the island of Pangyong-Do, off the west coast of Korea at about the 38th parallel. The location was known by the code name K53.

I remember him saying, "I want three volunteers - you, you and you", so the rescue crew consisted of LAC Don Brown (Airframes), LAC Stubberfield (Engines) and myself (Airframes), to accompany the Warrant Officer. We were told to pack our personal gear, plus rifles and ammunition, and report to 36 Transport Squadron to help load a complete spare Derwent jet engine and tools into a DC3 aircraft.

We took off from Iwakuni and made our way across to the west coast of Korea. The pilots informed us that to avoid detection by enemy radar, we would be flying at about 100 feet above the water and that they would have to negotiate nature's monoliths rising out of the sea. The timing of the flight was crucial, to allow a landing on the 60 foot width of hard sand exposed at low tide. After the pilots landed safely on the beach, we unloaded all our equipment, plus the jet engine. The DC3 then took off to return to Iwakuni.



Checking the Meteor for damage, we located a gaping hole in the starboard engine and started work immediately to exchange engines.

We were then joined by our island hosts, the American servicemen operating a forward radar station on the hill, who supplied a crane to lift the engines.

During our stay on the island we camped with them but the trouble was they had no beer, only bourbon, so we relieved them of a couple of bottles!

The pilot of the downed aircraft had used his emergency system to enable the undercarriage to come down. This air had to be removed completely from the system for the hydraulics to operate correctly, so after the new engine was in place we jacked up the aircraft and bled the hydraulics. We conducted several retraction tests on the undercarriage and checked the hydraulic air brakes on the mainplanes.

One time, while catching a lift in an American weapon carrier to the radar base, I noticed some 44 gallon drums washed up on the beach. I asked the driver, "What's in those drums?" and he replied, "I don't know man, let's find out"

To my amazement, he then drove straight into one, gouging a hole in it with the bumper bar. With that, he got out of the vehicle and touched the liquid with his finger, smelt it, and said "Yep, that's fuel oil, guy." I was wondering what would have happened if it had been high

octane fuel! (With no wharfs available, the only way they could bring fuel in was to dump the barrels at sea and let them wash in to the beach).

On arrival at the radar base on the hill, we watched a New Zealand frigate off the east coast of the island bombarding targets on the mainland, changing position frequently to prevent the enemy getting a fix on her. Later that night, after unidentified aircraft were detected in the area, the air raid alarm sounded. We headed for the dugout, where one of the American servicemen had set up a .5 machine gun on a bipod, saying "I'll give this son-of-a-bitch something to write home about" Luckily for us he didn't get to fire it, because I think the lot would have finished up on top of us!

The next day the Meteor was ready to be flown out. A signal was sent to Kimpo for a DC3 to return and collect us, with a pilot to fly the repaired aircraft out. A DC3 arrived the following morning, with Pilot W. Monaghan on board. We informed him of the work we had carried out on the aircraft, adding that we had run the new engine which checked out OK.



The pilot was concerned about the length of the beach for take off. We watched apprehensively as the aircraft slowly lifted off and headed for two high mountains. Just as the pilot approached the mountains, he turned sharply and flew up the valley between them. Shortly afterwards, he flew back over the beach and wagged his wings, signalling that everything was OK and he was heading back to Kimpo. To make use of the low tide we quickly loaded the DC3, said goodbye to our American friends and took off to return to Iwakuni.

Unfortunately according to a Pilots Report after going back into combat A77-415 was lost on the 22 June 1953 when a RAF exchange pilot, FlgOff John Coleman, was carrying out a rocket strike on some troop and supply shelters in North Korea. There was some flak in the area and the pilot experienced a loud explosion at the rear of the aircraft. Most of the controls were jammed causing the aircraft to climb to 15000 feet. The pilot dispatched a MAYDAY signal and nursed the aircraft back to friendly air space and ejected. A helicopter picked him up and took him back to base.

This story originally appeared in *Reveille*.

Bill flew his busted Meteor, c/w new engine, out several days later; our maintainers tidied it up and on its next flight, flown by FLGOFF John Coleman RAF, was so badly shot up that John had to eject over the base. Bill's salvaged Meteor c/w new engine dove into the mudflats SW of Kimpo. Our EngO remonstrated with Bill for saving it, " should have jumped out in the first place, thereby preventing the waste of the new engine and priceless man-hours". Jake Newham

Unit History

13 June 1953

The aircraft encountered heavy anti-aircraft fire and A77-415 pilot (A21625) Sergeant MONAGHAN W.D. was hit by flak after releasing rockets and the pilot headed seawards and landed with wheels down on one engine on a friendly island. A50 Sheet 435 NAA 747 Page 750

The photographs taken on Pangyong-Do are from a collection of photographs taken in Korea that Richard kindly donated to the Association Archives.



LAC Gilham R A (Airframes) & LAC Stubberfield W E (Engines)



LAC Brown D A W (Airframes)



* * * * *



The finishing touches are applied to A94-989 , the first aircraft to be painted in the new 77 Squadron paint scheme.

We have a date of 2 August 1965 at Tengah for the photograph. This needs verification. The Squadron was under the command of Les Reading at the time and moving to and from Tengah and Butterworth. There is no mention in the official unit history of this momentous event –

Would also like to help identifying the men in the photograph -

* * * * *

On a light note: Nobody teaches volcanos to erupt, tsunamis to devastate, hurricanes to swirl around and no one teaches man how to choose a wife, natural disasters just happen

MIRAGE A3-42

"I went out to the Hume Highway just South of Yass this afternoon, Wednesday 11 February 2015, to watch Mirage A3-42 go past on the back of a semi on its way to Historic Aircraft Restoration Society (HARS) at Illawarra Regional Airport. It is scheduled to arrive there very early tomorrow morning.

Enclosed are a few photos I took as it went past at 100kph."

Regards Terry Wilson

A3-42 was at OCU March 1981 (Garry Gent), at Butterworth late 60s (Peter Ring)



ARCHIVES

We have had a large number of enquiries these past few months mostly about ex 77 personnel but also an interesting enquiry from Belgium where an old film, WW2 vintage, has been developed and identification was needed. With the help of Ken Wilkinson & Jim Mitchell, two of our WW2 veterans, the photographs have been identified. 77 Squadron Kittyhawks feature.



Mark Frayne is hoping to find someone who remembered his father, Ross Frayne, who was killed in a Meteor crash at Mallala in September 1955. At the time Ross was temporary OC of Air Trials Unit at Woomera and had just dropped Wal Rivers off at Mallala and was returning to Woomera when the accident happened. Mark was only a young lad when his father was killed.

Ross served in WW2 and Korea.

Richard George Robinson killed in Korea in February 1952 and listed as MIA, his nephew and sister were after information. We also had a query about Des Nolan, also killed in Korea.

Kenneth Kemble Kemp, who was attached to 77 Squadron RAF, flying in Halifax planes out of Full Sutton as rear gunner. Awarded a DFC, promulgated May 1945 - was able to supply his nephew with photographs and information.

I am very happy to learn that Allen Avery's name has been added to the Memorial at Newcastle Boys High School (now the Waratah Technical College of Callaghan Campus). When researching Allen, an ex Novacastrian, I could not find a memorial to him in Newcastle. The NBHS Old Boys have rectified that by adding his name last September to their memorial at the old school.

DATES FOR THE DIARY

Please note our "lunch routine" dates for 2015 has changed. The number of lunches has reduced for 77 Squadron Association from six total to three total but when combined with 76 Squadron, your Committee believes that there are ample lunches for the year.

Following is the list of Combined Fighter Squadron Lunches for 2015 to be held in the Sydney, Newcastle, Canberra and Melbourne.

25 April ANZAC lunch Pullman Sydney Hyde Park Hotel.

Wednesday 10 June - **Melbourne** hosted by 77 & Friends

Friday 12 June - Lunch **Hornsby** (Sydney) hosted by 76 Squadron Association.

Friday 14 August - Lunch **Newcastle** hosted by 77 Squadron Association (77 Squadron Association AGM preceding this lunch).

Wednesday 9 September - **Melbourne** hosted by 77 & Friends

Friday 13 November - Christmas Lunch **Hornsby** hosted by 76 Squadron Association.

Wednesday 9 December - **Melbourne** hosted by 77 & Friends

Friday 11 December - Christmas Lunch **Newcastle** hosted by 77 Squadron Association.

77 Squadron & Friends in Melbourne hosts four lunches a year at the RAAF Association Air Force Centre at 24 Camberwell Road, East Hawthorn for those living or visiting the southern state. All 77 members & Friends are most welcome. For catering purposes or more information could you please contact Chris Tiller on 0488 081 374.

ANZAC DAY 2015



The committee of FSB has secured a new venue for this year's Anzac Day Luncheon. The 5-star Pullman Sydney Hyde Park Hotel is directly opposite Hyde Park, a short walk across the park from the end of the march point. The function venues here are among the best in Sydney.

Full details and notices have been despatched - if you did not receive same please contact Peter Ring - president@no77.squadronassociation.org
Phone: 0418627969

A GATHERING OF EAGLES

The Royal Australian Air Force Association, Tasmania Division, extends to all Royal Australian Air Force members, past and present and their guests an invitation to attend

A Gathering of Eagles to be held in Hobart on Friday 18th, Saturday 19th and Sunday 20th September 2015 to commemorate the deeds and sacrifices of the Royal Australian Air Force, the Royal Air Force and Allied Air Forces in all conflicts past and present. Full details attached to the end of this Newsletter.

EXCALIBUR II
February 1969
77 Squadron RTA

THE END OF MOGAS
(MALAYSIA'S ONLY GROUND ATTACK SQUADRON)

Fred Freeman

In the 1960s Australia's contribution to FEAF/IADS in Malaysia was two Sabre Squadrons, No 3 and No 77. No 3 Squadron's Sabres had been replaced by the Mirages of No 75 Squadron. By this time, the RAF's contribution was being reduced and with the departure of the Hunter Squadrons, 77 was assigned to the ground attack role. Hence, we became known as MOGAS!

With pilot strength reducing with postings out to Mirage conversion, those remaining flew much more than one would normally expect. The down side was that when we got the word to RTA, we had more aircraft than pilots. This was overcome by attaching to 77 Squadron for the ferry flight any pilot "current" on Sabres. This group's experience ranged from a few with hundreds of hours to some not long out of OCU.

The route "home" was Butterworth, Tengah, Bali, Darwin, Townsville, Williamtown, with RONS at Tengah, Bali and Darwin. Preparation for the ferry was several navigation exercises and practice short runway landings at Alor Star because Bali, in those days, was only 5000ft long.

The CO had a pressing challenge in how to keep his team of either temporary or permanent "singlies" out of trouble. For many, this was their first exposure to the delights of South East Asia, be it spicy food or other temptations.

The Boss, Keith Martin, had been around the traps for quite a few years and his well-proven strategy was to over-expose all of the team to these delights. It might even be called a "bonding session". Us "oldies" met the "attachees" as they alighted from the C130 courier, escorted them to the crew room for briefings on Tiger beer, and related topics, then to their rooms in the mess to change for an SP guided tour of the approved and unapproved establishments on Penang Island. With all that out of the way, we could concentrate on the real purpose of the mission.

It went as planned: no major incidents, mechanical or personal!



Back Row L to R: Ray Perry, Bruce Mouatt, Gav Thoms, Fred Freeman, Keith Martin CO, Graham Neil, John Daly, Geoff Morrison, Dave Cassebohm, Ken Johnson, Mal Robertson or Baz Turner
Front Row: L to R: Bill Vandenberg, Geoff Kubank, Bruce Connell, (Al Page ??), Ian Burke, Jack Smith, John Edwards, Roger Phillips.

Having difficulty identifying some of the pilots - the correct names would be most welcome - Lesley

REX BUDD

Rex Budd had always wanted to fly and this he did with distinction in the RAAF flying Meteors, Vampires and Sabres before converting to helicopters and completing two operational tours of Vietnam for which he was awarded a DFC. He retired but continued to fly helicopters setting up a very successful helicopter mustering company. He helped and encouraged others to muster from the air some going on to establish large companies.

His generosity and work in the community of Mareeba will be recognised by the naming of a Memorial Park in his honour. Those who knew Rex will remember his prowess as a gardener and the gardens he established wherever he could while serving with the RAAF and it seems appropriate that the town should remember him with a garden park, one he had established at Mareeba Airport. It is this garden that is to be made into a park featuring a silhouette of a helicopter.

The Express Newspaper of 18th February (online) features a front page story about Rex's career and details of the memorial. Chris Atkinson 0429342944 is the contact if anyone wishes to help or just find out more details. We thank Ian Flett for bringing this story to our attention.

* * * * *

In response to a request for help from RAAF Williamtown, RAAFA NSW Division has formed a company called RAAFANSW Publications to take over production of a new fortnightly base newspaper. With a new name - the Air Force Association *Advocate* - it is distributed across the Tomaree Peninsula and Raymond Terrace as well as within Williamtown with the aim of providing an internal base communications medium as well as a means of promoting the base in a positive way amongst the local community. So RAAFA NSW is now in the publishing business, and as a spin-off, publishes attractive "Welcome To" magazines for members and their families who are newly arrived at Williamtown, Richmond and Glenbrook.

* * * * *



We've had several requests, from our snail mail members, for this photograph of the replica Bristol Boxkite taken at the 100th Anniversary, 1 March 2014, by Jake Newham.

"Viv Shearn, one of the founder members of 77 Squadron, attended the 100th Anniversary of Mil Aviation Airshow with me and at dawn watched the re-enactment of the first flight by Eric Harrison, 01 March 1914 to the very minute, in the fine replica of Bristol Boxkite, conceived and manufactured by GPCAPT Ron Gretton (Retd) and WGCdr Geoff Matthews (Retd) over 7 years. The Air Show was brilliant; best I've seen." *Jake Newham*

Check the link: <http://www.youtube.com/watch?v=letDYAVZPeO>

WHAT IS A STAFF OFFICER? - Elaine Markby - Blue's Memorial Bulletin

Staff officers are a fortunate lot for, as everyone knows, a staff officer has nothing to do; that is except:

To decide what is to be done; to tell someone to do it; to listen to reasons why it should not be done, why it should be done by somebody else, or why it should be done in a different way; and to prepare arguments in rebuttal that shall be convincing and conclusive.

To follow up to see if the thing has been done; to discover that it has not been done; to enquire why it has not been done; to listen to excuses from the person who should have done it and did not do it; and to think up arguments to overcome the excuses.

To follow up a second time to see if the thing has been done; to discover that it has not been done; to discover that it has been done incorrectly; to point out how it should be done; to conclude that as long as it has been done it might as well be left as it is; to wonder if it was not time to get rid of the person who cannot do a thing correctly; to reflect that in all probability any successor would be just as bad or worse.

To consider how much simpler and better the thing would have been done had he done it himself in the first place; to reflect satisfactorily that if he had done it himself he would have been able to do it right in twenty minutes and that as things turned out he, himself, spent two days trying to find out why it had taken somebody else three weeks to do it wrongly and to realise that such an idea would have had a very demoralising effect on the organisation, because it would strike at the foundation of the belief of all personnel that a Staff Officer has nothing to do.

* * * * *

Drew Harrison an artist resident of Adelaide has sent through the following which might be of interest to members: Besides painting contemporary subject matter I also have a great interest in aviation, particularly RAAF history, and have completed several works within this genre. I am emailing the 77 Squadron Association primarily to inform about a few of my art print releases that may be of specific interest to the members. Both the following links are for paper prints depicting aircraft of 77 Squadron RAAF in action.

Mirage during Exercise Kangaroo II. The original of this work was awarded 2nd prize in the RAAF Heritage Awards 2008

<http://drewharrisonart.bigcartel.com/product/exercise-kangaroo-ii-mirage-vs-tomcat#.VLRqKhzWTZg>

Meteors in action during the Korean War. Finalist in the RAAF Heritage Awards 2014.

<http://drewharrisonart.bigcartel.com/product/beyond-the-38th-parallel#.VLRqtRzWTZg>

A full description of the subject matter can also be found on my portfolio site via the aviation gallery. Another painting of 77 Sqn is also located in this gallery of Cresswell's famous 1942 night victory over Darwin.

<http://www.drewharrison-art.com/aviationh>

Thank you for your time. Please let me know should you have any further queries.

ASSOCIATION CONTACTS

President: president@no77.squadronassociation.org - Peter Ring

Vice President: vicepresident@no77.squadronassociation.org - Ray Seaver

Treasurer: kresilas@bigpond.net.au - Garry Gent



Snail Mail

77 Squadron Association Inc
PO Box 467
MAYFIELD NSW 2304



**A Gathering of Eagles
for the 75th Anniversary of
The Battle of Britain
Hobart, Tasmania
18th, 19th, and 20th September 2015
A Commemoration of Air Power**

INVITATION

The Royal Australian Air Force Association, Tasmania Division, extends to all Royal Australian Air Force members, past and present and their guests an invitation to attend A Gathering of Eagles to be held in Hobart on Friday 18th, Saturday 19th and Sunday 20th of September 2015 to commemorate the deeds and sacrifices of the Royal Australian Air Force, the Royal Air Force and Allied Air Forces in all conflicts past and present.

ACTIVITIES:

CIVIC RECEPTION – Friday 18 Sep 2015

For VIPs, interstate visitors and RAAFA Members attending the Formal Dinner. By specific invitation from the Lord Mayor of Hobart. Dress, RAAF 1A Uniform Lounge Suit

HAPPY HOUR

Friday 18th September – RAAF Memorial Centre, 61 Davey Street, Hobart at 1700-2130 hrs. Drinks and Snacks. Dress – Casual.

REMEMBRANCE SERVICE

Saturday 19th September at St David's Cathedral at 1300 hrs. Dress: RAAF 1A Uniform or Lounge Suit with full size medals .

29 SQN – EXERCISE OF RIGHT OF ENTRY TO CITY OF HOBART

1430 hrs – March from St David's Cathedral down Macquarie Street and past the Town Hall saluting base

DINING IN NIGHT

Saturday 19th September at Tattersall's Park Elwick Function Centre 1900 hrs for 1930 hrs.
Cost \$95.00 each all inclusive. Dress: RAAF Winter Mess Dress, Dinner Suit or Lounge Suit (with miniatures).

Guest Speaker: (TBC)

CENOTAPH SERVICE and WREATH LAYING

Sunday 20th September at the Hobart Domain Cenotaph at 1100 hrs. **Full size medals**

Commemorative Address: TBA.

BARBEQUE LUNCHEON

Sunday 20th September at the RAAF Memorial Centre, 61 Davey Street, Hobart at 1215 hrs.

(No Charge.)

RAAF SUPPORT

The Australian Flying Corps and Royal Australian Air Force Association is most grateful to the Chief of Air Force, for the provision of RAAF support to these commemorative activities.

The RAAF Association also acknowledges the valuable contribution given by the Commanding Officer and Members of No 29 (City of Hobart) Squadron.

ACCOMMODATION

Special rates have been offered by the following – please request the “Battle of Britain” rate when

booking:

The Old Woolstore Apartment Hotel:

Phone: 03 6235 5355 Email: reservations@oldwoolstore.com.au

Hotel Grand Chancellor:

Phone: 03 6235 4535 Email: groupreservations@hgchobart.com.au

Hadley's Orient Hotel:

Phone: 03 6237 2999 Email: reservations@hadleysotel.com.au

Salamanca Inn:

Phone: 03 6223 3300 Email: info@salamancainn.com.au

CONTACT DETAILS

If you are interested in obtaining further details about these events, contact the State Secretary, RAAF Association, Tasmanian Division at:

Address: 61 Davey Street, Hobart, 7001

Phone: 03 6234 3862 (Wed 10am to 3pm) Message Bank active during non-attendance times

Email: raafatas@netspace.net.au

State Secretary and Function Co-Ord:

SQNLDR Alan Robertson 0418 545 207

Assist CO-ORD

WGCDR Jen Robertson 0427 005 076

Treasurer: Mrs Helen Watling (03) 6234 3862

Chairman BoB Planning Committee: AVM Peter Scully 0402 274 163

Bookings, accompanied by the amount of the subscription, are essential. Members may make a direct credit to the Association Account – RAAF Association Tasmania Division WESTPAC Bank BSB 037001 Account 100766 or by cheque payable to the 'RAAF Association' and sent to the Association address.