

'Eric in the Loadmasters Room'

Windsor RSL - 19th July 2013

Doors Open 1500hrs



**C130E OPERATIONS
1966 - 2000**



**C130E Operations
1966-2000**



The gold water bouget is heraldic symbol for a water bag as carried by Sumter mules and other animals. The pair of Argent wings infer the linking by aviation of the countries of the world.

The whole device symbolises the national dependence on air power and the international nature of the potential of No 37 Squadron.



Royal Australian Air Force
No 37 Squadron
RAAF Base Richmond NSW

C130E
1966 - 2000



**37 Squadron
70th Anniversary
Celebrations
Friday 19th July**





C60 Lodestar

No. 37 Squadron formed in July 1943 at RAAF Station Laverton, Victoria, and currently operates C130J-30 Hercules aircraft from RAAF Base Richmond, New South Wales. The unit saw active service flying C60 Lodestars and C47 Dakotas in World War II, before being disbanded in 1948.



C47 Dakota

The squadron reformed at RAAF Base Richmond, New South Wales February 1966 with 12 x C130E Hercules, delivered between August 1966 and January 1967, given serials A97-159, 160, 167, 168, 171, 172, 177, 178, 180, 181, 189 and 190. These airframes operated flights between Australia and South-East Asia during the Vietnam War. The squadron has since been heavily involved in disaster relief in Australia and the Pacific and South East Asia region, as well as peacekeeping missions in the Pacific, the Middle East, South East Asia and Africa plus war related service in East Timor, Kuwait & Afghanistan.



C130E Hercules

The C130E, fitted with 4 Allison T56-A-7A turboprop engines, provided the Australian Defence Force with a long-range strategic transport aircraft from 1966 until November 2000, flying a total of 200,000+ accident free flying hours. The 100,000 hr mark was achieved on 28th July 1977 (A97-177)



C130H Hercules

No 37 Squadron also operated 12 x C130H aircraft from 2006 until end of 2012. The "H" models were transferred from 36Sqn when that unit relocated to Amberley and re-equipped with C17A's in 2010. The "H" models were de-commissioned, last flight was on 1st December 2012.



C130J-30 Hercules



Commanding Officers No 37 Squadron Lockheed C130E Hercules 1966-2000

21Feb66	WG CDR R.J. (Ron) McKIMM
01Oct69	SQN LDR M.J. McKENZIE (AFC) T/CO
15Dec69	WG CDR J.A. (John) RADFORD
13Mar72	WG CDR R.E. (Roger) BATESON
14Jan74	WG CDR S.C. (Stu) MITCHELL DFC
01Jul76	WG CDR A.G. (Mike) MATTERS
01Aug78	WG CDR G. (Geoff) LUMSDEN
18Jun81	WG CDR B.D. (Bryan) HARRIS (BDH)
03Jan84	SQN LDR S. (Stu) BRYCE T/CO
21Apr84	WG CDR D.K. (Don) STOTT
01Jul87	WG CDR R.K. (Roxley) McLENNAN
01Nov89	WG CDR P.F. (Paul) MORAN
07Jan91	WG CDR H.G. (Harry) MAYHEW
12Jan93	WG CDR I.G. (Ian) SCOTT (Scooter)
15Sep95	WG CDR S.N. (Steve) BUCHOLTZ (Bomber)
27Oct97	WG CDR G.J. (Greg) EVANS



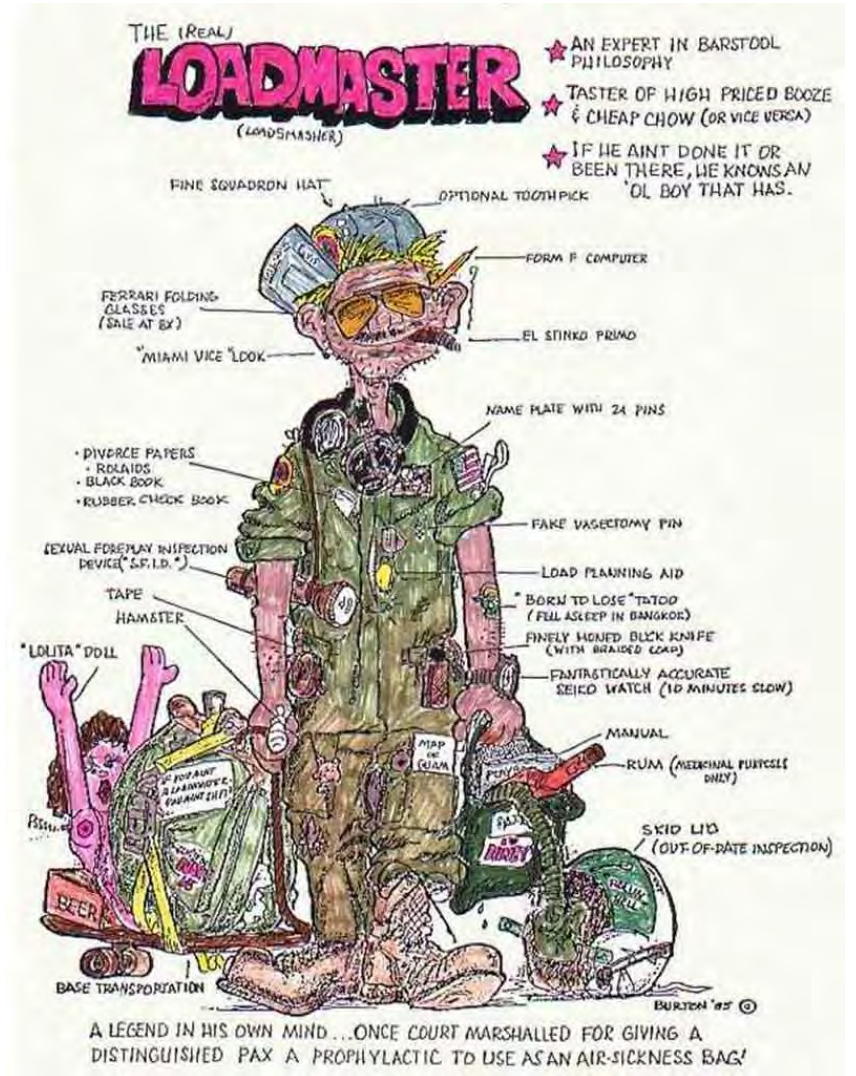
No 37 Squadron C130E Loadmaster Nominal Roll 1966 & 2000



Grendall "Skip" Antony
 Bob Arnett
 Mick Attridge
 Steve "Beetle" Bailey
 Ken "Klinger" Bailey
 Terry Bartlett
 Dean "Dino" Bastian
 Ian Bawden
 Darrell "Dags" Bent
 Fred Brown
 Greg "Bushy" Bushnell
 Bryan "Rags" Carpenter
 Terry "TC" Chappel
 Gary "Ling" Cooling
 Col Coyne
 Dave Cronan
 Noel "The Fox" Darr
 Peter "Dino" Deane
 Frank Distefano
 Dave "Diddums" Dunham
 Chris "Geck" Ellis
 Howden "Sparra" Farrer
 Ian "Red" Forbes
 Bill "Billy" Goodwin
 Brian Green
 Ray Hall
 Trevor "Gunner" Hamill
 John "Yogi" Handford
 Merv Harding
 Al Harris
 Lance "Luscious" Haslewood
 Peter Hayton
 Dave Helimore

Paul Hinsby
 Andy "Slops" Hislop
 Pete Inglis
 Ron Jacobsen
 Dave Jones
 Gary "2 Dogs" Jones
 Bob Jones
 Roger King
 Phil Koy
 Al Lawrence
 Dick "Lepa" Leporati
 Paul Linehan
 Brett Louis
 Al Lovi
 Ian "Macca" McGuire
 Bob Maisey
 Tom "Tommy" Marshall
 Norm McCallum
 Neil "Agro" McCamish
 Gary "Truck" McConnell
 John "Fossil" McCosker
 Ian "Macca" McLaren
 Rudy Mech
 Greg Millen
 Trevor "Fred" Monahan
 Ron "Ronny" Muller
 Jim Naylor
 Wally "The Welder" Neil
 John "Pav" Pawlin
 "Bronco" Bob Pearman
 Trevor "Shirl" Pleass

Peter "Porky" Praniess
 John "Robbo" Robson
 Sandy Roman
 Dave "Doggy" Russell
 Kev Scherr
 Nev "Big Nev" Schroeter
 Eric "Ez" Sellers
 Les Shaw
 Adrian "Shep" Shepley
 Trev Shorten
 Sam Sims
 Pat "Paddy" Sinclair
 Murray Spriggs
 Paul "Misunda" Standing
 Greg "Stev" Stephenson
 Tony Stewart
 Doug "Stocky" Stockwell
 Brian "Stringy" Stringfellow
 Rob "Swanny" Swanwick
 Stu Tarrier
 Col Tigwell
 Terry Tsikaleas
 Graham Volker
 Wayne West
 Al Wilcox
 Al Wilson
 Ted "Hose Nose" Wittup
 Noel "Lefty" Wright



APOLOGIES

& best wishes from fellow C130E operators
unfortunately unable to attend.

Bob "Moose" Jenkins	1	PLT	
Brett "Gibbo" Gibson	2	FENG	
Graham (O'B) O'Brien	3	NAV	1975-1978, 1983-1985
Mick Skehan	4	AFFITT	
Phil Koy	5	LOADM	
Sascha Birendoht	6	PLT	1989-1992 (Sascha's birthday today)
Ian "Scooter" Scott	7	NAV	1973-1977, CO 37Sqn 1992-1995
Grendall "Skip" Antony	8	LOADM	1981-1986, 1989-1995
Roger Bateson	9	PLT	Original USA conversion 1966, CO 37Sqn 1972-1974
Ernie Golding	10	ELECFITT	
Cam Leslie	11	NAV	
Andy Weekes	12	NAV	
Johnny Proctor	13	PLT	1991-1993
Bud Oke	14	NAV	1978-1982
Kevin "Kev" Henderson	15	PLT	1966-1970
Wayne "Ruff" Dennis	16	FENG	1976-1979
Brett "Feebs" Pheobe	17	PLT	
Des Lovett	18	PLT	1968-1972, 1975-1976, Flew while XO HQRIC 1981-1982
Brian Stringfellow	19	LOADM	
Jack Fanderlinden	20	PLT	1972-1976, 1981-1983
Stu Bryce	21	PLT	1968-1971, 1972-1974, 1982-1984.
Ron Egle	22	PLT	Original USA conversion 1966-1968 & as CO AMTDU til 1972
Stephen "Stumpy" Longbottom	23	PLT	

The Airframes

A97-159

- *WGCDR R.J. McKimm and crew airtested this aircraft 12th August 1966, departed Dobbins AFB for Australia on 19th August 1966, via Mather AFB, Hickam AFB, Nadi prior to arriving at RAAF Richmond.*
- *Departed Richmond 25th February 1967 to pick up 51 medivac patients and return them direct from RAAF Butterworth to Richmond.*
 - *This was the first time a C-130 flew this direct route and at the time it was the largest single medivac by the RAAF.*
- *Returned to Lockheed in 2000.*
 - *Stripped and rebuilt to Super-E standard with dash-15 engines & glass flight deck instruments*



- *2011- currently in Service with the Pakistan AF as 4159.*



Ataturk Airport
Istanbul Turkey
April 1990



A97-159

APRIL 1990



By
Col
Mackay

BETWEEN THE LINES

THE crew of a No 37 Squadron RAAF Hercules had some anxious moments recently when they landed at teetotal Bahrain Airport and their Esky full of Toohey's cans was picked up on the Customs metal detector.

WHEN a Customs officer asked crew members what was in the Esky, they told him "Sydney water". Their story was accepted.



C130E A97-159
Bahrain
April 1990



Loadmasters: Col Coyne & Wally Neil



The Airframes

A97-160

- *SQNLDR R.E Bateson and crew airtested this aircraft 15th August 1966, departed Dobbins AFB for Australia on 22nd August 1966, via Mather AFB, Hickam AFB, Nadi prior to arriving at RAAF Richmond.*
- *SQNLDR R.E Bateson and crew first RAAF C-130E to fly into Vung Tau, departed Richmond on 5th February 1967.*
- *This airframe was the first to be painted in the Grey/White colour scheme in 1978.*



- *Last flight of the RAAF's C-130E's occurred on Tuesday 14th November 2000.*
 - *The aircraft, under the command of SQNLDR Mike Beattie, flew from Richmond to Point Cook where the aircraft now resides as a RAAF Museum exhibit.*



The first & last pilots of the RAAF Hercules that was flown to the RAAF museum at Point Cook. Bob Greenwood from Melbourne (L) flew this C130E aircraft from factory in Georgia USA to Australia in August 1966 & Squadron Leader Mike Beattie flew the last flight from Richmond to Point Cook.

A97-160



The Airframes

A97-167

- *FLTLT S.G. Hyland and crew departed Dobbins AFB for Australia on 22nd August 1966, via Mather AFB, Hickam AFB, Nadi prior to arriving at RAAF Richmond.*
- *This aircraft had an engine failure in flight and diverted to Butterworth 17th June 1967, FLTLT Bob Greenwood and Crew. The aircraft returned to Richmond 23rd June 1967.*
- *Used in relation to Tasmanian Bushfire Relief 10th September 1967, transporting 100,000 lbs of cargo.*
- *Displayed at the Wagga Wagga Trade Fair 23rd March 1968.*
- *4-29th November 1982 - WGCDR Bryan Harris and Loadmasters Wayne West & Col Coyne tasked to transport first ever JSSC tour of Beijing, China, via Darwin & Hong Kong.*
 - *Mission also included uplifting Terracotta Soldiers (Entombed Warriors) from Beijing back to Hong Kong, Qantas then carried load to Australia for exhibition displays in Melbourne, Sydney, Brisbane, Adelaide & Perth in 1983.*
- *Upon decommissioning, this airframe was used for Battle Damage Repair Training at Richmond.*



A97-167



A97-167

DLM carried out by Air New Zealand.

Test Flight 1

Tuesday 15th November 1990

At about 4000 ft, Engine No 1 was shut down and restarted as per Test flight Schedule.

During prep to shut down No2 Engine, Instruments indicated that No1 had power fluctuations.

Flight manual stated that power lever to offending is to be retarded until fluctuations cease.

If there was greater than a Throttle knob width, Engine to be shut down.

Power lever is not to be retarded or advanced.

Engine was shut down. Emergency called and aircraft returned to base.

Air NZ engineers said that FCU on No 1 was faulty.

FCU removed and replaced prior to next test flight.

Info from John McCosker (Loadmaster) on task

Test Flight 2

Wednesday 16th November 1990

At about 4000 ft, Engine No 1 was shut down and restarted as per Test flight Schedule.

During prep to shut down No2 Engine, Instruments indicated that No1 had power fluctuations.

Second air test failed.

Once again Air NZ engineers suspect FCU's and a possibility of fuel contamination. FCU changed again and some Cladisorum was found in a fuel tank.



A97-167

DLM carried out by Air New Zealand
Continued

Test Flight 3

Thursday 17th Nov 1990

Same as the previous two days.
Air test failed.

All 4 FCU's replaced. Leading Air NZ Engineer quit as he said he couldn't work it out.



Test Flight 4

Friday 18th November 1990

At 4000 ft, No 1 was shut down and restarted as per flight manual, No 2 was shut down and restarted as per flight manual, No 3 was shut down and restarted as per flight manual, No 4 was shut down and restarted as per flight manual.

All instruments indicated that all was well and problem solved. Undercarriage and flap extension and retracting systems operated correctly.

Aircraft was then taken to 20,000 ft for pressurization test. Door warning on crew door and fault corrected.

Before the Stall test, engineer called that No 1 engine indicating Power Fluctuations.

An emergency was declared and decent started.

On the decent, No 4 engine started to indicate power fluctuations and also had to be shut down.

A97-167

DLM carried out by Air New Zealand

Continued

I think a “Pan “was called as we could not retard the other serviceable engines, The Captain decided that we would make a straight in approach 30 miles from 10,000ft.

Discussion was that if we reduced power and we undershot the runway, we may not be able to increase power on the other two engines to initiate a “Go Around”.

On the approach and just on the “Flare”, No 3 engine started to fail and the captain reached over and pulled the “Feather” lever. Touched down and on the landing roll, No2 engine failed.

The aircraft stopped and we all left the aircraft and the engineer kissed the ground.

The Captain told the Air NZ engineers that he would not fly that aircraft again until they had fixed it properly.

Air New Zealand flew the crew back to Australia by Civvie flight.

The Captain on A97-167 was Greg Meek, John McCosker & Warren Martin were Loadmasters.

DLM carried out by Air New Zealand

Continued

Apparently another aircraft A97-172, previously DLM serviced by Air New Zealand, was on a Southern Service in the circuit at Canberra when No1 and No4 engines failed during decent . The aircraft landed safely and moved to outside a hangar as it happened about the same time as our test flight.

After investigation, it was discovered that during the DLM, the tanks are drained, dried and the sealant inside the tank is removed with Crushed Walnut shell and then vacuumed. The tanks are then inspected and if any cracks are discovered, they are repaired and covered with a Boron patch. The tank is then re-vacuumed and a sealant is resprayed on the surfaces.

The vacuum was not removing Micron sized Boron trimmings which allowed Boron particles to contaminate the whole fuel systems except for the Aux tanks which were Rubber Inserts.

Approx. 4000 man hours to completely clean all plumbing on each aircraft.

The Airframes

A97-168

- *FLTLT D.A.B Carter and Crew departed Dobbins AFB for Australia on 9th September 1966, via Mather AFB, Hickam AFB, Nadi prior to arriving at RAAF Richmond.*
- *FLTLT R. Egle and crew had a birdstrike 26th August 1967 and diverted back to Butterworth for inspection. Aircraft returned to Richmond 30th August 1967.*
- *Last flew to Darwin and back 30 Nov 99 after which this airframe was grounded due to bad wing cracks.*
 - *Disassembled for parts reclamation in May 00.*
 - *Resides at Richmond for Air Loader Training.*



A97-168



Photo: David Smith, 1984



PORT MORESBY, 18 SEP 1988.

Photo: Col Coyne

PORT MORESBY, 18 SEP 1988

Photo: Col Coyne

17th September 1969



A97-214
Pilot: Max Spendlove
Co-Pilot: Max Collins

A97-168
Pilot: Stu Bryce
Co-pilot: Kev Henderson

Dave 'Crazy Horse' Hitchens
famous statement:
"A" for Go
"E" for Show



The Airframes

A97-171

- *SQNLDR R.E.Bateson and Crew departed Dobbins AFB for Australia on 26th September 1966, via Mather AFB, Hickam AFB, Nadi and arriving at RAAF Richmond 2nd October 1968.*
- *On the 1st April 1968 the ashes of LAC Kerr were dropped over Diamantina River enroute Richmond to Darwin.*
- *Static Display Avalon 1992.*
- *Transferred to 36SQN on May 10, 1999,*
- *Returned to Lockheed '2000.*
- *Reported as having been fitted with a specialist electronics package.*
 - *Stripped and rebuilt to Super-E standard with dash-15 engines.*



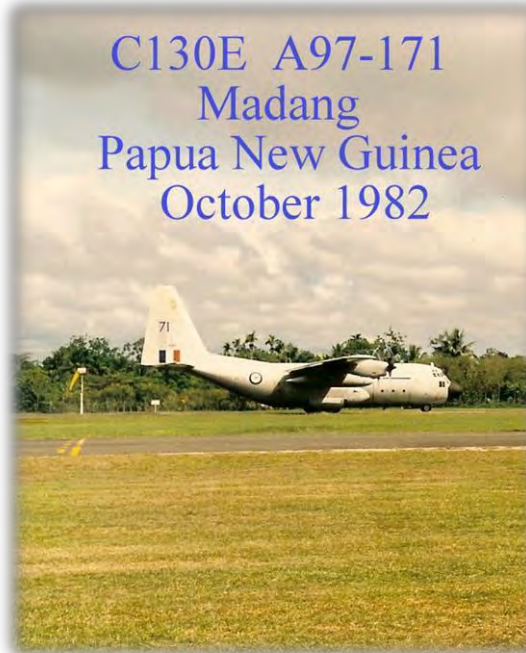
- *2011- currently in Service with the Pakistan AF as 4171.*



A97-171



16th April 1968
Pilot: Glen Bentz
Co-Pilot: Kev Henderson



C130E A97-171
Madang
Papua New Guinea
October 1982



C130E A97-171
Snowy Mountains
New South Wales

Photo by Bruce Linwood



PAGO PAGO
AMERICAN SAMOA



The Airframes

A97-172



- *Flt Lt R. Egle and Crew departed Dobbins AFB for Australia on 14th October 1966, via Montreal, Mather AFB, Hickam AFB, Nadi prior to arriving at RAAF Richmond.*
- ***First direct scheduled service from Butterworth to Richmond without a stopover on 6th May 1967 by Flt Lt Bob Greenwood, Co-Pilot Dave Rule, Total Flight time 13.4hrs***
- *Used in relation to Tasmanian Bushfire Relief 9th September 1967.*
- *Flight from Butterworth to Richmond on 27th January 1968, flight time was 14 hours and 50 minutes.*
- *At some stage this aircraft was returning from New Zealand after a major service and an engine seized up. On its continued flight to Richmond a second engine gave up. So they diverted to RAAF Fairbairn and had just pulled up on the tarmac when the third & fourth engines just gave up. The reason given was fuel contamination. It sat for about 1 month while they dried out the tanks.*
- *7-19May85 – FltLt Al Dally and Loadmasters Col Coyne & Gary “Truck” McConnell tasked to USA for pickup support of 1st Australian FA-18s spares & maintenance personnel.*
 - *Tasked via Kwajalien AAF, Hickham AFB, McClellan AFB to Patuxent River NAS.*
 - *2 x F-A18s flew Pax River to Lemoore NAS, then direct to Williamtown, using USAF air-to-air refuelling.*
- *28 Mar 2000- Airframe retired to Holsworthy Army Barracks for loading and parachute training.*

A97-172



The Airframes

A97-177

- *Flt Lt S.G Hyland and Crew departed Dobbins AFB for Australia on 19th November 1966 and arrived at RAAF Richmond 24th November 1966.*
- *7th June 1968 - Wing Commander R.J. McKimm and crew flew Prime Minister Gorton, Mrs Gorton and party from Vung Tau to Phan Rang in this aircraft.*
- *28th July 1977 - This airframe logged the 100,000th hour of C130E accident free Hercules service with the RAAF.*
- *Avalon Airshow 1999 – this aircraft logged the 600,000th hour of accident free Hercules service with the RAAF.*
- *Returned to Lockheed in 2000.*
 - *Stripped and rebuilt to Super-E standard with dash-15 engines.*
 - *2011- currently in Service with the Pakistan AF as 4177.*



A97-177

Lord Howe
Island

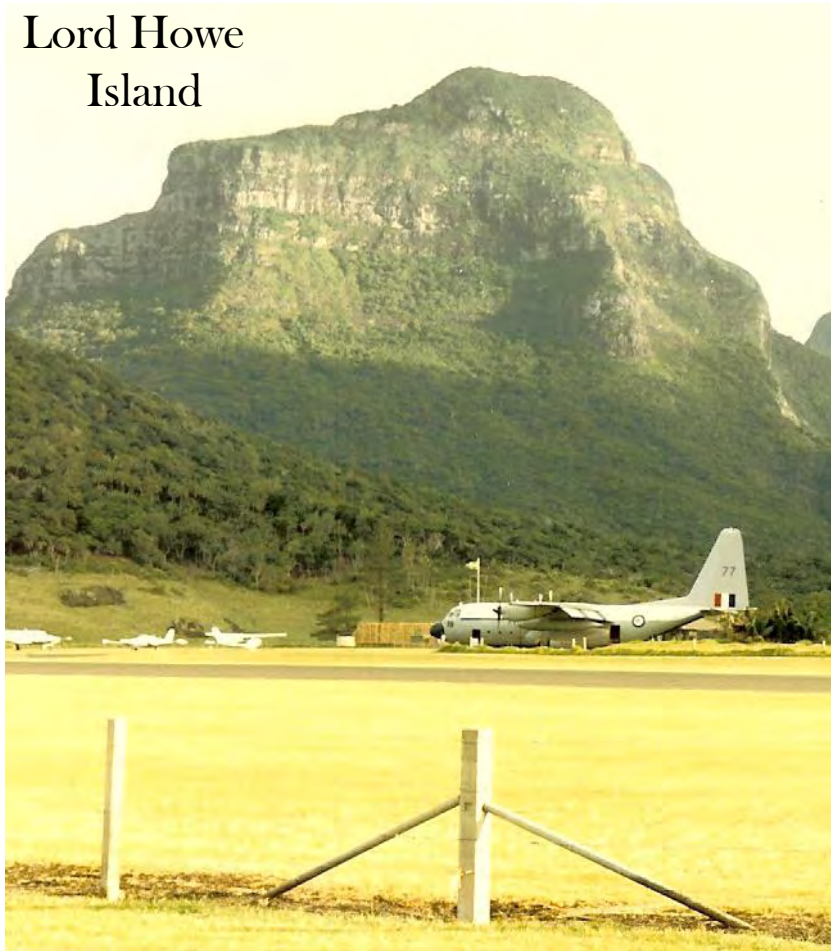


Photo by Bruce Linwood



Linton 92



PILOTS: Paul Moran (CO)
Ron Walpole

CO-PILOTS:

NAV:

FENG

LOADM: John McCosker

Longest C130E flight

A97-177 – 27th September 1990

Diego Garcia to Richmond

Distance - 4714 nm, duration 15.3 hours.



The Airframes

A97-178

- *Flt Lt R.M. Greenwood and Crew departed Dobbins AFB for Australia on 22nd November 1966 and arrived at RAAF Richmond 27th November 1966*
- *Flying Display Richmond 1991.*
- ***37 Sqn 50th Anniversary Colour Scheme in 1993.***
- *Moorabbin Airshow 1999.*
- *Returned to Lockheed in 2000.*
 - *Stripped and rebuilt to Super-E standard with dash-15 engines.*
 - *2011- Currently in Service with the Pakistan AF as 4178.*



*2011- currently in
Service with the
Pakistan AF as 4178*

A97-178



2nd - 7th May88 - A97-168

BU614 to Butterworth, Johore Bahru & return via Darwin.

Double route check for FLTENG's WOFF's Les "Scruff" Smith & "Farmer" John Meredith. Loadmasters Col Coyne & Dean "Dino" Bastian

Day 1 - 2hrs late ex Richmond due **u/s fire amp fuse**

Day 2 - **Rudder suction boost pump failure** Darwin to Butterworth

Day 3 - **Cargo compartment airconditioner heat exchanger u/s, no aircon for 2 x shuttles** of Army personnel from jungle training exercise at Johore Bahru back to Butterworth, very hot & smelly down of the back aircraft. Army Liaison Officer from Butterworth only did 1 shuttle, couldn't stand the smell!

Day 4 - **Flight deck air-conditioning turbine failure** while taxiing out for take off at Butterworth, no aircraft air-conditioning at all.

Had to transit back to Darwin below 10,000 feet.

During transit aircraft autopilot failed, aircraft had to be hand flown all the way back.

Day 5 - **Utility suction boost pump failed** during transit Darwin - Richmond, required manual lowering of landing gear prior to landing.

Aircraft Capt was FLTLT Pete (Zip) Szygula. (Zip was killed by an avalanche in the Annapurna region of Nepal on March 24, 2001, along with his partner & her young daughter. They were participating in an Army Adventure Training Exercise)



The Airframes

A97-180

- *FLTLT R.M Egle and Crew departed Dobbins AFB for Australia on 8th December 1966*
- *This aircraft was the first C-130 to land at Nui Dat on 5th January 1969*
 - *SQNLDR Bob Greenwood and crew flew aircraft in empty as a proving flight*
 - *On the ground for about 30-60 mins.*
- *Returned to Lockheed in 2000.*
 - *Stripped and rebuilt to Super-E standard with dash-15 engines.*
 - *2011- Currently in Service with the Pakistan AF as 4180.*



*2011- currently in
Service with the
Pakistan AF as 4180*



**A97-180
Rebranded**

A97-180

Hickham AFB



KAR KAR, PNG



Clark AFB
Ex Cope Thunder



The Airframes

A97-181

- *Flt Lt A.R. Bishop and Crew departed Dobbins AFB for Australia on 8th December 1966.*
- **15th October 1989** – *Airframe suffered **main wing box crack** during flight from Richmond to Amberley.*
 - *Task swapped to A97-172, 181 remained on ground for 1 week while groundies repaired crack.*
 - *A97-172 main wing box split again on leg from Amberley to Richmond!!!!*
- **10th September 1997** - *A near miss occurred on the when this Hercules came within 400 metres of a Dash 8 VH-TQF 61 km South of Armidale NSW.*
- *Returned to Lockheed '2000.*
 - *Reported as broken up for spares, which could have gone to Pakistan.*



Mt Hagen PNG



A97-181

Pearce WA



A97-181 in UN livery. Circa 1975





**PARIS
MAY 1985**

The Airframes

A97-189



The Airframes A97-190



Maximum effort by Hercules – 4th May 1983

On this day, the two Richmond-based squadrons operating C-130 Hercules transports (Nos 36 and 37) joined in a maximum effort to put all 24 of their aircraft in the air at the one time.

This rare spectacle was made possible by the fact that, for once, none of the aircraft was receiving a major overhaul and all would be on base. After a final briefing, crews proceeded to get their Hercules airborne in groups of four and formed up for a mass fly-past across Sydney's western suburbs and straight down the Harbour, before banking north over the sea and west again near the mouth of the Hawkesbury to return to base.

Unfortunately, at the last minute, one Hercules from 37 Squadron captained by Flight Lieutenant Andy Maitland, Loadmastered by Al Harris, was required to break off to undertake an emergency search for a yacht missing east of the Victoria-NSW border (which they duly found).





Getting them all up together. 05APR83.
Photo: Courtesy John McCosker. 21MAR11.



Getting them all up together. 05APR83.
Photo: Courtesy John McCosker. 21MAR11.



Photo courtesy: Jockey Fordyce



Back row;	Ron Egle	Stan Hyland	Ron Mc.Kimm	Roger Bateson	Bob Greenwood	Denis Carter	Jack Fordyce	Stan Cooper	Jim Bovell
	Flt. Lt. Co-Pilot	Flt. Lt. Co-Pilot	Wg. Cdr. C.O. 37 Sqn. A/c Captain	Sqn. Ldr. B Flt Comm A/c Captain	Flt. Lt. Co-Pilot	Sqn. Ldr. A Flt. Comm. A/c Captain	Sgt. NCO i/c Trg. Flt.	F.Sgt. Eng. Ldr.	Sgt. NCO i/c Sim.

37 Squadron C130E Training June 1966, U.S.A.

Front Row; USAF Instructors:

The People



WOFF RUDY MECH, 10,000 HOURS

Wing Commander Ian Scott, Commanding Officer 37 Squadron congratulates WOFF Rudy Mech (LOADM) after his milestone achievement of 10,000 hours. April 1995.



BU 642, DARWIN, 27JAN83.

Photo: courtesy Allan Harris
24JAN11

Rudy Mech's swan-song before proceeding on posting to HQSC.

L-R: Neil Lindorff, Phil Mahoney and Rudy Mech.



FLIGHT GA266, MENDI, PNG, 22JAN82

Photo: courtesy Allan Harris
24JAN11

L-R: Gary Jones, Phil Barnes, Victor Lewkowski and Don Bartlett (sitting). The crew throwing apples to a crowd of locals who had gathered on the grass the other side of a monsoon drain from the hardstand. The task was to convey survivors of the 2/22nd Battalion back to Rabaul to commemorate the 40th anniversary of the Japanese landings.



BU 624, BUTTERWORTH, 07AUG75

Photo: courtesy Allan Harris
24JAN11

Returning from Kota Bharu to pick-up Vietnamese refugees as directed by the PM Gough Whitlam



LUNCH BREAK, MT HAGEN, 11 OCTOBER, 1978.

L-R: ? Stevenson (N), Ruff Dennis (E), Unknown, Les Mcgrath (P), John Murphy (P), Brian Young (P). Lance Haslewood (L)

Pic: Lance Haslewood



Phil Kay - 5,000 hours. 19 January, 1978.



GPCAPT David Hitchins, Tindal, November 1974.

Photo courtesy: Jenny Mooney, November 2012



PNG TRAINER, TELEFOMIN, PNG HIGHLANDS, 01OCT80.

The lads (and lady) enjoying a morning tea break,

L-R: Hugh Holt, Steve Glover Jim Tierney, Roxley McLennan, Bob Lutton.
Loadmasters: Noel Darr and Allan Harris

Photo: courtesy Allan Harris
24JAN11



BOB JONES ~ LAST FLIGHT BEFORE RETIRING

L-R: L-R: Keith Kershaw, Ian Scott, Graham Christian, Bob Jones, Don Stewart.

Photo: courtesy Allan Harris
24JAN11



Plc courtesy Ruff Dennis

AROUND THE WORLD IN 19 DAYS - JUL/AUG 1977 ~ A97-159

L-R: Unknown, Ruff Dennis, Graham Wallace, Murray Warfield, Red Forbes,
Don Commins (WOE 486 Sqn), Nev Schroeter, John Cootes
Missing: Dave Holbourn, Peter May, Terry Dennis



Courtesy Ruff Dennis



Dave Jones

Paul Hinsby
Circa 1988

Jim Naylor



Pete Smith Paul Standing Max Merritt Brett Tonkin
Norm Bruce Campbell Barkla Jim Twiss Bill Alardyce
25/26 JAN 1985 A97-190 RIC-DAP-EDN-RIC Medevac 14.3hrs

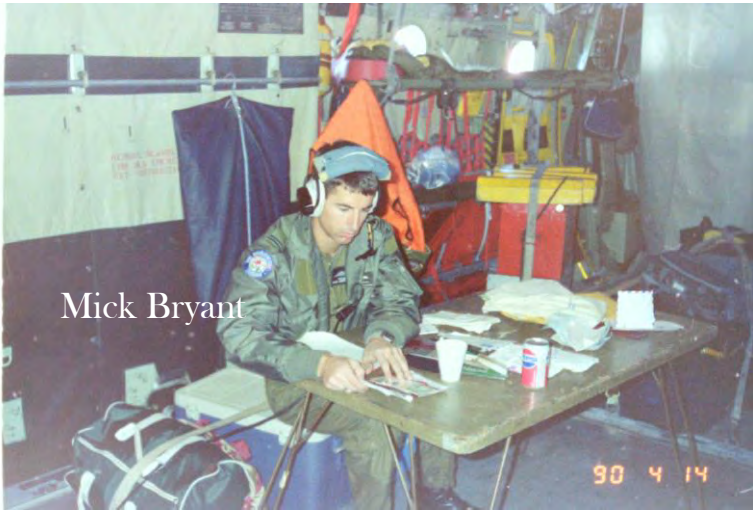


Honolulu 1990

Brian Green (NAV).



Al Wilcox and Lance Haslewood 'fooling about' on a Joint Services Staff College task to Thailand in May 1979. Photo Hugh Holt.

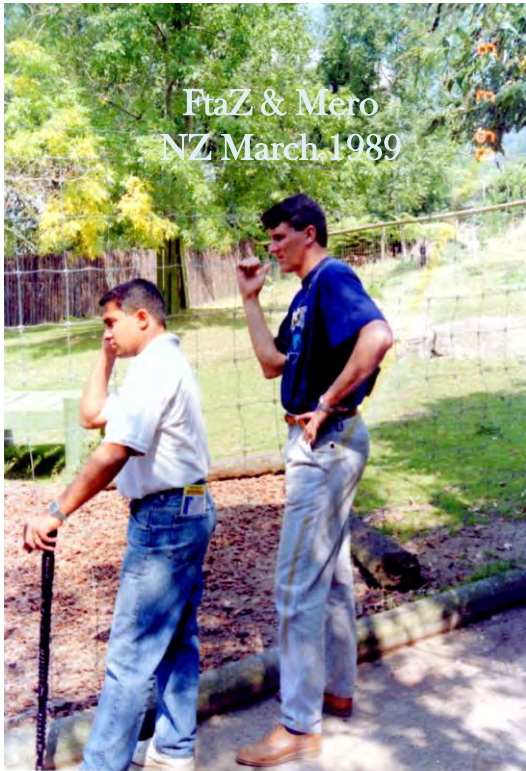


Mick Bryant

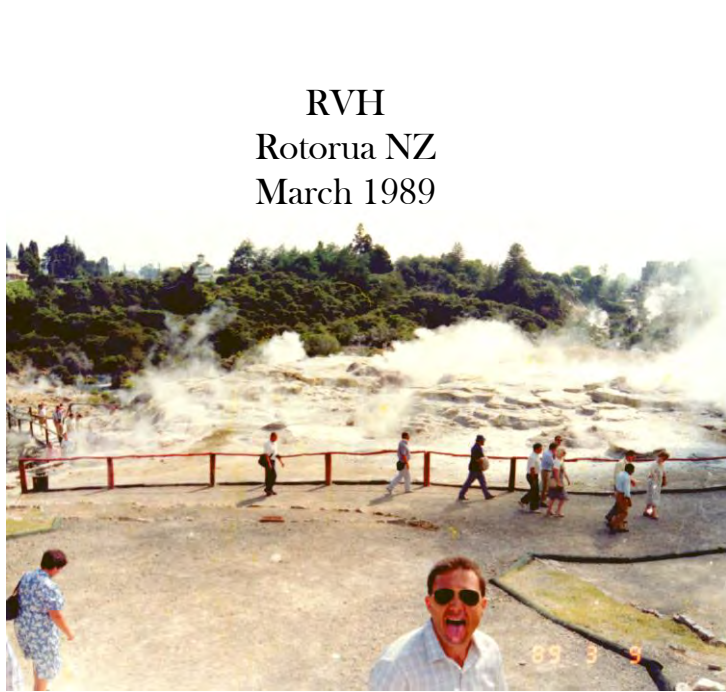


Rudy Mech, Cheryl Coyne, Col Coyne, Paul Moran (CO)

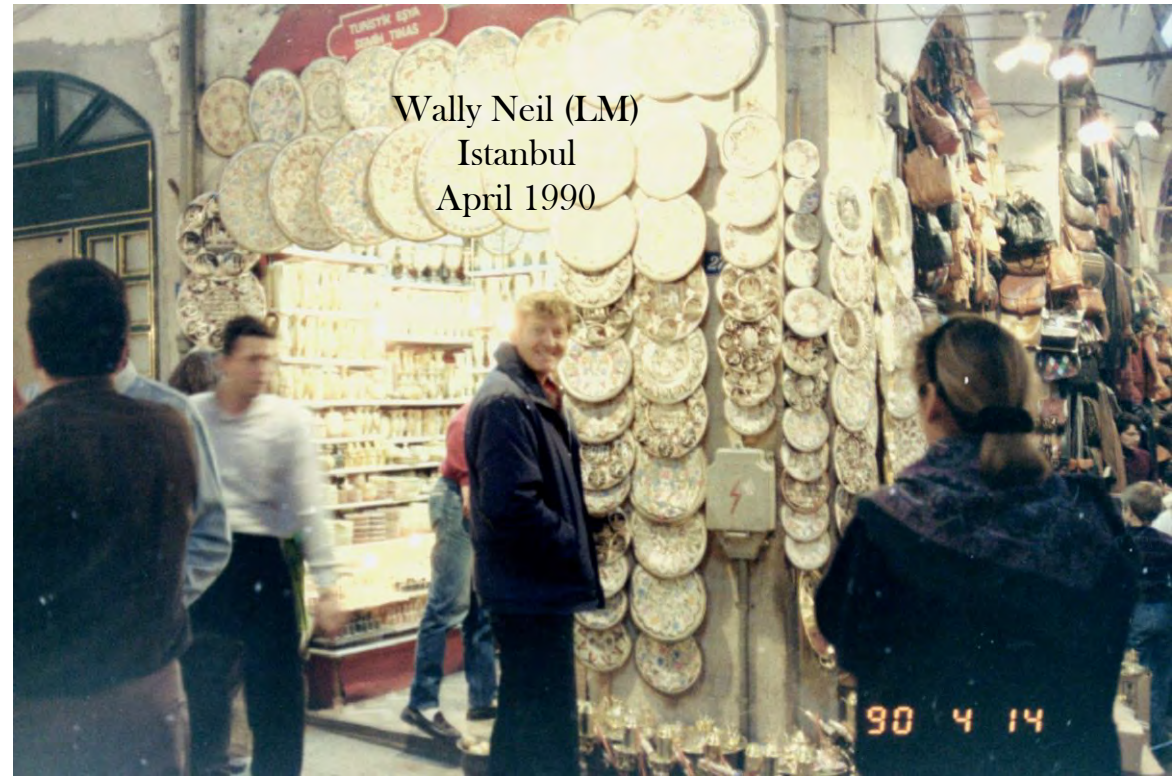
Pic: Col Coyne



FtaZ & Mero
NZ March 1989



RVH
Rotorua NZ
March 1989



Wally Neil (LM)
Istanbul
April 1990

On a wing and a career

Squadron farewells its 'legendary loadmaster'

Twenty-seven years ago Warrant Officer Noel Darr walked into 37 Squadron at RAAF Base Richmond.

The slightly built 30-year-old man was posted as a loadmaster on C130 Hercules — a position that would place him in the air for 14,300 hours, send him to more than 30 countries and launch him in to the world record books of Hercules aircraft.

37 Squadron farewelled its "legendary loadmaster" on Wednesday when members performed the traditional farewell hosing down ceremony.

The 57-year-old's military career has been heralded a "record in Australian military flying" — no other loadmaster has equalled the number of flying hours.

Warrant Officer Darr's RAAF career began in 1958, but it did not "leave the ground" until his posting to 37 Squadron in 1967.

It was a move that would send him to Saigon during the closing stages of the Vietnam War, to Darwin during the devastation wreaked by Cyclone Tracy and to various crisis sites all over the world.

Warrant Officer Darr's final flight will be Saturday, August 20.

He will then hang up his flying suit for the final time.



Noel receiving his 10000 hour award from SQNLDR Des Lovett (Ret) with AIRCDRE 'Granny' Gordon on the right and a Lockheed representative on the left.

Noel attained a total of 14,333hrs flying hours, all on C130E aircraft



No. 37 Squadron Wing Commander Ian Scott congratulates "legendary loadmaster" Warrant Officer Noel Darr.

On this day in Air Force history:
27th February 1967



Hercules in direct medical evacuation from Vietnam to Australia

A new C130E Hercules, A97-172 from No 37 Squadron took off from Vung Tau, South Vietnam, to carry out the first medical evacuation flight direct to Australia.



The older 'A' model Hercules of No 36 Squadron had previously performed this work as part of normal courier flights, usually routed through the RAAF base at Butterworth, Malaysia, where patients were stabilized at No 4 RAAF Hospital before onward movement. These aircraft had, however, proved to be less than ideal as air ambulances, leading to efforts to improve the comfort of patients.

For this first flight, the crew led by Squadron Leader R.E. Bateson carried 51 cases over the **7165-kilometre distance from Vung Tau to Richmond**, non-stop, in **14 hours and 10 minutes**. The normal crew was increased to nine, and the aircraft carried four medical officers, five nursing sisters and four medical orderlies to provide inflight care.

A97-167 – The Bull Shipper 1973



BULL 'SABER GOGONG' TO CHINA, NOVEMBER 1973.

L-R: Rob Weir (FENG), Arch Streeter (Pilot), Geoff Rose (Pilot), Roger Bateson CO/Pilot, Chris Rampant (Nav), Norm McCallum (LOADM).



BULL 'SABER GOGONG' TO CHINA, NOVEMBER 1973.

'Saber Bogong' arriving in Beijing. The centre of attention.

*Photo courtesy Norm McCallum
16 November 2012*

1st Nov 1973 - A C-130E Hercules transport from No 37 Squadron became the first RAAF aircraft to land at Beijing International Airport after it arrived on this day carrying a Murray Grey stud bull as a gift from Australia to the People's Republic of China. The flight was occasioned by Prime Minister Gough Whitlam's five-day visit to China—the first by an Australian Prime Minister—which began on 31 October. The Hercules (A97-167), piloted by the CO of 37 Squadron, WGCdr Roger Bateson, flew from Laverton via Darwin, Hong Kong and Canton (Guangzhou), carrying the 1250-pound (567 kg) bull named 'Saber Bogong' in a specially-constructed pen. The aircraft also carried animal feed and a special handler to look after the prized cargo during the flight. After being met at the airport by Australia's newly-appointed Ambassador, Dr Stephen Fitzgerald, and officials of the Chinese Department of Agriculture, the crew was shown historic sights during a brief stopover.



BULL 'SABER GOGONG' TO CHINA, NOVEMBER 1973.

L-R: Unknown 1, Unknown 2, Unknown 3, Unknown 4.
Bull 'Saber Bogong'.

*Photo courtesy Norm McCallum
16 November 2012*



*Photo courtesy Norm McCallum
16 November 2012*

Norm McCallum
and
'Saber Bogong'



BULL 'SABER GOGONG' TO CHINA, NOVEMBER 1973.

L-R: Norm McCallum, Rob Weir, Geoff Rose.

*Photo courtesy Norm McCallum
16 November 2012*



BULL 'SABER GOGONG' TO CHINA, NOVEMBER 1973.

Rob Weir.

*Photo courtesy Norm McCallum
16 November 2012*

*Photo courtesy Norm McCallum
16 November 2012*

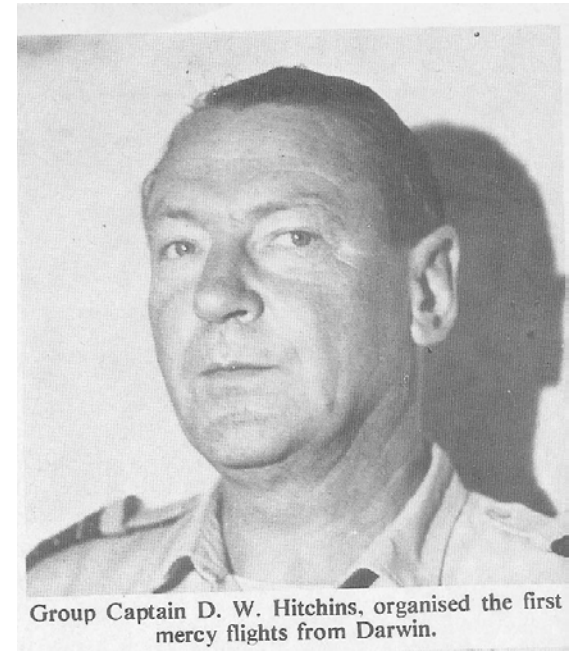


BULL 'SABER GOGONG' TO CHINA, NOVEMBER 1973.

L-R: Arch Streeter, Unknown 1, Roger Bateson, Unknown 2, Chris Rampart, Norm McCallum,
Geoff Rose, Rob Weir.

Cyclone Tracey – Darwin 24th December 1974

- Following Cyclone Tracy, there were many civil aircraft that landed at Darwin most of the civil aircraft came from Tindal/Katherine, but a TAA F-27 arrived at Darwin from Alice Springs about 1730.
- C130E A97-168 (flown by SQNLDR Fewster) landed late on the night of 25 Dec 75
- The C130E was not even the first RAAF aircraft to land at Darwin after the cyclone - RAAF Dakota A65-68 had been despatched to Tindal the day before the cyclone and returned to Darwin about 1150 on 25 Dec. It was quickly despatched to Smith Point, NT to bring OC Darwin back from leave. It arrived back about 1550 hours.



Group Captain D. W. Hitchins, organised the first mercy flights from Darwin.



A RAAF Dakota used by the Commanding Officer in Darwin, Group Captain Hitchins. The plane was flung several hundred metres into his own backyard.



Cyclone Tracy near Darwin landfall

Formed 21 December 1974

Dissipated 26 December 1974

Highest winds
10-minute sustained: 175 km/h (110 mph)
1-minute sustained: 205 km/h (125 mph)

Gusts: 240 km/h (150 mph)

Lowest pressure 950 [mbar](#) ([hPa](#)); 28.05 [inHg](#)

Fatalities 71



Children must be fed, even during the evacuation at the Airport.



No place like Home Island – with power

When city dwellers experience a power failure they expect to be inconvenienced for a few hours at most. However, when home is the Cocos (Keeling) Islands in the Indian Ocean, 2800 kilometres north west of Perth, it can take longer.

Remarkably, after fire destroyed the power station on one of the islands, power was restored within five days, thanks to quick action by GHD and a RAAF Hercules aircraft.

The fire occurred on August 29 on Home Island (population 500) where electricity was being provided by three 180-kilowatt Cummins generating sets and one 90-kilowatt Hino generating set.

With these out of action, it would normally take 12 months to implement a long-term solution. A GHD Cocos Islands project team recommended that two 375-kilowatt generator sets be hired for an initial six months, one for duty and one for standby.

These self-contained sets were available within days and it was agreed to have one set flown to the islands and the other delivered on the next available ship.

The Hercules was flown from Victoria to RAAF Base Pearce in Western Australia on September 1. The 45-cubic metre, 12-tonne generator was loaded with some difficulty on the morning of September 2. It was delivered to the Cocos Islands – West Island airstrip in the afternoon and transported by barge eight kilometres to Home Island.

GHD was part of the team that installed the plant and had it operating successfully the following evening. The gutted power house is currently being demolished and a new permanent facility being approved.

(GHD news)
Generator door-to-door delivery by air and sea: Western Australia to Cocos Islands.

Courtesy Bob O'Brien



When fire destroyed a power station on Cocos Island, power was restored in five days thanks to the quick action by GHD and 37 Squadron. *date unknown*



A97-171
20-26th January 1971
Pilot: FLGOFF Mick Berry
Nav: PLTOFF Bob Cuttriss
FltEng: Jockey Fordyce & Tony Pitt
Loadm: Tommy Marshall & Phil Koy (u/t)

A97-168
25-29 January 1971
Pilot: FLTLT Spinks
Loadm: SGT Noel Darr

On this day – 23rd January 1971
C-130 flights to Cambodia



The first of four RAAF C130E flights from No 37 Squadron flew into Pochentong Airport, Phnom Penh, to deliver ex WWII Owen Machine Guns and ammunition donated by Australia to the Cambodian Government. For the previous two years Cambodian government forces had been fighting a civil war with communist Khmer Rouge insurgents.

Only two nights before the first flight, communist forces attacked Pochentong killing government military personnel, destroying Air Force aircraft and demolishing airfield facilities. While approaching Phnom Penh, the crew of the first C130E could not communicate with anyone on the ground and were unaware which side controlled the airport.

On landing, they found the airport in a state of complete devastation, with wrecked aircraft and buildings still burning. Although the airport was quiet, artillery fire could be heard in the not far distance. With engines ~~running~~ shutdown, the C130E crew hand unloaded their cargo, handed over to an Australian Advisor and departed back to Vung Tau for their second sortie to Phnom Penh



EMBASSY HOTEL, SAIGON ~ 5th or 6th April 1975.

L-R: Wayne West (LOADM 36 Sqn), Geoff Thyer (Pilot 36 Sqn), Unknown 1, Unknown 2 (486 Squadron personnel), Allan Harris (LOADM 37 Sqn), WGCADR John Mitchell (CO 36 Squadron), GPCAPT Lyle Klauffer. Possibly Tony Pitt (FENG 36 Sqn) back to camera between Al Harris and John Mitchell. Others unknown.

The photo was taken in the Embassy Hotel in Saigon early April (weekend of 5th or 6th) 1975 when the base of operations moved from Butterworth to Saigon.

Hi Col,

I was on one of the flights out of Richmond on the 29th of March 1975. The crew was Hugh Holt Capt, FO?, Dave --- Nav ?, John Gracey & Myself FE's, Noel Darr Loady. That's all I can recall. Tail number unavailable as my log book is in storage. We departed Richmond and flew to Darwin, can't remember whether we overnited, but with augmented crew maybe not. Arrived Butterworth where we were briefed by both Mitchells (36's and 37's), sat around a bit, got armed and instructed (which was the by the guy handing our the weapons), while the pollies got their act together (remember waiting all day for a clearance to go to the bar). Left Butterworth for the humanitarian work, I recall being tasked to Da Nang (could be corrected here). Ended up at 10,000 feet over Saigon, depressurised and opened the hatch on the flight deck and descended into Ton Son Nuht. Waited there for, I can't remember how long (stayed in the Embassy Hotel very close to the Presidential Palace), recall that that a ham sandwich was the same price as a beer.

Had a lot of ham sandwiches on the imprest. Did a flight to Da Nang, didn't eventuate and changed to Phang Rang. Landed, during landing all Tower responses were backgrounded by "airfield unsafe alarm". Combat loaded heaps of people, those armed were disarmed at gun point, by Dave.

Flew to Can To, weren't allowed to disembark pax. Flew on to that island off the west coast (An Toi the airfield I think). There was a hulk of a ship with people almost falling of the gunnels, in the harbour. Landed, disembarked pax. There were reports of summary executions on the beach of any military personal transported. Returned to TSN more waiting around. Did a couple of trips to the island with stuff like rice. Then tasked to return to Butterworth and home.

As an as-side, upon returning home the aircraft was into the hangar, and painted in UN colours. later that month I took it back to SEA to Bangkok, and after the fall we supplied Australian rice etc to Hanoi via Venetian onto Russian Transports, all guarded by Pati Laos.

Please forgive my spelling of all of the above, wanted to get my recollections down. PM me if you want any clarifications.

Rgds,
Keith Kershaw

A97-167

On this day in Air Force history:
29th December 1972



Hercules bring Army back from Vietnam

Two Hercules transport aircraft brought back to RAAF Base Richmond the last 35 members of the Australian Army Training Team Vietnam and the headquarters of the Australian Army Assistance Group Vietnam, who were the last Australian personnel actively involved in the Vietnam War.

These men had boarded the Hercules at Tan Son Nhut Airport, Saigon (now Ho Chi Minh City), two days earlier. Their return followed the election of the Whitlam Labor Government on 2 December, which had campaigned strongly on ending Australia's participation in the war, although by then all combat ground and air units had already been withdrawn anyway.

One further Hercules flight left Tan Son Nhut on 1 March 1972 carrying the administrative rear parties of the Army and the RAAF, although Hercules also flew in Vietnam during the last days before the southern republic was overrun by communist forces in 1975





RAAF Hercules at Tan Son Nhut



On this day in Air Force history:

30th March 1975

Transports provided refugee relief in Vietnam



On this day, a C-130 (A97-160) took off from RAAF Base Butterworth, Malaysia, bound for Saigon (the then capital of the Republic of Vietnam), to join an international relief effort for tens of thousands of civilian refugees displaced during a major Communist military offensive which would ultimately collapse the southern regime.

In response to this humanitarian crisis, Australia formed Detachment 'S'-an ad hoc transport force of C130s from Richmond, NSW, and two Dakotas from Butterworth-to assist with the distribution of Red Cross supplies and other non-military tasks. Within two weeks, the detachment had grown to total eight C130s, which used Saigon's Tan Son Nhut Airport as their base.

When the general security situation in Saigon deteriorated in mid-April, the detachment was forced to shift its base to Don Muang Airport at Bangkok, Thailand, and operate daily into Saigon for the last week of operations.

VIETNAM

On this day in Air Force history: 25th April 1975

Embassy staff evacuated from Saigon



In the Vietnam 1975 operation, there were:

- 5 x C-130Es (A97-160, -168, -178, -181 and -190),
- 3 x C-130As (A97-207, -209 and -215) from 36SQN,
- and two Dakotas from TSF Butterworth.

Probably only 4 C130E's were there at any one time. It appears that A97-178 replaced -160 around the middle of the operation and remained to the end. -178 actually flew one of the missions to evacuate embassy staff on 25 April.

Hercules transports, previously used to fly humanitarian relief missions around South Vietnam to ameliorate the sufferings of the civilian population in the face of a massive Communist offensive, were used on this day to evacuate Australia's Ambassador and Embassy staff from Saigon. From their temporary base at Bangkok, Thailand, three RAAF aircraft made flights that day.

The first departed carrying Vietnamese nationals (including orphans and nuns) approved for evacuation

The second took off at 7 pm with the Ambassador and the last 10 members of his staff, along with some Australian journalists and Vietnamese refugees.

The third aircraft touched down subsequently to bring out remaining luggage from the Embassy, and four airfield defence guards who could not be accommodated on the previous overcrowded flight.

A Dakota from Butterworth made the final RAAF flight the next day. Saigon fell on 30 April, ending the Vietnam War.

Info via Don Bartlett, TSF Pilot at the time.



“We did refugee flights from Saigon to An Thoi (Phu Quok island) from 4 - 9 April. Don Stott was the CO TSF at the time. I was in the Embassy Hotel when the palace was bombed. We high tailed it out of there on 16 April

before the fall of Saigon (Paul Neesham was the captain in aircraft A65 - 71, that Dak is now in the War Memorial). We (TSF) were declared Personna non Grata at the time (due to helping the South) by the Malaysians, so had to fly to Bangkok and change the fleet callsign, then negotiate a dip clearance to get back to Butterworth and the family on 17 April.”

On this day in Air Force history:

4th April 1975

Hercules took part in Operation Babylift



In April 1975, as the Government of South Vietnam was beginning to collapse before a concerted Communist offensive, RAAF Hercules transports engaged in humanitarian work in the country were instructed to join an American operation dubbed Babylift to ferry out Vietnamese orphans who had been approved for adoption overseas.

On this day, two Hercules (A97-160 and 190) flew into Saigon's Tan Son Nhut airport from Butterworth, Malaysia, to begin the evacuation.

Undeterred by a tragedy involving a USAF C-5A Galaxy which crashed near the airport while engaged on the same task, the two RAAF aircraft delivered 194 children to Bangkok, Thailand, where they were transferred to a Qantas airliner which the Government had chartered to carry the orphans on to Sydney.

A second such mission by two Hercules (A97-178 and 190) on 17 April brought out another 77 children, one of whom died on board during the flight.

On this day in Air Force history:

2nd April 1975

Hercules damaged by gunfire at Phan Rang



In April 1975, RAAF C-130 Hercules were called in to assist with evacuating refugees from Phan Rang, Vietnam, during the final Communist offensive aimed at destroying the southern republic.

Two aircraft flew in from Butterworth, Malaysia, on 2 April and each completed several flights to Can Tho over the course of the day, during which matters became progressively more chaotic.

When four enemy rockets impacted on the airfield 400 metres from where one Hercules stood, the aircraft was mobbed by panic-stricken refugees.

A Vietnamese soldier attempting to quell the pandemonium fired warning shots into the air - and holed the aircraft's elevator. Other soldiers forced their way onto the aircraft, trampling anyone who got in their way.

Airfield staff later used fuel tankers to obstruct the last departing Hercules until given assurances that it would be returning. The RAAF was lucky not to lose an aircraft that day.

On this day in Air Force history:
10th June 1976

UNEF air unit left for Egypt



On this day, a 16-man forward party left Canberra to prepare for the arrival at Ismailia, Egypt, of the air unit committed by Australia to the United Nations Emergency Force (UNEF) in Sinai. The unit, referred to as AUSTAIR, was required to help monitor the 300 kilometre-long buffer zone separating Egyptian and Israeli forces after the 1973 war fought along the Suez Canal. At full strength, AUSTAIR comprised four Iroquois helicopters operated by 13 officers and 32 airmen - all drawn from the RAAF except four aircrew and maintenance personnel from the RAN. The first helicopter was flown from No 5 Squadron at RAAF Base Fairbairn by C-130 on 8 July, with the rest following in further C-130 flights that month, and the first mission in support of UNEF was flown on 1 August. The unit remained in Sinai for three years before being withdrawn



On this day in Air Force history:
7th February 1979

Last Embassy staff removed from Tehran

On this day, a C-130E Hercules of No 37 Squadron arrived in Tehran to remove the remaining staff members of Australia's Embassy amid the turmoil of the Iranian Revolution. A previous RAAF flight on 6 January had removed the first group of Australian nationals and embassy staff wishing to leave. Since then, the Shah had fled into exile and the religious leader Ayatollah Khomeini had returned on 1 February to begin setting up an anti-Western Islamic republic. Amid increasingly uncertain and dangerous conditions in Tehran, the second Hercules transport was also diverted from the regular courier service to resupply RAAF personnel with the UN Emergency Force in Sinai, and removed the last staff members to Bahrain. Australia thus avoided sharing America's fate, after its Embassy in Tehran was stormed in November by militant university students who held mission members as hostages in an ordeal lasting 444 days

Various tasks undertaken by C130E aircrews

Sunday morning 22JAN78 in Butterworth on BU679; the nav and pilots wanted an extra hour of holding fuel as a 'tempo' was in place for Darwin at our arrival time. We were an hour late for departure due to the delay in finding a tanker driver on a Sunday morning at 6am. Once under way the aircraft (A97-168) performed way better than expected so we were able to save heaps of fuel as I pushed it up way ahead of book figures. "Flapless" decided to carry out a practice ILS approach when we finally reached Darwin because of all the extra fuel we had on board and it was fine and beaut, which didn't go down too well with the rest of us as we were already running late for the bar. Cyclone Tracey had blown away the area radar and it just happened to be switched on for trials that particular afternoon, so it picked-up a low flying unidentified aircraft crossing the coast just as we were on late finals. Bugger! The tower asked if we had enough fuel to investigate so we went around and they gave us vectors.



Pic courtesy Ruff Dennis

DRUG CHASE AIRCRAFT ~ A97-168
L-R: Wayne 'JJ' Summerfield, Ruff Dennis, Stew Tarrier, 'Flapless' Hayward, Unknown
Missing from pic: Ross Swanson.
'JJ' is seen placing an Aero Commander 'kill' sticker on the side of the aircraft.

We found a Rockwell Aero Commander heading inland and gave chase. We received no responses to any radio calls and when we tried to get close enough to get the rego then did the usual 'wing-waggle' signal to follow us, they would waggle in return, turn with us, then go the other way. We had to get vectors to locate them again. I guess they almost crapped themselves to see number 1 and 2 props chewing at their tail when we were trying to get the rego which was painted in very small letters. We could see two guys with grey shirts on board so gave them a friendly wave. The RAAF wanted photos but none of the crew or 30-odd passengers had a camera!

After giving the villains a dose of prop wash, we dropped a bit of flap and just sat back a bit behind and above where they couldn't see us and listened to their bullshit position reports on HF as they made a couple descents to either land on the highway or jettison cargo, but they did neither. By the time we reached Katherine it was dark and we were getting a bit low on fuel to go much further and to get back to Darwin, although we could have gone on for some time but couldn't get permission to land anywhere except Darwin as we were an international flight! We actually lost sight of the aircraft against the lights of Katherine as they were running without nav lights, but learned later that they put down in a paddock near the abattoirs and fired in a 'Very' round to burn-up and destroy the Buddha Sticks (and the aircraft). The aircraft had originated from Sarawak (KK I think) so must have been very low on fuel and they were not to know our fuel state, where we had come from or that we had lost visual contact, so decided to force land and flee the scene. The drug runners both gave themselves up over the next couple days. That was the longest flight I ever had from Butterworth to Darwin – 10.8 hours. It was the last thing I needed as I was being route- checked by Swanny. I made Cat 'B' that trip!

Photo by Bruce Linwood



On this day in Air Force history:
15th November 1979



Airlift began of food supplies for Cambodia

Caption: C-130 at Don Muang airport, Bangkok

On this day, the RAAF began its biggest humanitarian task of many years Bangkok to Phnom Penh in Cambodia. Every day for two months, three RAAF aircraft flew sorties as part of an International Red Cross airlift to carry bags of dried milk, beans and fish to a country impoverished by five years under the Khmer Rouge regime. Later, in what was named Operation Ricebowl, the flights were conducted from Singapore. Operating into an airfield badly damaged by recent fighting and lacking any air traffic services, while avoiding the worst of the tropical weather, the C-130 crews kept the relief supplies flowing into Phnom Penh. By the time the operation concluded, the RAAF aircraft had flown 92 sorties and moved over 1300 tonnes of emergency supplies to help keep alive many thousands of Cambodians.





This photo is of a double crew plus some groundies at Bangkok in October 1978. Aircraft A97-172. Two crews took day about trips. Mine - 11 Oct once to Khon Kaen and one to Nakhon Phanom (NKP) with rice, 13th NKP x 3 (more rice), and 15th Ubon x 2 with drums of JP4 (I've got some good photos of the hot unloading)

Flt Lt Chenery was captain, Col Thomas FENG. Two Dogs the loady on the other shift. Other names were Doc Mack, Pete Gerstle, Gary Standen, John Fitzpatrick. Maybe Tony Burke.

On this day in Air Force history: 17th May 1985

Long-range ferry of first Hornets

At about 4 pm on this day, the first two F/A-18 Hornets landed at RAAF Base Williamtown, New South Wales, on completion of their delivery flight from the US.

The aircraft (A21-101 and A21-102) had taken off from California shortly before dawn on 16 May, and about an hour later were met off the coast by a US Air Force KC-10 tanker. Each Hornet was refuelled seven times from the tanker as the group headed south-west towards Hawaii.

South of Hawaii, another KC-10 flew out to meet them and refuelled the first tanker. After passing Hawaii, the Hornets were each refuelled another eight times before the epic flight was over.

On approaching Williamtown, the group was met by a flight of RAAF Mirage fighters which escorted them into their destination.

Twenty years later, this trans-Pacific ferry flight lasting 15 hours was still the longest ever made by the F/A-18.



Al Dally & Ron Van Haarlem - Pilots,
Col Coyne - Loadmaster crewed A97-172, one of 2 x C130E's tasked to pick up the spares & groundies to support A21-101 and A21-102.

The other C130E was A97-177 crewed by Neil Lindorff & Dave Goddard, Phil Campion - FE, John McCosker & Gary McConnell - Loadmasters.

We followed the FA18's, slowly, to Lamoore NAS California, prior to their departure from West Coast USA to Williamtown direct, using USAF Tankers to refuel them inflight. The C130Es wondered off to Hawaii for a day off, on to Kwajalein AAF and then 10.5hrs home to Richmond.



Search & Rescue

Extract from RAAF News Volume 29, No 4 May 1987

Thursday 16th April 1987

C130E A97-xxx departed Richmond en-route to Port Moresby tasked to undertake a search and rescue mission to locate a coastal vessel missing north of Papua New Guinea.

The crew, under the command of FLGOFF Steve (Rudders) Ruttley arrived in Port Moresby about midnight. The aircraft departed POM on Good Friday, 17th April, arriving in the search area approximately 1130hrs where they investigated a reported sighting, but a series of misunderstandings involving that vessel and the actual missing vessel caused some delay.

An Army LTCOL, who spoke Pidgin was on-board the aircraft contacted the missing vessel on HF radio, translating for the SAR crew. Because of failing light, the missing vessel was asked to tell the SAR crew when sunset occurred and where they thought they were located.

From the information received, the SAR Navigator, PLTOFF Dean (T-Bag) Tetley was able to work out the longitude which enabled the plotting of an approximate area for the missing vessel. Beaten by nightfall the aircraft landed and overnighted at Kavieng (***Kavieng*** is the capital of the Papua New Guinean province of New Ireland.)

The SAR crew took off on Easter Saturday, 18th April, arriving in the established area approximately 0830hrs and located the missing vessel at 0900hrs, although not where they were expected to be. Flares & dinghies were dropped, remaining on station until about 1130hrs before heading to Port Moresby.

The vessel and its passengers were rescued by a PNG Defence Force patrol boat about midnight on Easter Saturday.

Daggers & Zoom, Swift Eagle87 What a pair!!!



Flight Lieutenant Ron Walpole (left) and Flying Officer Brian Werndly were part of the many crews which helped fly army equipment and soldiers to exercise Swift Eagle at the High Range training area.



On this day in Air Force history:

23rd May 1993

Airlift returned Army battalion from Somalia

A two-week airlift undertaken by the RAAF to return 853 Australian soldiers from Somalia, where the troops had been involved in a UN operation to protect the distribution of humanitarian aid, came to an end on this day.

Three C-130E transports from No 37 Squadron had been flown into Mombasa, Kenya, to provide the short-haul shuttle from the inland town of Baidoa (where the battalion was based) to the Somali capital, Mogadishu.

There the soldiers were transferred to a B-707 of No 33 Squadron for the long trip back to Australia. Two B-707s carried out this shuttle service, using crews based at Diego Garcia and Perth.

The Hercules flew a total of 14 sorties and the B-707s completed seven, each carrying troops with their kit and weapons. Apart from aircrews, the RAAF contingent involved maintenance personnel from No 486 Squadron and members of the Richmond-based Mobile Air Terminal Unit.

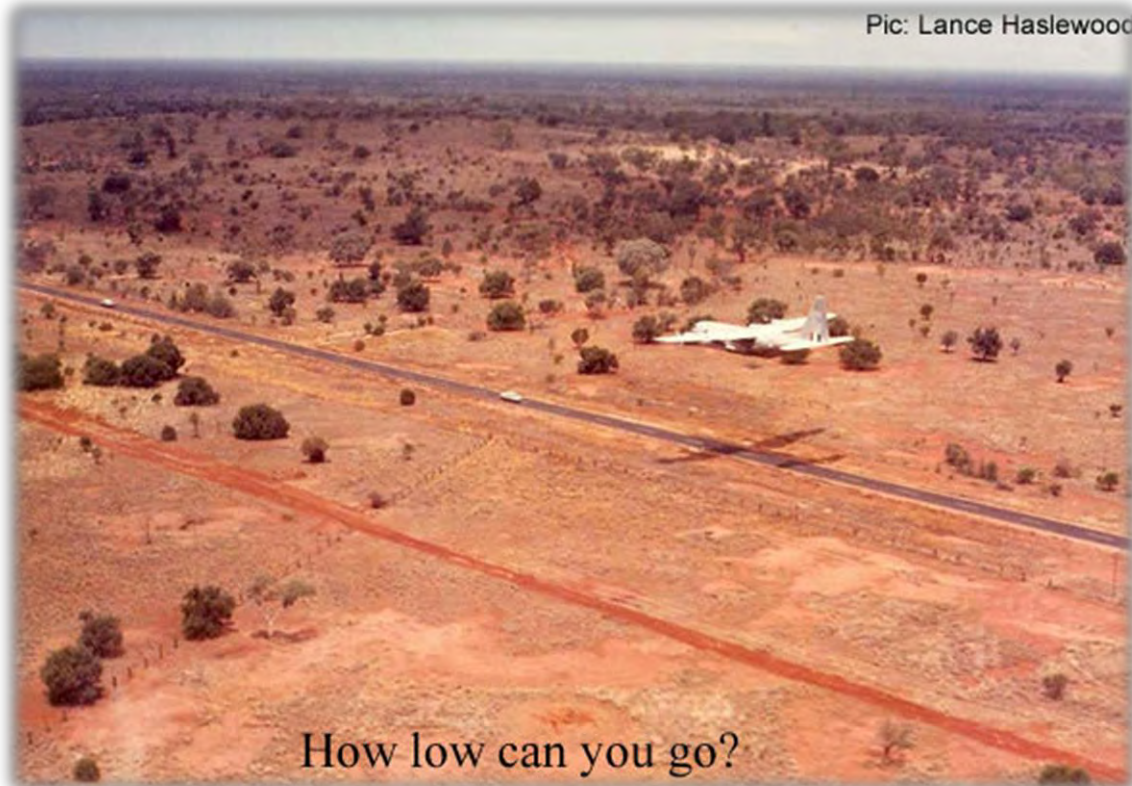
A97-172, FLTLT Simon Giles,
Dinga Bell FENG,
Truck McConnell LOADM

Pic courtesy Peter McGrath



We did get down and dirty

Pic: Lance Haslewood



How low can you go?



6th August 2009

Fighter Fighters from No. 325 Expeditionary Combat Support Squadron (325ECSS) simulate extinguishing a fire on a C130E Hercules using their new Fire Truck Aircraft (TFA) Panther's water cannon, for the Sunrise television program.

The crew of the Channel 7 Sunrise program, lead by Fifi Box, conducted a live broadcast from RAAF Base Richmond to celebrate the base's 84th Birthday.

C130E aircrew members remembered

- FLGOFF Bill 'Spike' Pike (NAV)
 - result of F111 crash 3km North of Tenterfield, NSW 3rd April 1987
- FLTLT Mark "Bof" Reynolds (PLT)
 - result of USAF C130H crash, while on exchange posting 29th April 1992,
 - Blewett Falls Lake, North Carolina,.
- WOFF Al 'Phantom' Gwynne (LOADM)
 - Result of B707 A20-103 crash off coast East Sale 29th October 1991
- WOFF Jon 'Tap' Fawcett (FLTENG)
 - Result of B707 A20-103 crash off coast East Sale 29th October 1991
- FLTLT Mark 'CC' Cairns-Cowen (NAV)
 - result of F111 crash 3km North of Guyra, NSW 15th September 1993
- SQNLDR John 'Jack' Rydstrom (PLT)
 - Result of civilian Caribou crash in PNG Western Highlands 1st July 1995.
 - After a flight from Port Moresby the aircraft had to divert to Kiunga due to bad weather at it's destination Tabubil. During climbout from Tabubil the no. 2 engine failed. On approach to Kiunga the other engine also failed. The Caribou crashed into trees, short of the runway.