AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

[L/91]

Nos. 21 - 30 - 24 - 25 O.B.U.

MONTHLY HISTORY SHEETS & REPORTS

AWM64
[16/7]

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

17/2/AIR

41D

Sept 4
MAIL - N12 (Heavy rain)

Sept 5
Stand Down.

Sept 6
RAAF aircraft A49-4 landed 10.12 hrs departed 11.10. refuelled.
Telephone communication with Rock. re faulty detonators. Went out to bomb dump & checked serial numbers of manufacture of detonators. Phoned result to Rock.
Mail N12

Sept 7.
Inspected Wentworth House.
Rang railway re box of detonators purported to have left charters Towers on 7.8.63. Not here yet.
Mail N12.

Sept 8
Mail: Telegram from canteen services Tville re non-receipt of £10 money order sent from here on 1/9/63.
Rang Rock. (Tpt Bernard) & advised.

Sept 9
Mail: Letter re monthly remusters.

Sept 10
Mail: Pay acquitances & allowance forms. Also food ration coupons.
Had forms signed & posted to Rock.

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Sept 10

Mail - Nil

Sept 11

Hands down

Sept 12

Mail. Nil

~~Sept 13~~

F/L Bernard down from Rock. Inspected 'Wentworth', Director II & Bomb dumps. Returned to Rock, dept 1515 hrs.

Sept 13.

Mail. Nil

Worked on Director II. to clean up odd jobs on this launch to have it in a suitable condition for owner.

Sept 14

Mail: Telegram from 12 sigs Troop re installation of phones to Wentworth. Forwarded tele to Rock.

Sept 15

Went to railway goods & enquired about case of detonators. Not here yet.

Mail: Letter from 1 BPSO Townsville instructing us on weekly medical returns.

Sept 16

F/O. Fellows down from Rockhampton to meet F/L Mason F/L Watson & four other (unknown) officers from Eastern area.

Inspected sites for new bomb dumps.

F/O Fellows departed 1200 hrs.

Mail - Nil.

Sept.

Sept 17

Walked out to bomb dump & paid members.

Telephone communication with R'ton. re canteen returns.

Went to Cpl Tills residence & helped make out canteen weekly returns. Returns forwarded to Sfo Sellers R'ton.

Cpl Till & LAC Cairns instructed to report in to Wentworth House to assist cleaning up yard.

Mail NIL.

Sept 18

Letter written to Medical Records 1BPSO inquiring about filling in of Form P/M50-2

Letter to Sgt Tookey re-ordering ground tackle to moor three boats.

Sept 19.

Stand Down

Sept 20

Cpl Till & LAC Cairns engaged in cleaning up around yard at Wentworth House.

Mail. Letter from Pool Petroleum; forwarded to R'ton.

Sept 21

Straightened up fence at Went. House, put in five new fence posts. Cut down old palm tree; cut down branches off fig tree to allow tenders to go underneath, also cut branches hanging on to roof.

Telephone communication with R'ton re tended to shift rubbish from yard at Wentworth House. Mail - NIL

Sept 22

Mail – NIL.

Cleaned up round Wentworth House.

Sept 23

Mail – NIL

Worked on Director II.

Sept 24

Mail: Circular from Accountant Branch.

Sept 25.

Mail – NIL

Sgt Tookey down from R'ton. checked equipment held at this base.

Sept 26

Shifted rubbish from Wentworth House & took it out & dumped it past bomb dump.

Sept 27

Sgt Tookey went back to R'ton 0110 hrs

Mail: Letter HQ asking for plan of bomb dump.

Sept 28

Manned up bomb dump & took particulars of disposal of explosives etc.

Mail: NIL.

Sept 29.

Telephone communication with R'ton re canteen returns.

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July 30

Mail: Forwarded mail to F/o Fellows.
S/L. Ross & party arrived from Rocky to instigate Court of Inquiry in Heron Z crash

July 31.

Mail: Two secret documents re camouflague.
Telephone communication Rocky re canteen supplies etc.
Some stores arrived for use on Director II.
S/L Ross & party went out to Heron Z on "Coralita".

August 1

Stand down.

August 2

Attended funeral of late P/O Robinson
F/o Bernard & party down from Rocky for same purpose.
Telephone communication with F/o Fellows - re canteen; information passed on to Cpl Fell.
Received some supplies from Rocky for Director II.

August 3

Work proceeded on Director II.
Mail W/L

August 4

Work proceeded on Director II

August. Cont

Telephone communication with Rocky re canteen; Cpl Till informed.

Mail Nil

August 5

Work proceeded on Director II.

Guards on bomb dump as usual.

Mail - Nil

August 6.

Received pay from Rocky, paid members.

Work proceeded on Director II.

August 7.

Work proceed on Director II

Received food ration coupons, distributed & obtained receipts for same.

August 8

Stand down. 7/o Bernard down from Rock., brought down tools for use on Director II.

August 9.

Posted food ration coupons receipt to Rocky.

Mail - Nil

Work proceed on Director II. Used army truck & brought in some timber from bomb dump for use building work bench & use on Director II.

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August 10.

Inspected 'Wentworth' & bomb dump.

Work proceeded on Director II.

Mail :- 1. Letter from Bundaberg acknowledging receipt of Flying Jacket & Cap Badges.

2. Book of forms for hospital use.

August 11

F/O Fellows down from Rock. arrived 11.30 dept 14.30 hrs.

Visited LAC Easthow at hospital.

Work proceeded on Director II.

Mail :- Nil.

August 12.

Work proceeded on Director II. Used army truck to get some timber from Gladstone sawmills Bought some nails locally, paid cash.

Mail Nil.

August 13

Work proceeded on Director II. Hatch way being fitted to cabin top.

Returned signed pay & allowance & food ration receipts to Rocky.

Mail: Telegram from Canteen Stores notifying us of two cases of canteen requisits railed to us.

Used army truck to pick up bomb bands from railway station. Also to pick up kitchen utensils from Butter Factory & to take them to ily & consign to Rocky.

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August 25

Work proceeded on Director II.

Mail: Letter from Helidon Pass instructing us to return all care tamit detonator to Helidon Pass.

August 26

F/o McKale & P/o Mason visited this unit; inspected Wentworth House took notes on same.

Mail Nil.

August 27

Army inteligence interviewed me & wished to know all about Wentworth House; whether it was RAAF or not.

Mail Nil.

August 28

Mail - Nil.

Work proceeded on Director II.

August 29

Stand down.

August 30

Mail - Nil.

Cpl Till - 19c Cairns guarding bomb dump.

Instructed Cpl. Till that one man was to be there as much as humanly possible & that they were not both to come in to the town together three the day.

Sgt Richards R.
NCO i/c AOB Gladstone

August 14.
Work proceed on Director No 4.
Cpl Till, LAC Cairns jointly guarding bomb dump
Mail NIL

August 15
Stand down

August 16.
Work proceeded on Director No 4.
Mail NIL

August 17.
Work continues on Director No 4.
Used army truck to go to Ely's station & collect canteen stores also parcel of caulking cotton from Rocky.
Mail: Monthly circular remuster.
& Receipt from Canteen Services Townsville for £10
Instructed members of this station to vote at local pooling booth.

August 18
Mail: y. Advice of case of detonators ex Charters Towers.
Telephone communication with H/Q Townsville, re canteen sale returns. Instructed Cpl Till to make up returns & post this day.
Work proceeded on Director No 4.

August 19.
Mail - NIL.
Work proceeded on Director No 4.
Re-instructed Cpl Till to definitely post

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canteen sales record to F/O Fellows.

August 20.

Inspected Wentworth House.
Work proceeded with on Director II.
Mail Nil

August 21.

Mail - Nil
Work proceeded with on Director II.
afternoon stand down for voting purposes.

August 22

Stand down

August 23.

Telephone communication with Rocky, re work on Director II. Instructed by F/O Fellows to carry on with work but not to shift boat from shed.

Inspected bomb dump.

Paid members; pay was £2.8.0 over but finally located reason; it being for Gp Sill for messing allowance for leave 23-6-43 — 8-7-63.

MAIL Telegram - NEA. advising to cease work on Director II. (Refer 154 paragraph this day.)

August 24.

W/C Stephens NEA. visited station, inspected 'Wentworth House' interviewed Mr Brown, Health Inspector & Lt. Byrne whom he appointed as official Base doctor.

Mail: Nil.

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29th June Cont'd

Wing Cmdr. Towers & F/O Duncan, Divisional Works Dept, Brisbane arrived. Inspected the "Wentworth" Barracks & Bomb Dumps. Wthen left for Rockhampton.

30th June.

Plan of Gladstone obtained & pin pointed the Bomb Dumps, Wentworth, Jetty & Mooring Buoys & forwarded to Divisional Works Dept Brisbane. Sgt Richardson at work burning off & scraping Marine Craft "Director II" preparatory to re-painting. R.A.A.F. Dinghy 013-111 loaned to 2nd Lt P.R. Low. U.S. Army for effecting repairs to barges.

1st July

Work Continued on Marine Craft "Director II"

2nd July.

Work Continued on "Director II"

Kitchen Utensils which had been "re-tinned" collected from Butter Factory & despatched by Rail to 21 O.B. Rockhampton. 21 O.B. advised of despatch of these items.

3rd July

F/O Barnard arrived from Rockhampton

Work on Director II continued.

4th July

Stand Down

F/O Barnard returned to Rockhampton with signed acquittance forms & new pay book for L.A.C. Stamp.

Clothing Ration Books distributed to personnel.

F/O A.R.J. Fellows instructed to return to No 21 O.B. Rockhampton for temporary duty.

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5th July.
F/O Fellows informed by Lt P.R. Tew that R.A.A.F. Dinghy which he had been holding on loan was missing. A Search of the foreshores was instituted. Local Police informed, 21 O.B. Rockhampton advised by Telephone & Signal sent to H.Q. N.E.A. advising.
A Statement was taken by F/O Fellows from 2nd Lt Tew & forwarded with a report to H.Q. No 21 O.B. Rockhampton. No trace of missing Dinghy could be found.
Receipt for Cash for Canteen Supplies received from No 21 OB. Amount of £3-0-5 being final settlement for Canteen Supplies received from 21 OB.

6th July.
Detonators transferred from Jetty to Bomb Dump Personnel engaged in making provision for separate storage of detonators. 1 Case

7th Containing 10 Detonators, Aircraft Bomb No 35 MARK II returned by Rail to 3 Replenishing Centre Charters Towers, No 21 OB advised by Telephone.

7th July
2 Books of Forms ES4, Petrol Demands, one completely used, 1 partially used returned by registered Mail to No 21 O.B. Signal received from HQ N.E.A. relative to identity of US Naval Tugs suspected of being concerned ~~by~~ theft of Dinghy. Contacted Local Police & confirmed original indentification Nos of tugs viz. YT 156 & YT 199 No 21 O.B. advised by Telephone, Signal to this effect forwarded by 21 OB to HQ N.E.A.

8th July
Timber moved from Huts to Bomb Dump Provisions made for Sgt Richardson, Cpl Till & L.A.C. Cairns to "live out"

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8th July Contd.
Tarpaulins erected at Camps Site for storage of timber & Stove.

9th July.
Bomb Trolley 2 off. Stored at Civil Aviation Offices. Arrangements made for all mail addressed to Group 776. to be placed in Civil Aviation Post box at Post Office Gladstone. Huts on site thoroughly cleaned out. Separate Storage Dumps for Detonators completed. Corporal Sill reported back from Leave. Canteen Steward. Corporal Sill appointed in lieu of L.A.C. Stamps. Stock taken of all Canteen Supplies held.

10th July
All remaining Equipment & Kitchen Utensils packed & loaded for return to Rockhampton Rifle No. 36946 left on charge of L.A.C. Cairns. F/O Fellows, L.A.C. Webster & Stamps departed for Rockhampton after Inspection of Huts by Secretary Harbour Board. Mr Hopper. History Sheet handed over to 22228. Sgt Richardson R.L. by F/O Fellows. 1 Fire extinguisher issued off to Sgt Richardson for use in Shed next door to Coconut Ballroom where work is proceeding on "Director II" Marine Craft.

11th July.
Stand Down.

12th July.
Work proceeded with on launch "Director II". Slicks partly burnt off. Lack of materials holding

July 12th Cont
up work considirably
Telphone communication with
Rockhampton.
Mail collected from Civil
Aviation. Letter from Central Accounts
Melbourne, re piece repayment
towels & caps. Wrongly addressed,
forwarded to accounting Officer Gladstone
South australia.

July 13th
Work proceeded with on Director II
Cpl Till & LAC Cairns engaged in
work at bomb dump.
RAAF flying boat A18-13
arrived 23.35 hrs departed 0002 hrs (refueled)
Telphone communicatin with
Rockhampton re arrival of depth
charges, material for Director II & canteen
supplies.

July 14th.
Cpl Till & LAC Cairns jointly
guarding bomb dump.
Work proceeded on Director II
Carpentors commenced work on
"Wentworth" on July 12th

July 15th.
Work proceeded on Director II.
Material shortage acute.
Cpl Till & LAC Cairns rearranged
tarpaulins over timber & stores.
Mail collected from Civil Aviation

July 15 cont

Letter from K.E.B. re 'Identification of equipment'. 'Equipment for ferry flights'.

July 16

Drain partly dug round detonator dump.

Work proceeded on Director No. 4.

Mail: Railway consignment note & vouchers re pistols & boxes pistols despatched Bowral 12-7-43.

Postagram from Hdq. S. Area wrongly addressed to Gladstone Q'ld should have been S. Aust. ~~This is~~ re

This is second occasion of wrongly addressed letter to Qld instead of S. Aust by H. S. Area. so letter written to them telling of their repeated mistake & asking that they correct their records.

July 17

Drain finished round detonator dump. Bomb dump guarded as usual.

Work proceeded on Director No. 4.

July 18

Hand Down.

July 19

Work proceeded on Director No. 4

Cpl Till & 2 AC Cairns guarding bomb dump.

Telephone communication with

July 19 Sept

Rockhampton re. tea, sugar & butter coupons, materials for Director II, stores from Boural.

Mail: ① Letter 3 stores depot re soles lift & top pieces. ② Hdq. NEA. re. returns of explosives. ③ R Pay acquitances. ④ Monthly remusters.

RAAF "Dolphin" arr. 0432 Z dept. 2355 Z.

July 20th

Work almost held up on Director II owing to lack of supplies.

Telephone communication with Rockhampton re letter NEA returns of explosives.

Letter enclosed in pay acquitances & sent to Rockhampton.

Mail. NIL.

July 21

Sq/L. Roery visited station, general inspection & noted particulars.

Mail NIL

July 22.

Armament officer F/O. Duff visited camp, inspected bomb & detonator dump.

Telegram Canteen supplies arriving next passenger train.

Marine craft 023 arrived 1430 hrs, from Bris.

July 23rd

Canteen supplies arrived, collected from railway station & handed to Cpl Till.

Kitchen utensils sent here from Rockhampton to be tinned.

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July 23 Cont.

Assisted fitter on 02-3 to fix steering, check motors, refuel & clear blockage in septic system.

Telephone communication with Rockhampton: instructed to pay local carrier for carting kitchen utensils (crate) from Civil Aviation to Butter Factory.

Collected pay from Post Office & paid members. OK.

Mail: letter from Electoral Officer, asking the appointment of Presiding Officer for elections, also number of men from each state. Reply written & sent. Boat shed housing Director H cited as suitable to use for polling for RAAF personal.

Aircraft crashed on Huon Is. American submarine chaser brought back casualties & survivers. (Anson from Bundaberg).

July 24

Met S/L Chambers, Bundaberg, & offered to render any assistance possible in the forthcoming salvage job.

Attended funeral of the three victims of Anson crash.

Mail. NIL

F/O Fellows came down from Rockhampton.

Marine craft 02-3 departed for Mackay 0630 hrs.

July 25

Stand down. Conveyed relatives of injured Air Force Members to & from Hospital

July 26th
F/O Fellows visited Hospital, met F/O Underwood (Bundaberg) & arranged for F/O Fellows to attend to any details until the return of Sq/Ldr Chambers from Heron Island. Conveyed relatives to & from Hospital.

July 27th Inspected progress of work on R.A.A.F. premises Goondoon St. prepared preliminary demands for furniture Etc.
Met Mrs Robertson, mother of injured member & arranged for transportation to Hospital Inspected Bomb Dump.
Sq/Ldr Chambers departed for Bundaberg 1500 hours.

July 28th.
Took Stock Canteen Supplies. Monthly Return prepared & forwarded to Canteen Service Townsville. F/O Fellows visited Hospital.
Squadron Leader Sutton arrived from Rockhampton by tender at 0200 hours visited hospital.

July 29th.
Squadron Leader Sutton departed for Rockhampton at 1015 hours after visiting hospital.
Cap Badges & Flying jacket received from Cmdr. Skuthan (Port Control) for transmission to Bundaberg.
F/O Fellows departed for Rockhampton 1330 hours.
History Sheet for Period 29th June to 29th July inclusive forwarded to No 21. O.T.U.

A Fellows F/O
O/C AOB Gladstone

29th May Contd.

1405 E/F1 VH ABG (Capt Kock) Arrived

1434 VH ABC Departed

Bomb Scow taken for trial run. Port engine Water pump defective.

30th May

Guards placed on Bomb Dump.

Stand down.

31st May

22228 Sgt Richardson R.L arrived from Rockhampton on Posting.

Alteration effected to tarpaulin on Bomb Dump Water Pump for Port Engine of bomb Scow not functioning satisfactorily. Sgt Richardson & Cpl Till effecting repairs.

1st June.

Repairs on Bomb Scow still being effected Ridge Pole placed down centre of Hatch to replace cross members.

1000 hours E/F1 BA 18-13 Arrived Captain Derham

1034 " " " " Departed.

2nd June

Heavy rain - very little activity, personnel engaged in thoroughly Cleaning up Huts on Jetty - Guards mounted at Bomb Dump - Inspected Dump which was quite dry & the arrangements appeared very satisfactory under the wet conditions.

3rd June Bomb Scow taken for trial run & performed very satisfactorily.

Signal received from Area Equipment Officer asking for an agreement from Mr Crow setting out conditions & details of his offer to R.A.A.F. of Marine Craft for the Duration

Letter received from Area Postal Officer

3rd June (cont'd)
with reference to collection of mail. All Mail for Group 776 to be collected in Bulk at Post Office.
Telephone Communication with No 21 OB Rockhampton (F/O Barnard) reference to proposal for granting living out allowances for all personnel engaged at this Base. Matter was left on the hands of F/O Jeavons Fellows for finalisation.

4th June. Guards Posted on Bomb Dumps
remaining Personnel stood down.
F/O Barnard accompanied by F/Lt Sweeting (Medical Section) arrived 1730 hours.

5th June F/Lt Sweeting inspected Bomb Dumps, Bomb Store, Barracks on Jetty. Inspected the "Wentworth" & Trocadero Ball Rooms with view to obtaining first hand information on suitable accommodation for RAAF Personnel.
Arranged with Dr Byrne of Gladstone for Medical Treatment of RAAF Personnel when required.

6th June.
Sgt Richardson engaged on Painting Bomb Store. F/Lt Sweeting & F/O Barnard departed at 0800 hours. F/O Fellows requested to obtain report from Health Inspector with reference to the condemning of "The Wentworth" as unsuitable for occupation.

7th June
Guards posted at Bomb Dumps
Board Stood taken out for trial run & performed very satisfactorily. Delivery taken of Bomb Trolley from Railways - Trolley Stored at Jetty.

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8th June.
Letter received from 21 O.B. Reference Pay for fortnight ending 9th June. Green Envelopes. Razor Blades
Letter written to Regional Canteen Officer with formal request for Establishment of Unit Canteen & list of Supplies required.
Sgt Richardson painting Engines of Bomb Scow
Cpt Sill & balance of personnel engaged at Bomb Dump

9th June
Guard Posted Bomb Dump.
In company with Mr Brown (Health Inspector) F/O Fellows inspected the "Wentworth" & the Cotton Ginnery. It was ascertained that the Wentworth had not been condemned for habitation, but that several adverse reports had been forwarded relative to this property. F/L Sweeting Medical Section H.Q. N.E.A. Advised of this by Telephone & letter.

10th June
Guards Posted, Supplies of Equipment Sundries received from No 21 O.B. for maintainence work on Bomb Scow. Two Cases of Kitchen utensils received & delivered to Port Curtis Butter Factory for "tinning". These utensils to be returned to 21 O.B. On Completion of Job.

2354/9 Z. Dornier F/B A49/3 (S/L Monkton) arrived
0057/10 Z. " " " " Departed

11th June
Guards posted at Bomb Dump.
Bomb Scow taken for trial run & performed very satisfactorily. Engines now showing no sign of trouble.

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11th June Continued.
Letter to N.Q. N.E.A (Equipment Section) enclosing document signed by A.W.F.C. Brown indicating his willingness to place his Motor Craft "Director II" at the Disposal of the R.A.A.F. for the duration, free of cost.

12th June.
Sgt Richardson painting Bomb Store, remaining personnel engaged at Bomb Dumps.

13th June Stand Down

14th June Work Continued painting Bomb Store. personnel at Bomb Dumps engaged digging pits for Latrines.
Flame Float checked for defects as requested by N.Q. N.E.A. No defective Floats held this base. Letter to N.Q. N.E.A to this effect.

15th June. F/o Fellows visited Butter Factory to inspect progress of "Lining" of Kitchen Utensils. Letter to N.Q. 21. O.B. enclosing Paybooks for 22228 Sgt Richardson. R.L. & payments for Canteen Supplies.

16th June
Kitchen Utensils collected from Butter Factory & despatched by road to No 21 O.B.U.
Panel of Rubber Stamps received from 21 O.B.U.

17th June
All detonators held at this Base checked for defects N.E.A. Advised that one container of 10 Detonators defective to be returned to 17 Replenishing Centre

18th June.
22228 Sgt Richardson R.L. T.M.U. estimated period of unfitness 7 Days. F/o Cook

18th June Contd
Marine Officer N.E.A. Arrived to visit Sea Hell to inspect Launch owned by Mr. Ralston with a view to impressment on behalf of R.A.A.F.

19th June.
Signal received from N.E.A. Canteen Services advising that Canteen Supplies had been forwarded by rail to this base.
0800 hours F/o Cook & crew departed Gladstone in Boat Crew 010-10 for Sea Hell.

20th June. After telephone enquiry it was learned that Crew 010-10 had remained at Sea Hell overnight & was departing for Gladstone at 0930 hours 19/6. Boat Crew arrived Gladstone 1530 hours F/o Cook reported that Boat Crew had performed very satisfactorily & that the launch inspected was very suitable for the purpose required

21st June.
F/o Cook departed for Townsville
L.A.C. Skelton departed for Rockhampton on posting to No 5 B.P.S.O. for disposal
Canteen Supplies collected & delivered to Jetty. Personnel engaged in building cupboard for safe custody of Canteen Supplies.

22nd June.
Unit Canteen Opened. A.C.1 Stamp S appointed as Unit Canteen Steward.
Acquittance forms for Pay Period ending 23rd June received, signed & returned to No 21 O.B.U.
Depot Charge Pistols re checked for defective Pistols. Canteen Services N.E.A. advised of receipt of Canteen Supplies.

23rd June.
Cpl Till departed for Townsville on leave
Period of leave from 24th June to 8th July inclusive.
Kitchen Utensils received from 21 OB for "tinning"
taken to Port Curtis Butter Factory for treatment.

24th June
Service Aircraft Do/1 A49/5 arrived
ex Rathmines 2039/23 Z
Departed for Cairns 2325/23 Z

25th June
Sgt Richardson resumed duty. Kitchen Utensil
received from No 21 OB. for use of A.O.B.

26th June.
Arrangements made for truck to convey Bomb
Scow 010-10 to Townsville by Rail, arranged
with Harbour Board for use of crane & wharf to
load scow.
Schedule received from No 21 OB, checked
& found to be all correct.

27th June.
0730 Hours Personnel attended Church Parade Service
Stand Down.

28th June.
Bomb Scow 010-10 loaded on train for
transportation to T.M.O. Townsville, Townsville
advised of departure from Gladstone
Canteen Services advised of receipt of Invoices
for Canteen Supplies forwarded to this base
Harbour Board Crane utilised for the purpose
of lifting Scow from the Water on to Rail
Truck No S.R. 13184. Job completed in one hour.
Schedule for Bomb Scow forwarded by Post to
T.M.O. 6 S&S.U. Townsville.
Y 87. F/B "Catalina" arrived Gladstone 0621/28 Z.

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29th June.
Sgt Richardson commenced preliminary work on Marine Craft. 'Director II'
Personal at Bomb Dump engaged in constructing flooring for Lent.
Y 87 "Catalina" F/B. departed Gladstone 2245/28Z
21 O.B. advised by Phone of departure of Bomb Scow 010-10.
Amount of £3-0-5 forwarded to No 21 O.B. in payment of account for Canteen Supplies
Monthly Return for Marine Craft 010-10 for the month of June forwarded to No 21 O.B.
Packing Note No 200136 & Countersleep for Sundry Equipment, forwarded to No 21 O.B.
History Sheet for Period 29th May to 29th June inclusive forwarded to No 21 O.B.

A Fellows F/O.
O/C A.O.B Gladstone.

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31A

20th May

F/o A.R. Jeavons Fellows arrived on posting. accommodation found at 'Bluebell' Hotel

21st May

F/o Fellows inspected Bomb Dump, Bomb Scow, Barracks & Mess Huts on Jetty.
Interviewed Mr. Vivian, Civil Aircraft Inspected Documents relative to A.O.B. Gladstone
Wrote to HQ 21. O.B. reference to, U.S. Army Air Force request for information, Rationing, Welfare, Postage Stamps. Personnel engaged in finalising construction of Bomb Dump.

22nd May

F/o Barnard accompanied by F/o Hordern & P/o Gemmel arrived to inspect progress of work on Bomb Dump. Bomb Scow was taken for trial run and it was found that the Starboard Motor was not performing satisfactorily.

23rd. May

F/o Barnard & F/o Hordern & P/o Gemmel left afte. further inspection of Bomb Scow.

24 May F/o Barnard accompanied by F/o Cook Area Marine Officer arrived. Inspected Bomb Scow, Bomb Dump, & various craft with a view to acquiring suitable craft for 2 A.A.F.

25th May

Photographs taken of Bomb Dump, further inspection of Marine Craft.
Comforts Parcel of Games & Writing Materials arrived for use of personnel.
F/o's Barnard & Cook departed, taking 2 ACI A.N.Gs back to Rockhampton

26th May

Work continued on Bomb Dumps. Bomb Scow taken for a trial run.
Capt J.A. Fairbairn representing the Business Members arrived and inspected Barracks, Mess Huts & the "Wentworth" noted the unsatisfactory state of repair of the "Wentworth" property & will investigate the proposal to utilise the Commercial Hotel in lieu. One motor on Bomb Scow not functioning satisfactorily.

27th May. Guard posted on Bomb Dumps, remaining personnel engaged on maintainence work on Bomb Scow. Inlet & outlet Valves of No 4 Cylinder were found to be sticking & engine was taken down for re-grinding Valves & overhaul.

28th May

Guard posted on bomb Dumps, work on Bomb Scow continued.
Overhaul of engine completed & engine started & performed very satisfactorily.

29th May

All personnel with exception of book employed at Bomb Dumps, letter received from N.E.A. sanctioning the establishment of separate Canteen for A.O.B. Gladstone. History Sheet for period 20th May to 29th May inclusive forwarded to H.Q. 21. O.B.

17/2/A13

29A

R.A.A.F. METEOROLOGICAL SERVICES,
ROCKHAMPTON

LOCAL WEATHER SYNOPSIS - MAY, 1943.

The weather during the month was seasonal but was marked on two occasions by intrusion of Equatorial air brought by a tropical low from the north. This brought general rains on these two occasions to Central Queensland districts.

The first three days the weather was fine with scattered cloud only although the S.E. stream was causing shower areas along the tropical coast. Extensive fog areas formed from Brisbane to Rockhampton on the 4th but the local fog dissipated after 0700K.

As the area was in a "Coe", fog also formed locally on the 5th and the 6th but cleared rapidly after 0600 hours.

The fine anti-cyclonic conditions prevailed until the 11th although a few coastal showers were reported along the Brisbane-Bundaberg section of the air route.

On May 12th the Southern anti-cyclone was weakening rapidly and signs of a "tropical dip" were apparent in Northern Queensland for, pressures were falling rapidly.

On the 13th the pressures were still falling, and extensive middle cloud sheets had developed in Central Coastal parts of the State. Patches of light drizzle and rain were evident in the area.

At 0900K on the 14th the local rainfall was 10 points and during the day further light rain and drizzle was precipitated, with local thunderstorms and showers at 1800K

The rainfall at 0900K on the 15th was 22 points. This warm frontal activity persisted along the Eastern Queensland Coast with continuous light rain falling during the day with evening thunderstorms. This rain totalled 157 points by 0900K on the 16th.
The thick weather with intermittent light rain continued throughout the day (16th) but definite improvement was noticed after 1700 hrs. However, this unsettled weather with poor flying conditions prevailed along the Coast until the morning of the 19th, although, only 100 miles inland, the weather was fine. The rainfall totals for 17th, 18th and 19th May were 3 pts., 2 pts., and 90 pts. respectively.

The moderate to strong NW/W stream which had previously mixed with the moist NE stream now prevailed over the area and, bringing dry inland air, caused couldless to scattered cloud conditions until May 25th.

These westerlies were very strong at times for at 22,000 feet on May 22nd the wind was 280 degrees 100 m.p.h., and at 15,000 ft. on May 23rd the wind was 270 degrees 70 m.p.h.

The SE onshore stream strengthened from the 26-28th and coastal showers developed in area during the afternoons on these days, but showers were very light and scattered at station.

However, by the 29th there were signs if the development of another tropical dip for pressures were falling rapidly and middle cloud was thickening in Centtal Western parts of the State.

Patches of drizzle were reported from Northern Coastal parts of area, and overriding North Westerlies were in evidence again.

The weather further deteriorated with falling pressures and by the 31st extensive rain areas had developed in Central Queensland. Flying conditions were poor and some good falls of rain were reported from inland Western districts.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

The local rainfall at 0900K on the 1st June totalled 125 pts.

The total rainfall for May (284 pts) was above the average of 163 pts.

Temperatures were normal.

The average monthly maximum - 77°F.
The average monthly minimum - 56°F.

R. Gardner. Flying Officer.

24A.

LOCAL WEATHER FOR APRIL, 1943 - R.A.A.F. METEOROLOGICAL SERVICES - ROCKHAMPTON.

The weather experienced during the month was normal for the anti-cyclonic high pressure belt was moving northward with the retreat of the low pressure band toward the equator. These anti-cyclones are divided by Southern low pressure troughs which do not greatly influence local weather.

The first four days of April show anti-cyclones over the south of the continent giving the Queensland coast moderate S.E. stream weather with a few coastal showers developing during the afternoon.

On the 5th an extensive low pressure trough moved into S.A. This was connected by a slight tropical dip. The S.E. Stream was causing sl showers and rain areas north of Cairns but elsewhere in Qld. the weather was fine with scattered cloud. By the 6th the low pressure system mentioned previously was south of Melbourne at 0900 hours. The southern continent was under the influence of low pressure, associated with a series of cold fronts but local weather was almost unaffected, although a weak cold front apparently passed Rockhampton on the morning of the eighth giving fog 0300/0600 and low St. and Sc. base 1,000 feet. A marked cold front passed Rockhampton at 0140L on the 9th with ~~southern~~ pressure increased and S.E. wind gusts to 33 M.P.H. A few light showers (3 points) followed. SUDDEN

The onshore stream which followed the front was causing showers at Mackay onnthe 10 th while warm frontal activity between weak ESE stream and overriding moist N.E. stream caused thick weather along coast from Mackay to Townsville.

On the 11th the mixing of Northern air from a deepening trough and moist air from the pacific was causing extensive cloud layers in Southern Queensland.

The weather from the inland low pressure system caused extensive but variable rain areas in Southern Queensland, for next two days. On the 13th a Southern depression was centered at Sydney but moving East with clearing weather in South East continent at rear of a cold front. This front passed Rockhampton at 1800L on the 14th and was marked by thrunderstorms and showers (27 points).

On the 15th a S.W. change arrived in the morning but with no associated weather. This front was still causing thunderstorm activity in the Collinsville area on the 16th.

On the 17th an anti-cyclone was centred at Bourke bringing dry westerly air with a little cloud over area.

On the 19th a dense fog formed at Station by 0500L with visibility reduced at times to 1/8 mile. The fog dissipated by 0700L.

On the 20th and 21st dry WESTERLY stream over area build little or no cloud but visibility was reduced to five miles in local parts due to smoke haze. On the 22nd a marked inland low was developing rapidly and the situation was such that general variable rains were expected in Southern Queensland and extending later to Central Coast. On the 23rd a deep Southern trough extended to Rockhampton with light to medium rain Central inland. The associated cold front passed Rockhampton at 0705L with overcast low cloud and wind change N.W. to S.W. gusts to 40 M.P.H. Some local thunderstorm activity with light showers occurred.

Intermittent light rain and drizzle was precipitated during the afternoon and evening. Rainfall at 0900L 24/4 33 points. This front moved rapidly out to sea from Rockhampton but strong overriding W.N.W. upper winds 30/40 M.P.H. prevailed Rockhampton to Townsville Section of air route.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

A vigorous anti-cyclone was moving eastward fairly rapidly and by the 26/4 S.E. winds to 35 M.P.H. at surface prevailed along the central coast to seaward causing showers and rough seas there.

Under influence of anti-cyclones centred just south of continent fine conditions with scattered cloud were maintained until end of month.

Total rainfall for month 63 points and this was well below average of 262 points.

Mean Minimum temperature for month 62.0degrees F.
Mean maximum temperature for month 86.1degrees F.

These temperatures were approximately normal.

R. Gaines F/O.
Meteorological Officer.
No. 21 O.B.UNIT. ROCKHAMPTON.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

23A.

FROM: Group 823, R.A.A.F. ROCKHAMPTON.

TO: Headquarters, North Eastern Area, Group 837, TOWNSVILLE.

DATE: 30/4/1943

REF: 17/2/AIR

UNIT HISTORY SHEETS - No. 21 O.B.UNIT

Unit History Sheets were not submitted from this Base from its formation up to the end of December, 1942. They have, however, been submitted each month since that date.

2. At the present time there is no officer at this Base who was stationed at Rockhampton during the period for which History Sheets were not submitted. It is therefore almost impossible to compile a record covering the period in question. The only information available is documentary and even this is not very comprehonsive.

3. In view of the above facts it is requested that permission be granted to forego the submission of this unit's history sheets prior to Janaury, 1943.

Flying Officer,
COMMANDING GROUP 823, R.A.A.F. ROCKHAMPTON.

FR

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

21A 0/542

POSTAGRAM

FROM ... NORTH EASTERN AREA

TO ... NOS. 21, 22, 23, 25, 26, 27, 28, 29, 30, 44 O.BUs. NOS. 7, 9, 11, 20, 36, 41, 84, 43 SQUADRONS, 5 M.R.S., 3 REP. CENTRE, 12 R.S.U., A.O.B. COEN, 20 SIGS. UNIT, 12 SIGS UNIT, 1 T.M.U., 1 W.U., 2 W.U. NO.3 F.S., 1 B.P.S.O., 3 S.S.U., 1 R.P.P., 12 M.F.S., 13 A.R.D., No.9 I.A.F.D., 23 IAFD, 5 COMM. FLIGHT, 4 V.A.O.C., NOS. 26, 27, 28 36, 44, 43, 45, 104, 40, 52, 311, 312, 313 R.D.F. STATIONS, 41 WING HQRS., 42 WING HQRS.

Q.346/PGM 20/APRIL

A.50 UNIT HISTORY SHEETS A.51 DETAILS OF OPERATIONS (.) R.A.A.F. HQRS. ADVISE RETURNS MUST BE SUBMITTED ON THESE PRINTED FORMS (.) STOCKS THESE FORMS AVAILABLE 3 SU. (.) ACKNOWLEDGE RECEIPT THIS INSTRUCTION

SIGNATURE

CYPHER PRIORITY TOO

THO

THI

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

20A

From : Commanding Officer, No. 3 Stores Depot, R.A.A.F., BRISBANE.

To : All Units based on No. 3 Stores Depot.
(Copies for information to):-

Date : 12/4/43

Secretary, AIR BOARD	MELBOURNE.
H.Q., No 5 MAINTENANCE GROUP	SYDNEY.
No. 7 STORES DEPOT,	TOOWOOMBA.
No. 9 STORES DEPOT,	BIRDUM
No. 3 SHIPPING & STORES UNIT	TOWNSVILLE.
NO. 6 SHIPPING & STORES UNIT	PORT MORESBY.

Ref : 2503/14/3.

UNIT HISTORY SHEETS - FORMS A.50 AND A.51

This Depot has been advised by Air Force Headquarters, letter(AS 23974 dated 22nd March 1943,refers) that returns are not being rendered on the above printed forms.

It is advised that this Depot holds stocks of forms A.50 and A.51, and it is requested that requirements be submitted in next stationery demand, or if required urgently, by a urgent stationery demand.

Squadron Leader,
Commanding No. 3 Stores Depot,
R.A.A.F. - BRISBANE - QLD.

17/2/1918

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

15A.

FROM: Officer Commanding No. 21 Operational Base Unit.

TO: Headquarters, No. 22 Base Wing, R.A.A.F., TOWNSVILLE.

DATE: 15/2/1943.

REF:

FORM A.50 - No. 21 OPERATIONAL BASE

Reference your Signal A.9 dated 12th February.

2. Forwarded herewith are copies of Daily Routine Orders for month of January as appendices to Forms A.50.

3. Action will be taken to forward copies of D.R.O's with Form A.50 each month as instructed by your Signal.

B. Cunliffe

Flying Officer,
OFFICER COMMANDING No. 21 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

RKN
22 BW

A 9 12 Feb.

14A

Daily routine orders for month Jan required as appendices to form A50 ① Daily routine orders to accompany form A50 each month

0555/212

LT 1140 [illegible] TO H 3100 OR SO.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

12A

RK N BWN AWG DWNS - 12R&SW - 3RC - 1TMW
22 Base Wing · A7 - 8 Feb

Reference our 13/3/AIR 14 JAN unit history sheets ⊙ your returns for January not repeat not received ⊙ submitted ~~items~~ immediately ~~ately~~

2220/28a

Took

Jmp.

From : Officer in Charge, A.O.B. R.A.A.F. GLADSTONE Q'LD.

To : Officer Commanding, No. 21 Operational Base, R.A.A.F. ROCKHAMPTON.

Date : 3/2/43

Ref : 2/1/AIR.

9A

UNIT HISTORY SHEET (Form A.50)

As requested in your 17/2/AIR of 31/1/43, the following matters concerning this A.O.B. may be required for the Unit History Sheet of No.21 Operational Base(No Forms A.50 are available at this Base at present)

1. 5/12/42. P/O I.S.Spedding took up duties as Officer in Charge, A.O.B. This being the first time that any R.A.A.F Personnel has been stationed at GLADSTONE.
2. 6/12/42. Temporary arrangements for office space, phone etc, made available to the A.O.B. by Control Officer in Civil Aviation building.

3. 7/12/42. Five(5) Tiger Moths Nos. A.17-279/477/480/619/718, landed here. Instructed to alight here by Richmond N.S.W. for fuel. Emergency landing ground on mud flats used. This emergency strip is only serviceable when ground is hard & is unserviceable after rain and spring tides. A/C landed at 2330/7Z and took off for ROCKHAMPTON at 0025/8Z.

4. 18/12/42. PBY A.24-17 landed at 0717/18Z and stayed overnight, after completing 1st part of operation from BOWEN.

5. 19/12/42. PBY A.24-17 took off to complete 2nd part of operation & returning to BOWEN.

6. 22/1/43 . S/Ldr. JAMES arrived to inspect A.O.B. returning to ROCKHAMPTON THE same day.

120187

7. 22/1/43 . Two airmen(119981 ACI. ~~EXORBUNGLE~~ H.J. & ACI. STORIE S.A.) arrived Gladstone on posting from LAVERTON to No. 7 REPLENISHING CENTRE. LAVERTON & R.A.A.F. H/Q(Records) notified of error.

8. 23/1/43 . LAVERTON advises to hold airmen until notified.

9. 25/1/43 . Airmen in question sent to No.21 Operational Base ROCKHAMPTON, there being no accommodation at this A.O.B. AUTHORITY: O.C. 21 Ops.Base.

10. 28/1/43 . R.A.A.F. H/Q signal P.D.912 27th. Jan. received, posting airmen to ONE RESERVE PERSONNEL POOL for subsequent posting to No.21 Operational Base for duty A.O.B. GLADSTONE. OFFICER COMMANDING No.21 Operational Base notified of this signal.

.....P/O
OFFICER in CHARGE,
A.O.B. R.A.A.F.
GLADSTONE Q'LD.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

A.F.O. 18/F/5

HISTORY RECORDS

The Unit History Sheet (Form A.50) with appendices shall form a complete historical record and is to be kept up in duplicate by the Commanding Officer of every unit and by an officer or officers detailed for the purpose in each headquarters both in peace and war.

2. The objects of the Unit History Sheet are:-

(a) To furnish a complete historical record of the unit or headquarters from the time of its formation.

(b) To furnish an accurate record of each operation carried out by the unit.

(c) To collect information for future reference with a view to improving the organisation, training, equipment and administration of the Air Force.

The following should be included in the Unit History Sheet:-

(a) During war:-

1. The circumstances of the unit at the commencement of the war period or on its formation, if formed during the war period e.g. where formed, establishment, equipment, command etc.

2. All important orders, despatches, instructions, reports and measures issued issued and received, and decisions taken.

3. The daily situation i.e., any move of the unit, or portion of the unit, to another aerodrome or advanced landing ground, the aircraft or transport present, and if known, their condition, also any arrivals or departures of officers and airmen pilots, aircraft and transport, and any important stores. Drafts of airmen numerically weaker than an officers party shall not be separately specified.

4. All important matters relating to the allocation of duties among the staff.

5. A detailed account of all operations. The exact time at which important occurrences took place must be entered. The state of the weather should be recorded also the state of the aerodrome, if this has any bearing upon the operations.

6. Any numerical changes in establishment or strength. A record of casualties, giving the name and rank of officers and the number rank and name of airmen or any troops or civilians attached, also any aircraft or transport written off or seriously damaged.

7. The particulars of any officer, airman, promoted, decorated, mentioned in despatches.

8. Badges and devices the unit has been permitted to wear.

9. Any change in the aerodrome or station affecting the accommodation of officers or airmen, aircraft, stores or transport e.g. alterations to buildings, hangers etc.

10. Any meteorological notes of importance additional to the routine weather reports.

11. Summary of information received, and of all matters of importance, military or political, which may occurr from day to day.

12. Any defects in organisation or regulations brought to light by the operations in question, with a brief note of the action taken thereon.

13. Any other matters which may be considered of an historical value.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

Form A. 59.
(...y, 1936.)

Receipt No. 6A

ROYAL AUSTRALIAN AIR FORCE.

Receipt for Secret or Confidential Communication or Un-numbered Secret or Confidential Publication.

(See A.F.O. 18/B/1(2).)

This Receipt should be returned as a SECRET* / NON-SECRET letter.

From	To
HEAD-ORS. R.A.A.F. MELBOURNE	No 21 Operation Base RAAF. Group 823 Rockhampton

~~Receipt is acknowledged~~ of Unit History Sheets Form A 50 & A51 have not been received from your Unit. See A.F.O. 18/F/5.

What is the position please

Quantity of A 50 & A51 herewith.

You can use A 51 as an alternative to A50 if no stocks are available. Huge stocks of A51 are available

Signature C. Finchett

Rank

Date 16.1.43

Historical and Statistical Records (Secretariat).

*This receipt may be returned as a Non-Secret letter unless the reference (inserted above) to the communication or publication is such as might convey useful information to unauthorized persons.

The officer who fills in the reference to the communication or publication is responsible for directing, or striking out one of the words Secret or Non-Secret, the category of treatment of this form.

NOTE.—This form is not to be used in respect of Secret or Confidential NUMBERED Publications, receipts for which are to be given on Form A. 33.

10M—10.41 4948

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

5A

FROM: Headquarters, No. 22 Base Wing, Group 352, A.F.P.O. 71, TOWNSVILLE.

TO : All Units in No. 22 Base Wing.

DATE: 14 JAN. 1943

REF.: 13/5/AIR

UNIT HISTORY SHEETS -
FORMS A50, A51.

1. Appended below is a copy of a letter recently received from C.A.S. on this subject. This is forwarded for your attention and necessary action.

2. Units are to submit their Returns in duplicate to Wing Headquarters immediately after the end of each month. Care is to be taken to differentiate between particulars required on Forms A 50 and A 51, and also to attach as appendices, the various documents etc. set out in A.F.O. 10/F/5, para. 4.

3. Units are to exercise care that these Returns are complete when submitted, to avoid the necessity of having them returned for revision.

K. Graham.
Wing Commander,
Commanding No.22 Base Wing.

COPY OF AIR BOARD LETTER S.A.S. 18976 DATED 14th DECEMBER 1942

UNIT HISTORY SHEETS - FORMS A 50 AND A 51.

Your attention is directed to A.F.O. 10/F/5 and it is desired that returns of Unit History Sheets should be made strictly in accordance with the instructions contained in Air Force Orders.

2. It has been noticed that some recent returns are deficient in respect of a number of the particulars required, and furthermore, that some Squadrons appear to be dilatory in furnishing these returns.

3. It is essential that returns of these forms be submitted promptly and as completely as possible, allowance being made for the stress of operations when returns are due.

SIGNED: G. JONES.
Air Vice Marshal,
CHIEF OF AIR STAFF.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

48A

APPENDIX "A"

COMMANDING OFFICERS REPORT SEPTEMBER 1945

The month of SEPTEMBER proved a busy one for all sections of the unit because of the greatly increased number of aircraft using the facilities of this unit.

2. Several squadrons of Spitfires under the direction of Group Captain WALKER passed through en route south. Several aircraft carrying released P.O.Ws and civilian internees also passed through and the passengers were given a welcome and comforts by the local Red Cross Society and the A.C.F. On one occasion the Mount Isa town band which was in Cloncurry at the time came out to the aerodrome to assist in the welcome. Other notable visitors during the month were General Sir Leslie MORESHEAD and Miss Gracie FIELDS who were entertained at lunch. The latter signed innumerable autographs and delighted those assembled round the aircraft by singing two of her best known songs.

3. No major difficulties were experienced in the functions of the unit, though at times the refuelling equipment was inadequate to cope with the large numbers of aircraft arriving at this aerodrome within a short space of time.

4. The weather graduallly warmed up during the month and a dust storm with winds up to 45 m.p.h. was experienced on the night of the 30th. Aircraft using the aerodrome during the month averaged 9.1 per day.

J.H. SCAPE
Flight Lieutenant
Commanding,
NO.30 OPERATIONAL BASE UNIT

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

230 0.13.

1

FROM: Headquarters, No. 22 Base Wing, Group 382, A.F.P.O. 71, TOWNSVILLE.

TO : All Units in No. 22 Base Wing.

DATE: 14 JAN. 1943

REF.: 13/3/AIR

UNIT HISTORY SHEETS -
FORMS A 50, A 51.

1. Appended below is a copy of a letter recently received from C. A. S. on this subject. This is forwarded for your attention and necessary action.

2. Units are to submit their Returns in duplicate to Wing Headquarters immediately after the end of each month. Care is to be taken to differentiate between particulars required on Forms A 50, And A 51, and also to attach as appendices, the various documents etc. set out in A.F.O. 10/F/5, para. 4.

3. Units are to exercise care that these Returns are complete when submitted, to avoid the necessity of having them returned for revision.

J. Graham
Wing Commander,
Commanding No. 22 Base Wing.

COPY OF AIR BOARD LETTER S.A.S. 18978 DATED 14th DECEMBER 1942.

UNIT HISTORY SHEETS - FORMS A 50 AND A 51.

Your attention is directed to A.F.O. 10/F/5 and it is desired that returns of Unit History Sheets should be made strictly in accordance with the instructions contained in Air Force Orders.

2. It has been noticed that some recent returns are deficient in respect of a number of the particulars required, and furthermore, that some Squadrons appear to be dilatory in furnishing these returns.

3. It is essential that returns of these forms be subm
promptly and as completely as possible, allowance being mad
stress of operations when returns are due.

SIGN
Air
CHIE

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

SECRET

4

FROM: Headquarters, No. 22 Base Wing.

TO : No. 30 Operational Base Unit.

DATE: 19 FEB.1943

REF.: 13/3/AIR

UNIT HISTORY SHEETS.

1. Your Form A50 for the month of JANUARY, 1943 is unsatisfactory and is returned herewith for amendment and re-submission. Your attention is drawn to Wing Headquarter's 13/3/AIR dated 14th JAN.,1943, and to A.F.O. 18/F/5. As stated in 13/3/AIR, the Return is to be submitted in duplicate to Wing Headquarters.

2. Daily Routine Orders for the month of JANUARY are to be attached as appendices. Your attention is directed to para. 2 of 13/3/AIR in this connection.

3. Numerical changes in establishment and strength are to be shown as directed in para. 3 (vi) of the above A.F.O. To show this position most clearly, the first entry on Form A50 is to show establishment and strength of officers and airmen as at the last day of the previous month. Establishment and strength need not be detailed by ranks. The last entry of Form A50 is to show this information as at the end of the month for which the return is submitted. Postings of officers to and from the Unit are to be shown in Summary of Events column on the dates that they occur.

4. Movements of airmen, unless numerically greater than an officer's party, are not to be separately specified.

5. Alterations in establishment and strength of M/T vehicles are to be shown in Summary of Events column.

6. Submission of the Return was late in arriving. The amended Return is to be forwarded to Wing Headquarters without delay.

G. Johnson

Squadron Leader,
for Wing Commander,
Commanding No. 22 Base Wing.

ENCL

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

R.A.A.F FORM A.50.
(FEB.33)

OPERATIONS RECORD BOOK.

of (Unit or Formation) ..No. 30 OPERATIONAL BASE UNIT... No. of sheet FOUR.....

PLACE	DATE 1943	SUMMARY OF EVENTS.	REFERENCE TO APPENDICES.
Cloncurry.	April 1.	**ESTABLISHMENT.** Officers. 4. Airmen. 51. **STRENGTH.** Officers. 4. Airmen. 45.	
"	2.	F/O R.J. McCONNELL attached to this base.	
"	5.	P/O A.W. JUDD posted to No. 20 Signals Unit w.e.f. 5th. April 1943.	
"	8.	F/O J.C. O'CONNELL new Officer-in-charge and aerodrome defence Officer arrived.	
"	9.	F/O J.C. O'CONNELL assumed command.	
"	10.	F/O C. THOMAS, Accountant Officer terminated his visit to unit. F/O H.W. WHEATLEY proceeded on lea ve prior to undergoing No. 10 A.D.O. Course at Armament School, HAMILTON. VICTORIA. Empty petrol drums recovered from roadway. O.I.C. conferred with local police concerning petrol thefts from this base some weeks beforehand.	
"	11.	Police requested for written report on petrol thefts. Legal Section N.E.A. informed by telephone. Brigadier MYER entertained and Defence matters discussed with him and Lt.Col. WELLER.	
"	12.	A.I.F runner brought signal to O.I.C. who was requested to state his intentions as to what action he proposed to take. Contents of signal passed to N.E.A. NODECO Most Immediate, priority. Reply received from N.E.A. Emergency Air Attack priority.	
"	13.	Police made enquiries this base concerning some missing petrol (no trace here). F/O MURRAY, A.P.M. and Mr FLY of the U.S. services visited this base.	
"	14.	Armourer instructed to try and locate better bomb dump.	
"	15.	Conference with V.D.C. Weapons arrived at base for use by personnel.	
"	16.	Two sites for Emergency landing fields noted. Signal dispatched N.E.A regarding leakage of Army and R.A.A.F. information, suspected source of leakage divulged and suggestion offered. Application made for a main gate and guard room. Invited V.D.C Detachment and local Garrison to attend R.A.A.F course of training with members of this unit. Stolen petrol discovered by police in bush. Unit tender containing O.I.C and A.D.I. together with a police N.C.O. chased a civilian truck that was in the vicinity. Policeman satisfied that occupants were not implicated.	
	17.	Thief captured by police. Canteen, Welfare, Transport Officer appointed. Vickers Guns and Rifles arrived this unit for use by personnel.	

13 to

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

PLACE	DATE 1943.	SUMMARY OF EVENTS.	Reference to Appendoces.
CLONCURRY	April 18	Unit Guard Orders brought into Operation. Bombs and Munitions unloaded from Railway Station.	
	" 19	F/O J. BROWNLIE posted this unit w.e.f. 19th. April 1943. F/O R.J. McCONNELL departed for 23 O.B.U. CARBUTT. F/O MURRAY and Mr. PLY departed CLONCURRY. Petrol thief fined £15:0:0 in default 2 months imprisonment.	
	" 20	SGT. KINGSTREET J.H. appointed Fire N.C.O. Unit Fire piquet implemented for 24 hour tour daily. Emergency Fire Equipment taken to Transport Section for use if required.	
	" 21	Armoury moved to better position and certain precautions implemented. New Unit Fire Orders promulgated. Additional gun positions sited.	
	" 22	Stolen petrol claimed from Court. A.O.C. North Western Area met on arrival at CLONCURRY. O.I.C. attended departure of convoy to Inverleigh.	
	" 25	Unit Detachment of all available personnel took part in Anzac Day Memorial Service at CLONCURRY. American Meteorological Section also attended.	
	" 26	Bombs loaded on trucks for INVERLEIGH convoy.	
	" 27	Gas course, Anti-Gas drill and fire fighting training commenced. Garrison personnel attending in very satisfactory numbers. Co-operating fully in all lectures and practices.	
	" 29	Borrowed two pre-fabricated huts from M.R.C. for use as temporary Guard House. Area Works, TOWNSVILLE informed O.I.C. that Guard House and Main Gate would be installed. (Reference our memo 16th. April 1943. Case of incendiary ammunition sent to V.D.C. Detachment and Garrison to be used for demolition purposes in cases of emergency if ordered by the O.I.C. or Defence Officer. Welfare Committee formed.	
	" 30	ESTABLISHMENT. Officers 4. Airmen. 58. STRENGTH. Officers. 4. Airmen. 47.	

No. alterations in strength or Establishment of M/T Vehicles.
Copies of this units D.R.O.'s attached.

John McDonald
FLYING OFFICER.
OFFICER COMMANDING, No. 30 O.B.U. CLONCURRY.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

POSTAGRAM

FROM ... NORTH EASTERN AREA

TO ... NOS. 21, 22, 23, 25, 26, 27, 28, 29, 30, 44 O.BUs. NOS. 7, 9, 11, 20, 36, 41, 84, 43 SQUADRONS, 5 M.R.S., 3 REP. CENTRE, 12 R.S.U., A.O.B. COEN, 20 SIGS. UNIT, 12 SIGS UNIT, 1 T.M.U., 1 W.U., 2 W.U. NO.3 F.S., 1 B.P.S.O., 3 S.S.U., 1 R.P.P., 12 M.F.S., 13 A.R.D., No.9 I.A.F.D., 23 IAFD, 5 COMM. FLIGHT, 4 V.A.O.C., NOS. 26, 27, 28 36, 44, 43, 45, 104, 40, 52, 311, 312, 313 R.D.F. STATIONS, 41 WING HQRS., 42 WING HQRS.

Q.346/PGM 20/APRIL

A.50 UNIT HISTORY SHEETS A.51 DETAILS OF OPERATIONS (.) R.A.A.F. HQRS.

ADVISE RETURNS MUST BE SUBMITTED ON THESE PRINTED FORMS (.) STOCKS THESE

FORMS AVAILABLE 3 SSU. (.) ACKNOWLEDGE RECEIPT THIS INSTRUCTION

SIGNATURE CYPHER PRIORITY TOO

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AUSTRALIAN WAR MEMORIAL AWM2020.18.554

30 OBU 2/1/AIR 28A

FROM : HEADQUARTERS NORTH EASTERN AREA

TO : ALL UNITS

DATE : 30th MAY, 1944

REF : 1/273/ORG

THE OFFICIAL HISTORY OF THE R.A.A.F

1. War Cabinet has appointed Mr. GAVIN LONG as General Editor of the Official War History, and has approved a provisional scheme for the Official History, including, inter alia, the following provisions:-

(a) That a concise one volume history of Australia's part in the present war be published as soon as possible after the cessation of hostilities.

(b) That a series of volumes in greater detail be also written and that, subject to later review by War Cabinet, the preliminary scheme of the Official History be based on 15 volumes, each of approximately 500 pages, allocated as follows:-

Army and General Defence Policy	-	Five
Navy (including Merchant Navy)	-	Two
R.A.A.F.	-	Three
Home Front	-	Two
War Industries	-	One
Primary Industries	-	One
Photographs	-	One
Total	-	Fifteen volumes

(c) That the Medical history of the war be included within the framework of the Official History.

2. The scheme has been planned with the object of completing the Official History as quickly as possible after the cessation of hostilities. For this purpose War Cabinet has decided to appoint official Service historians who will work in the Historical Records Sections of the respective Services during the war, and, upon the cessation of hostilities and subject to the direction of the General Editor, will write the actual history.

3. For the purpose of more effectively carrying out the preliminary work entailed in the production of the Official History, the Historical Records Section at R.A.A.F. Headquarters has been reorganised and placed under the control of the Deputy Chief of the Air Staff.

4. The functions of the Historical Records Section are as follows:-

(a) The acquisition of complete Service records of an historical nature for the purpose of supplying all concerned with general Service information.

(b) The carrying out of all preliminary work in connection with the Official History (Other than the actual writing thereof), including the preparation of "first narratives". The narratives, as soon as completed, will be forwarded to appropriate officers for comment. The general aim will be to complete this action as soon as possible after the events take place and whilst their memory is still fresh in the minds of the members concerned.

...../2

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(c) The acquisition of Service records and relics for custody of the Australian War Museum, Canberra. The War Museum is the authorised body for the ultimate custody, not only of all service records, but of all object of historical interests.

Responsibilities Wing Headquarters and Units

5. With a view to bringing about an immediate and general improvement in the preparation of unit history sheets, the attention of commanding officers is directed to the necessity for close conformity with the provisions of A.F.O. 18/F/5, and with the additional instructions contained in this letter.

6. It cannot be too strongly impressed upon all concerned that the contents of the History of the Royal Australian Air Force will depend almost entirely upon the material supplied by formations and units. No effort should therefore be spared to make units "historically" minded, - no document, photograph, map, sketch or relic should be overlooked which may provide some link in the ultimate chronicling of the part played by the Service in all theatres of war.

7. Unit History Sheets are to be forwarded by Units to this Headquarters, except where Units come under the command of the Wing in which case the History Sheet is to be forwarded to Wing Headquarters, who, after checking, will forward same to this Headquarters.

8. Wing Headquarters are to be responsible for exercising supervision over the submission of unit history sheets, for the purpose of ensuring that units comply with the provisions of A.F.O. 18/F/5, and in particular with the instructions relating to the contents and preparation of the history sheet.

9. If the unit history sheet does not fulfil the requirements of the prescribed instructions, the same is to be returned to the unit for the purpose of addition or amendment.

10. Appropriate photographs, maps and sketches are to be attached to the Wing or Unit History Sheet, and are to be adequately inscribed with the necessary particulars for subsequent reference. Photographs supplied should include photographs not only of operational incidents but on all other subjects associated with Service activity.

11. Commanding Officers of Wing Headquarters and Units are to prepare a report which is to be attached as an appendix to the Wing Headquarter's or Unit's History Sheet. The purpose of this report is to provide the official historians with essential background information which is not possible to include in the day to day entries which constitute the history sheet. Such report should therefore be in the nature of a general review of the activities of the Wing Headquarters or Unit for the preceding month. It should refer to the difficulties and obstacles encountered in connection with any particular matter and to any steps taken as a result thereof. The report should also comment on the degree of success achieved in the carrying out of the activities of the Wing Headquarters or Unit for the month under review, together with the factors effecting the results so achieved.

12. Commanding Officers are to appoint an officer who is to be responsible for the preparation of the unit history sheet, provided however that the squadron intelligence officer is to be personnally responsible for preparation of Form A.51, including the documents required to be attached thereto.

...../3

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

Present Irregularities:

13. An examination of the historical records previously submitted reveals that headquarters and units have not appreciated the necessity for the proper observance of A.F.O. 18/F/5. The consequence is that the R.A.A.F. has already lost a large quantity of information of considerable historical value.

14. The following are common instances of irregularities which are to be brought to the notice of all concerned. It is pointed out that many of these irregularities have been observed in the history sheets both of headquarters and units alike:

(a) In some cases it is apparent that history sheets (particularly Form A.50) are not being entered up daily. Whilst it is appreciated that at certain small non-operational units it is unnecessary to insert daily entries, it is apparent that at many units the compilation of forms A.50 and A.51 is left until the end of the month. It is emphasised that such practice results in the loss of valuable historical information.

(b) The description of operations now being submitted is generally too brief and incomplete. The column in Form A.51, headed "Description of Operation" is to be used for the purpose of setting out in narrative form a full account of every operation. Such matters as the purpose and intention of the operations, the particulars of the target or task allotted the route flown, the weather conditions, the difficulties encountered and any factors affecting the degree of success attained are rarely mentioned. The importance of good narratives cannot be over emphasised and it should be appreciated that this section of the history sheet will provide the basis of not only the official history but of the individual histories of each squadron.

(c) The description of events other than operations carried out is also frequently too brief. The following are typical examples and their inadequacy requires no further comment:

"Aerodrome bombed by enemy aircraft - no damage"

"W/Cdr.Smith carried out an inspection of units from 3rd to 10th January"

and

"Jan.13 - Squadron commenced its move to New Guinea"

"Feb.2nd - Squadron completed its move."

(d) The requirements of A.F.O. 18/F/5 (4) are not being strictly adhered to. Neither headquarters nor units are forwarding copies of operational orders issued or received. A copy of the Squadron Intelligence Officer's report, prepared by him at the conclusion of each operation, should be attached as an appendix (in pursuance of Section 4 (d) of the above order). Sketches or maps are rarely found as attachments to Form A.51. The column in form A.51 headed "References to Appendices" should invariably be used to refer to such appendices as operational instructions, maps, sketches, intelligence officers' reports and other documents mentioned in the "Summary of Events".

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

Amendments to A.F.Os

15. Consequential amendments to Air Force Orders will be made covering the additional instructions above referred to.

A.D.Charlton

(A.D.CHARLTON)
GROUP CAPTAIN
SENIOR ADMINISTRATIVE STAFF OFFICER

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

No 30 OBU 7/2/AIR (Regd.) 33A

FROM : Headquarters, North Eastern Area.

TO : All Units.

DATE : 29 AUG 1944

REF : 1/273/ED.

29A 28A

OFFICIAL HISTORY OF R.A.A.F. - COMPILATION HISTORY SHEETS.

1. Further to N.E.A. letter 1/273/C G of 30 May 1944 and Postal Item 2802 21 Jun 1944, it is desired to draw attention to the following points.

2. Unit History Sheets received from many units are still unsatisfactory. Historical Record Sheets should be a summary of the life and work of the unit for the month, and this Headquarters fails to see how a unit can do justice to its month's activity in four or five sentences referring only to establishment and posting to and from their units. Fuller reports are required in future from such units.

3. It appears that some units are not writing up history sheets each day, and further, members compiling these sheets should remember that things which are commonplace and obvious to themselves, will not be known by the historian unless the unit informs him of such things as they occur.

4. Copies of articles by unit personnel may be attached as appendices, if they reflect any phase of unit life. Some units have attached copies of articles written for publication or for unit and newspapers.

5. Squadrons should also give information as to the purpose and results of flights. Copies of the Intelligence Officer's Reports and copies of the Captain's Report should be attached wherever possible.

6. Commanding Officers' Reports should include remarks on unit policy, changes in policy and on its activities generally, as well as on difficulties encountered etc., where difficulties have been overcome these should be mentioned.

7. Units which have not submitted a Commanding Officer's Report with June and/or July A.50's are to submit reports covering June and July forthwith as required by N.E.A. letter 1/273/CRG. 28A

8. Many entries are too brief, as indicated by the following two examples:-

"Group Captain.....visited units". Details should be given i.e., who he was, (appointment) what he did, how long he stayed, results of visit, if any.

"Unit despatched section downstream to fell logs and float them up with high tide. Expedition was a partial failure." This would be a good heading as it arouses curiosity. The details are required. Some idea of the strength of section used is desired and what they were going to do with the logs. Why the expedition was a partial failure would help to make this of value.

9. Very few photographs have been received, and on those no mention is made of the names of personnel and/or subject matter of the photograph. Names of personnel appearing and the event should be shown on the front or back of the photograph, or on a piece of paper securely attached to it. In every case the name of the unit forwarding photographs must be shown on the photograph. Writing on the face of the photograph must be so placed that it does not deface the photograph.

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10. Copies of Movement Orders affecting the whole unit or part of the unit should be forwarded, but not those affecting one or two personnel unless of some historical value. The authority for postings or attachments such as "1 P.R.S.O. B.B.42" need not be entered on Historical Records.

11. Some units are including items of interest such as a brief report on the forced landing of an aircraft, reports on crashes etc. Give locations. One unit made quite a story of the action taken on receipt of a "Distress Signal" from an aircraft and resulting search.

12. Although weather reports are asked for, and in some cases, losses and delays reported, appear to be due to abnormal weather conditions, little or no mention is made on the weather conditions in reports received. However, a daily Weather Diary is not required.

13. Radar stations generally are making very short reports and could amplify their reports by giving hours of operation etc., details of stoppages, the reasons for such, and any other items of interest. Reports are not to be technical in nature. Many Radar Stations are situated in remote and unusual localities and have to improvise in many ways. Details of the above would be of interest. Some Radar Stations have given reports on aircraft found and tracked etc. Such reports are of interest.

14. While details are required, we do not require them to be such "That the Unit attended one of Bob Hope's pictures" (The story of the picture was included) "A good time was had by all." This does not mean that mention of any such activities is to be omitted, but it does mean that this is to be interpreted in a commonsense fashion.

15. Daily Routine Orders and Personnel Occurrence Reports are not required as an appendix to the A.50 but any items of interest promulgated in D.R.O.'s may be attached to the A.50 as an appendix.

16. Units under the control of a Wing should forward their records through the Wing. Other units will forward their records direct to North Western Area Headquarters. Units on the mainland of Australia are to retain a copy of their Unit History Sheets and all units off the mainland or going off the mainland are required to send Unit Historical Records Books through this Area to R.A.A.F. Headquarters for safekeeping, (AFO.18/F/3.) Hence units on the mainland will forward one copy of their Historical Record Sheets and Appendices to [illegible] to be kept at [illegible] Headquarters as part of the Historical Records. Units off the mainland of Australia will forward two copies of History Sheets and Appendices, and no copies are to be retained on the unit.

(A.D. CHARLTON)
Group Captain,
SENIOR ADMINISTRATIVE STAFF OFFICER.

APPENDIX TO FORM A.50 - UNIT HISTORY SHEET - JULY, 1944.

34D

No. 30 Operational Base Unit. Commanding Officer's Report.

The main functions of this Unit - refuelling, weather forecasting and signals work, were carried out smoothly during the month, as were the collateral activities of the Orderly Room, Equipment, Transport, Messing and Guard Sections.

A large reserve of some 1400 drums of aviation fuel was established as a change from a bulk to a drum supply for refuelling pruposes was projected. An adverse report on the scheme was forwarded to North Eastern Area Headquarters by the Commanding Officer.

Cold weather was experienced during the greater part of the month following upon the unseasonal rainfall in the latter part of JUNE.

Work, surfacing the four runways, was carried out by the Allied Works Council and the installation of an electric flare path was completed early in the month, the "official"opening" of the lights taking place on the 7th.

The Allied Works Council also commenced the conversion of a hut into a mess building, the existing mess building being too small and unsuitable in other ways.

The number of aircraft using the Aerodrome averaged 13 per day for the month.

J.H. Cape F/Lt

(J.H. CAPE),
Flight Lieutenant,
Commanding,
No. 30 Operational Base Unit.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX TO FORM A.50 FOR THE
MONTH OF AUGUST 1944.

34C

No difficulties in maintaining the functional activities of the Unit were experienced during the month of AUGUST.

Work by the Allied Works Council on the bitumen sealing of the runways and the preparation of the new mess hut proceeded satisfactorily.

A 5 Communication Unit "Moth" aircraft en route to CLONCURRY was forced down on an emergency landing ground near "Alcala" Station, with engine trouble. A fitter from this Unit was despatched by road and the trouble was rectified, the plane coming on to CLONCURRY next day without further trouble.

A party of airmen, two from R.A.A.F. HQ. and four from No. 12 Signals Unit, carried out work in conjunction with the P.M.G. in connection with the installation of an earth mat at the H/F D/F Station.

An Army Survey Party under the control of Capt. BREEGUARD who had camped for some months in R.A.A.F. huts situated about two miles to the North of the Aerodrome departed, having completed their survey of the area.

Advice to the effect that Unit Censorship was to be discontinued at this Unit was received from North Eastern Area Headquarters.

The number of aircraft using this Aerodrome averaged 10 perday for the month.

J.H. Cape F/Lt

(J.H. CAPE),
Flight Lieutenant,
Commanding,
No. 30 Operational Base Unit.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

No. 30 Operational Base Unit - Commanding Officer's Report.

APPENDIX TO FORM A.50 FOR THE MONTH OF SEPTEMBER 1944.

24B

The normal routine work of the Unit was completed during September without the occurrence of any unusual contingencies.

The visit of the Concert Party under SGT. PHILLIP HARGRAVE was much appreciated by members of the Unit and the opportunity was taken to invite a large proportion of the civilian population of CLONCURRY as a means of reciprocating the hospitality extended by them to members of the Unit.

A week later, a ball was organised by the R.A.A.F. in aid of the local A.C.F. and Red Cross Funds. A R.A.A.F. band from Townsville and an A.I.F. band from Mount Isa provided the music. The function was an outstanding success, some 350 people attending.

The surfacing of the runways was completed towards the end of the month and the Allied Works Council working party turned their attention to the improvement of the taxyways and parking area.

The new mess was also completed and occupied on the 21st. inst. and, being an enormous improvement on the building previously occupied, caused great satisfaction to all members eating therein, and to the cooks whose working conditions were made far more comfortable.

The number of aircraft using the Aerodrome averaged 6 per day for the month.

J.H. Cape F/Lt

(J.H. CAPE),
Flight Lieutenant,
Commanding,
No. 30 Operational Base Unit.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

File

34A

FROM : No. 30 Operational Base Unit, Group 807,
R.A.A.F., CLONCURRY, Q.

TO : Headquarters, North Eastern Area.

DATE : 30th. September, 1944.

REF. : 7/2/AIR.

OPERATIONS RECORD BOOK - FORM A.50
SEPTEMBER, 1944.

1. In accordance with A.F.O. 18/F/5, forwarded herewith is Form A.50 (in duplicate), in respect of this Unit, for the month of SEPTEMBER, 1944.

2. As requested in your Headquarters' letter 1/273/ORG. dated 29th. August, 1944, also attached hereto in duplicate, are Commanding Officer's Reports covering the months of JULY, AUGUST, and SEPTEMBER.

3. Since the present Commanding Officer did not arrive at this Unit until early in JULY, no report covering the month of JUNE is submitted.

J.H. Cape F/Lt

(J.H. CAPE),
Flight Lieutenant,
Commanding,
No. 30 Operational
Base Unit.

ENCL.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX TO FORM A.50 - UNIT HISTORY SHEET - JULY, 1944.

35E

No. 30 Operational Base Unit. Commanding Officer's Report.

The main functions of this Unit - refuelling, weather forecasting and signals work, were carried out smoothly during the month, as were the collateral activities of the Orderly Room, Equipment, Transport, Messing and Guard Sections.

A large reserve of some 1400 drums of aviation fuel was established as a change from a bulk to a drum supply for refuelling pruposes was projected. An adverse report on the scheme was forwarded to North Eastern Area Headquarters by the Commanding Officer.

Cold weather was experienced during the greater part of the month following upon the unseasonal rainfall in the latter part of JUNE.

Work, surfacing the four runways, was carried out by the Allied Works Council and the installation of an electric flare path was completed early in the month, the "official"opening" of the lights taking place on the 7th.

The Allied Works Council also commenced the conversion of a hut into a mess building, the existing mess building being too small and unsuitable in other ways.

The number of aircraft using the Aerodrome averaged 13 per day for the month.

J.H. Cape F/Lt

(J.H. CAPE),
Flight Lieutenant,
Commanding,
No. 30 Operational Base Unit.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

No. 30 Operational Base Unit - Commanding Officer's Report.

35D

APPENDIX TO FORM A.50 FOR THE
MONTH OF AUGUST 1944.

No difficulties in maintaining the functional activities of the Unit were experienced during the month of AUGUST.

Work by the Allied Works Council on the bitumen sealing of the runways and the preparation of the new mess hut proceeded satisfactorily.

A 5 Communication Unit "Moth" aircraft en route to CLONCURRY was forced down on an emergency landing ground near "Alcala" Station, with engine trouble. A fitter from this Unit was despatched by road and the trouble was rectified, the plane coming on to CLONCURRY next day without further trouble.

A party of airmen, two from R.A.A.F. HQ. and four from No. 12 Signals Unit, carried out work in conjunction with the P.M.G. in connection with the installation of an earth mat at the H/F D/F Station.

An Army Survey Party under the control of Capt. FREEGUARD who had camped for some months in R.A.A.F. huts situated about two miles to the North of the Aerodrome departed, having completed their survey of the area.

Advice to the effect that Unit Censorship was to be discontinued at this Unit was received from North Eastern Area Headquarters.

The number of aircraft using this Aerodrome averaged 10 per day for the month.

J.H. Cape F/Lt

(J.H. CAPE),
Flighg Lieutenant,
Commanding,
No. 30 Operational Base Unit.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

No. 30 Operational Base Unit - Commanding Officer's Report.

APPENDIX TO FORM A.50 FOR THE
MONTH OF SEPTEMBER 1944.

35 C

The normal routine work of the Unit was completed during September without the occurrence of any unusual contingencies.

The visit of the Concert Party under SGT. PHILLIP HARGRAVE was much appreciated by members of the Unit and the opportunity was taken to invite a large proportion of the civilian population of CLONCURRY as a means of reciprocating the hospitality extended by them to members of the Unit.

A week later, a ball was organised by the R.A.A.F. in aid of the local A.C.F. and Red Cross Funds. A R.A.A.F. band from Townsville and an A.I.F. band from Mount Isa provided the music. The function was an outstanding success, some 350 people attending.

The surfacing of the runways was completed towards the end of the month and the Allied Works Council working party turned their attention to the improvement of the taxyways and parking area.

The new mess was also completed and occupied on the 21st. inst. and, being an enormous improvement on the building previously occupied, caused great satisfaction to all members eating therein, and to the cooks whose working conditions were made far more comfortable.

The number of aircraft using the Aerodrome averaged 6 per day for the month.

J.H. Cape F/Lt

(J.H. CAPE),
Flight Lieutenant,
Commanding,
No. 30 Operational Base Unit.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

1/2/AIR

361

FROM : Headquarters, North Eastern Area.

TO : [illegible]

DATE : 26 OCT 1944

REF : 1/273/ED.

HISTORICAL RECORDS.

33a

As required by A.F.O.'s 18/F/5 and 18/F/3 and North Eastern Area Headquarters' letters 1/273/ORG dated 30 May 1944 and 1/273/ED dated 29 Aug 1944 your unit should maintain complete unit historical records while on the mainland.

2. The following information therefore is desired by this Headquarters:

(a) Does your unit possess a unit historical records book?

(b) Are the records maintained by your unit complete in detail as from date of formation of the unit until October 1944?

(c) If not complete give information as to duplicate copies of your records forwarded by your unit to R.A.A.F. Headquarters, so that we may endeavour to secure these for your unit and return same to you.

(R. FALLON) S/Ldr.,
for [illegible]ing Commander,
A/SENIOR ADMINISTRATIVE STAFFOFFICER.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

NO. 30 OPERATIONAL BASE UNIT. :: COMMANDING OFFICER'S REPORT.

APPENDIX TO FORM A.50 - OPERATIONS RECORD BOOK - FOR THE MONTH OF OCT--OBER, 1944.

No change occurred during the month in respect to the functional activities of the Unit, and these were carried out without any abnormal difficulties.

Visiting Officers included Air Commodore CHARLESWORTH, Air Officer Commanding, NORTH WESTERN AREA.

Water supplies to the Unit by the Department of the Interior were investigated by an Officer from No. 3 Divisional Works Office, TOWNSVILLE, and it was decided that the pumping plant and water treatment installations should be taken over by the R.A.A.F. The cleaning out of the well and settling tanks necessitated severe water restrictions for several days.

The projected establishment of a V.A.O.C. Post on the CLONCURRY Aerodrome was the subject of investigations by F/Lt. STEWART of No. 4 V.A.O.C. Unit, on 10th. October, 1944, and by Wing Commander SIMMONS and Party on the 25th. October, 1944, and it is expected that the Post will commence operating at an early date.

Wing Commander SIMMONS and Party also reviewed the situation caused by the request from the Department of Civil Aviation that the rooms occupied in that Department's building by the Signals and Cypher Office be vacated, and it was decided that these Sections should eventually occupy the building which is to be vacated by the U.S. Weather Detachment at an early date.

Plans for the improvement of telephone installations throughout the Aerodrome were also finalized.

On the 31st. October, the U.S. Weather Detachment ceased operations and all U.S. personnel on the Aerodrome departed, all forecasting and other Meteorological work being taken over by the R.A.A.F. Met. Section.

The number of aircraft using the Aerodrome for the month averaged 5.48.

(J.H. CAPE),
Flight Lieutenant,
Commanding,
No. 30 Operational Base Unit.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

SECRET.

37A

FROM : No. 30 Operational Base Unit.

TO : Headquarters, North Eastern Area.

DATE : 31st. October, 1944.

REF. : 7/2/AIR.

OPERATIONS RECORD BOOK - FORM A.50.
OCTOBER, 1944.

In accordance with A.F.O. 18/F/5, forwarded herewith is copy of Form A.50, in respect of this Unit, for the month of OCTOBER, 1944.

2. Commanding Officer's Report covering this Unit's activities during the month of October, is also attahced hereto, in accordance with your Headquarters' letter 1/273/ORG. dated 29th. August, 1944.

3. As requested in your Headquarters' memorandum 1/273/ED dated 26th. October, 1944, it is advised that :-

(a) This Unit does possess a unit historical records book,

(b) Records are complete as from the date of submission of the first return from this Unit, and

(c) No duplicate copies of records are required to be returned from R.A.A.F. Head-Quarters.

(J.H. CAPE),
Flight Lieutenant,
Commanding, No. 30 Operational Base Unit.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

FROM : No. 30 Operational Base Unit.

TO : Headquarters, North Eastern Area.

DATE : 1st. December, 1944.

REF. : 7/2/AIR.

NO. 30 OPERATIONAL BASE UNIT.
COMMANDING OFFICER'S REPORT - APPENDIX TO FORM A.50 - OPERATIONS RECORD BOOK FOR THE MONTH OF NOVEMBER, 1944.

The routine work of the Unit was carried out during the month of NOVEMBER, without any major problems arising.

2. The V.A.O.C. Sub-Control Post which commenced operating in the vacant American Hospital Building, on the 15th. NOVEMBER, had to be disbanded on the 29th. November. No personnel could be made available to man the post when the V.D.C. personnel were withdrawn, owing to the policy of the Federal Government in placing the vast majority of that Organization on reserve. Thus the work in establishing and organizing the post was wasted.

3. A start was made on the surfacing of the main road through the Aerodrome. When completed, this will greatly minimise the dust nuisance.

4. The projected work by the P.M.G.'s Department, for the improvement of the telephone installations throughout the Aerodrome has not yet been commenced, in spite of repeated attempts at hastening action.

5. Weather remained consistently hot throughout the month, with intermittent dust storms. No relief was provided by thunderstorms which failed to produce more than a negligible quantity of rain.

6. Aircraft using the Aerodrome averaged 6 per day for the month.

(J.H. CAPE),
Flight Lieutenant,
Commanding,
NO. 30 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

SECRET.

28 A

FROM : NO. 30 OPERATIONAL BASE UNIT.

TO : Headquarters, North Eastern Area.

DATE : 1st DECEMBER, 1944.

REF : 7/2/AIR.

OPERATION RECORD BOOK - FORM A. 50.
NOVEMBER, 1944.

In accordance with A.F.O. 18/F/5, forwaded herewith is copy of Form A. 50, in respect of this Unit, for the month of NOVEMBER, 1944.

2. Commanding Officer's Report covering this Unit's activities during the month of November, is also attached hereto, in accordance with your Headquarters letter I/273/ ORG, dated 29th August, 1944.

(J.H.CAPE)
Flight Lieutenant,
Commanding,
NO. 30 OPERATIONAL BASE UNIT/

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

FROM : No. 30 Operational Base Unit, R.A.A.F.,
CLONCURRY, Q.

TO : Headquarters, North Eastern Area, R.A.A.F.,
TOWNSVILLE, Q.

DATE : 1st. January, 1945.

REF. : 7/2/AIR.

NO. 30 OPERATIONAL BASE UNIT.
COMMANDING OFFICER'S REPORT - APPENDIX
TO FORM A.50 - OPERATIONS RECORD BOOK
FOR THE MONTH OF DECEMBER 1945.

There were no difficulties experienced in maintaining the functional activities of the Unit during the mo nth, except for the advent of severe heat towards the end of the month.

2. However, heavy rain in the middle of the month caused the flooding of the Cloncurry River, cleaning out the water holes, and enabling swimming to be indulged in by all personnel.

3. Christmas was celebrated in traditional style and was made more enjoyable because of a substantial donation, by th e Cloncurry Branch of the Australian Comforts Fund, towards Christmas cheer.

4. An issue of fruit juices was finally authorised by Army DDST, after repeated requests from the Unit through the Area Messing Officer, and should prove most beneficial to the health of Unit personnel.

5. The surfacing of the main road through the Aerodrome was completed, greatly minimising the dust nuisance.

6. Inter-departmental delays are still causing a "status quo" in the installation of a new telephone system throughout the Unit. Efforts by the Commanding Officer to have this work commenced have been continuous, and the lack of result is most discouraging.

...../Page 2.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

COMMANDING OFFICER'S REPORT
(CONT'D.)

7. The transfer of the Signals and Cypher Sections from the Civil Aviation Department's building to the recently vacated U.S. Weather Detachment hut, has also been held up for equally obscure reasons, to the great disgust of personnel who are compelled to work in cramped quarters under severe climatic conditions.

8. The number of aircraft using the Aerodrome for the month averaged 5.5 per day.

(J.H. CAPE),
Flight Lieutenant,
Commanding,
NO. 30 OPERATIONAL BASE UNIT.

FROM : No. 30 Operational Base Unit, RAAF., CLONCURRY, Q.

TO : Headquarters, North Eastern Area.

DATE : 1st. February, 1945.

REF : 7/2/Air.

NO. 30 OPERATIONAL BASE UNIT.
COMMANDING OFFICER'S REPORT - APPENDIX
TO FORM A.50 - OPERATIONS RECORD BOOK
FOR THE MONTH OF FEBRUARY, 1945.

The posting of guards, cooks, cook's assis-assistant, and general hands from this Unit without replacement, caused serious difficulties in maintaining the efficient functioning of the Unit, during the month of JANUARY, 1945.

The installation of a new telephone system is still held up for some unknown reason, as also is the transfer of the Signals and Cypher Sections to their new building.

Materials were removed without authority from some huts under RAAF control, situated about 3 miles from the Aerodrome, but upon the civil police being notified, an arrest was made, a CLONCURRY civilian was convicted, and a proportion of the materials were recovered.

Weather conditions during the month were mainly unpleasant, because of the delay in the appearance of the "wet season". As a result, high temperatures and severe dust-storms were prevalent.

The number of aircraft using the Aerodrome averaged 6.2 per day.

(J/H. CAPE),
Flight Lieutenant,
Commanding,
No. 30 Operational Base Unit.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

SECRET

FROM : No. 30 Operational Base Unit, RAAF., CLONCURRY, Q.

TO : Headquarters, North Eastern Area.

DATE : 1st. March, 1945.

REF. : 7/2/AIR/

NO. 30 OPERATIONAL BASE UNIT.
COMMANDING OFFICER'S REPORT - APPENDIX
TO FORM A50 - OPERATIONS RECORD BOOK
FOR THE MONTH OF FEBRUARY 1945.

A serious shortage of personnel in certain musterings, due to postings from the Unit without replacements, threatened to impair the smooth and efficient functioning of the Unit, during the month of February.

The conversion of the building formerly used by U.S. Weather Personnel, for the use of the Signals and Cypher Sections of this Unit, was commenced on the 19th. February, 1945. It is anticipated that the transfer of these Sections will take place about the middle of March, when the installations, etc., should be completed.

Good rains were experienced during the month, causing the local river to flood, and permitting swimming for members of the Unit.

The number of aircraft using the Aerodrome averaged 4.6 per day.

H. A. Atkins 12/47

(H. A. ATKINS),
Flight Lieutenant,
T/Commanding,
NO. 30 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

42A

APPENDIX "A".

COMMANDING OFFICER'S REPORT.

The serious shortage of personnel in certain musterings, due to postings from the Unit, has been somewhat alleviated by the posting in of three guards, one cook, two stewards, and one clerk.

The Signals Section has been similarly affected by the posting of 4 telegraphists. The inward posting of at least two telegraphists would rectify this.

The installation of the new Signals and Cypher building has been held up due to the lack of supplies of masonite. This has now come to hand and, after painting has been completed, the building should be ready for occupation. It is estimated that occupation will take place within the next fortnight. This will be a great improvement in the communications set-up of the Unit.

During the month the Sergeants' Mess was completed, all members being actively engaged in making a very comfortable lounge and bar.

Arrangements have been made with a local dairy for the supply of two gallons of milk daily, through the Unit Welfare Committee.

Weather conditions have improved considerably during the month and it is now possible for personnel to indulge in a cool night's sleep.

The number of aircraft using the Aerodrome increased to an average of 5.9 per day.

(H.A. ATKINS),
Flight Lieutenant,
T/Commanding,
NO. 30 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

SECRET

APPENDIX "A".

COMMANDING OFFICER'S REPORT.

APRIL, 1945.

The smooth functioning of the Unit was interrupted by a serious motor accident on the night of 14th. April, when a "weapon carrier" type vehicle which was returning to the township of CLONCURRY, overturned after striking a stump. One airman was killed as a result of this accident. The other occupants of the vehicle were extremely fortunate to escape serious injury.

The funeral of the deceased airman took place on 16th. April, when members of No. 30 O.B.U. and visiting airmen from No. 13 A.R.D. marched behind the funeral cortege, through the local township to the Cemetery. The airman was buried with Air Force Honours. Many wreaths were donated by local townspeople.

In the afternoon of 16 th. April, the move of the Signals and Cypher Sections into their new building was carried out. The new building is a vast improvement on the quarters previously occupied by these Sections in the Department of Civil Aviation's Building.

On April 17th., the Lancaster Bomber, "G" for George", arrived. The aircraft flew low over the town of CLONCURRY, to publicise the Third Victory Loan. The crew of the Bomber were entertained at a Welcome Dance organised by local townspeople.

Personnel difficulties have now been overcome and it is anticipated that the Unit will be able to meet any event-uality that may arise in the future.

The morale of Unit personnel is satisfactory, but it is considered that certain members who have been stationed here from periods varying from eighteen months to two years, should be changed around so that they may gain experience at other types of units and enjoy a change of climatic conditions, to preserve their interest.

Ideal weather conditions are at present prevailing which is a great relief from the extreme heat of the summer months.

The number of aircraft using the Aerodrome decreased to an average of 5.03 per day, during the month of APRIL.

HAA

(H.A. ATKINS),
Flight Lieutenant,
T/Commanding,
NO. 30 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX "A"

COMMANDING OFFICERS REPORT - AUGUST 1945

1. The number of aircraft using the aerodrome decreased to 4.13 per day for the month but it is anticipated that there will be a sharp rise in the figures in the near future owing to aircraft returning south from operation--al areas. The aviation fuel consumed amounted to 39562 gallons.

2. On the 24th of this month No.166002 LAC HORTON L.R. Telegraphist who had been under treatment by the civilian Doctor in Cloncurry for some time, was evacuated by air to Brisbane for hospitalization. He had been thoroughly examined by the Doctor who pronounced him fit for air travel, but in arrival in Brisbane on Saturday morning he was placed on the dangerously ill list and died at midday on the following day.

3. F/L ALLAN, Zone Education Officer spent three days at the unit at the end of the month and gave a talk on the Rehabilitation Scheme, afterwards interviewing several members of the unit who had special individual problems to discuss.

4. The Army Feeding Point at the aerodrome which had fed thousands of service personnel transient by air during the past two years, closed down on the 31st. It had carried out its functions in a most efficient manner and drew praise from General Sir Thomas BLAMEY during his visit, for the meticulous cleanliness with which it was kept.

5. Because of the probability of large numbers of transient servicemen and possibly some prisinors of war passing south through Cloncurry in the near future, arrangements have been made to continue the service, staffing the Feeding Point with R.A.A.F. personnel.

6. V.P. Day was celebrated for some days before, and after, with great enthusiusm on the unit and in the township of Cloncurry.

7. The weather during the month has been gradually warming up and if present tempartures are any indication the notorious heat of Cloncurry will be well up to standard this summer.

J.H. Cape F/Lt

J.H. CAPE,
Flight Lieutenant
Commanding
NO.30 OPERATIONAL BASE UNIT

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX "A"

416A

COMMANDING OFFICERS REPORT - JULY 1945

1. The number of aircraft refuelled and serviced decreased from 6.7. in JUNE to 5.1 in JULY . Aviation fuel supplied amounted to 46610 gallons.

2. A ludicious situation was created on the 28th JULY when, because of an assurrance from No.3. D.W.O. TOWNSVILLE that no RAAF property, particularly piping, in the CLONCURRY area had been disposed of, the Comman-ding Officer had two CLONCURRY civilians arrested for removing water piping under control of this unit. Subsequent investigation revealed that the civilians were working for a contractor who had taken a contract from the Postmaster at CLONCURRY to remove the piping. The Postmaster was able to produce ddcumentary evidence that the piping had been acquired from the RAAF, though No.3. D.W.O. TOWNSVILLE on the 7th FEB 1945. Since then, two huts, tanks, and piping were disposed of to Cloncurry civilians who commenced to remove these, necessitating signalled enquiries to Headquarters North Eastern Area to establish their authority. It is the height of absurdity th-~~at~~ that RAAF material placed in the charge of a Commanding Officer should be disposed of to local residents without advising that officer.

3. Flight control has now been established owing to the arrival on . posting of F/O WILSON Operations Officer who works in liaison with the civil aeradio operator with regard to flight control and flight checking, in addition to other duties.

4. The visit by the Staff Officer Organisation North Eastern Area was m most helpful in clarifying several points with regard to unit establishment and the possibilities of recommending the disbandment of the unit were discussed.

5. No further advice as to the proposed calibration of the underground fuel tank, mentioned in last report, has been received, but the matter of the corroded water pipes, also mentioned in the last report, is receiving attention; it having been intimated that the Department of Civil Aviation is going ahead with the installation of a new plant and reticulating system.

6. No difficulties have been reported from any of the various sections of the unit and as no complaints have been received from aircrew, transients, etc, it would indicate that all sections are carrying out their functions efficiently.

7. Weather during the month has been most changeable, hot calm spells having been suddenly replaced by bitterly cold South East winds.

J.H. CAPE,
Flight Lieutenant,
Commanding,
NO.30 OPERATIONAL BASE UNIT

Dec 5/8.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX "A"

USA

COMMANDING OFFICERS REPORT - JUNE 1945

1. The number of aircraft refuelled and serviced at Cloncurry increased from 5.25 per day for MAY to 6.7 per day for the month under review. Aviation fuel used increased in greater proportion owing to the larger types of aircraft passing through and amounted to 61070 gallons.

2. Calibration of an underground aviation fuel tank, promised in September 1944, has not yet been carried out, despite continuous efforts to have the work put in hand.

3. The serious situation caused by the corroded water pipes mentioned in the last report has not been rectified nor has the Commanding Officer been advised of any proposed action in this matter.

4. The Department of Civil Aviation advise that both Flight Control Officers have been withdrawn from Cloncurry aerodrome. Headquarters North Eastern Area have been requested to post an Operations Officer as per establishment to this unit who could undertake this work but to date no reply has been received. There is now no flight Control Off:-icer on the aerodrome and, because of this, a bad crack up was only narrowly averted on the 28th June when a C.47 aircraft taxied out on to a runaway on which a Norsman was taking off.

5. A Typex machine has been installed in the Cypher Office, the Cypher Officer has departed on posting and the attached Cypher Officer will be departing on the 10th July without replacement. This makes the need for the filling of the establishment for an Operations Officer as mentioned in para. 4 all the more necessary, because in the past the Cypher Officer has taken charge of Secret & Confidential Publications and the Technical Library besides assisting the Commanding Officer in many other matters such as Courts of Inquiry etc. etc.

6. During recent visits by officers from No.3. D.W.O. Townsville, it was again strongly recommended that certain surplus huts be disposed of, but to date no advise has been received of any action.

7. All sections of the unit have carried out their respective functions efficiently and no major difficulties were reported.

8. Weather during the month has been unprecedentedly warm for this time of the year.

J.H. Cape F/Lt

J.H. CAPE,
Flight Lieutenant,
Commanding,
NO.30 OPERATIONAL BASE UNIT

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX "A"

COMMANDING OFFICERS REPORT

MAY - 1945

On the 14th MAY F/L H.A. ATKINS relinquished command of the unit to F/L J.H. CAPE who returned to the command after an absence of some 10 weeks, whilst commanding No.33. Operational Base Unit HIGGINS

2. ORDERLY ROOM AND EQUIPMENT SECTION

No difficulties were experienced and it is anticipated that the complete change of staff in the Equipment Section and the change of Orderly Room Sergeant will result in greater efficiency in both of these sections.

3. SIGNALS & CYPHER

In spite of diminished staff, efficiency was fully maintained and it is noteworthy that, once again the H/F D/F Station, held its lead over all other stations in the Commonwealth for low pergentage of error in bearings given.

4. METEROLOGICAL SECTION

No reported difficulties.

5. TRANSPORT AND REFUELLING

The recent amendment to establishment adding two drivers Motor Transport will help this section considerably. Recently the Fitters have had their work consistently interrupted by the necessity to do driving jobs and calls to do work outside their normal sphere, such as repairing burst water pipes etc, have also interfered.

6. MESS? MEDICAL, GUARDS, GENERAL HANDS.

The standard of messing has greatly improved and is now excellent. No serious accidents or illnesses were reported by Medical Section during the month. Guards and General Hands have carried out their duties in a satisfactory manner.

7. GENERAL

An outbreak of leaking pipes in the water reticulating system caused considerable concern to the Commanding Officer during the month, There are some 2½ miles of 4inch mains involved and it would appear that old piping taken from a nearby mine was used when the system was installed. The resul has been that one of the fitters has been frequently called away from his work to effect improvised repairs, and this will continue until new piping has been laid throughout. A request for an Officer from No.3. Divisional Works Office to visit this unit has been forwarded to Headquarters North Eastern Area and it was suggested that the Department of Civil Aviation should undertake responsibility for the new installation as it is assumed that occupancy of the aerodrome by the RAAF will terminate in the not ver distant future. It is realised that such action will result in prolonged d delaysbefore the matter is finally rectified but, in the circumstances seems the only advisable course to pursue.

.....2/.....

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

COMMANDING OFFICERS REPORT

(Continued)

8. At 1530 hours on the 27th a report from the Post Office at Downs Hill, of a loud explosion to the S.E. followed by sounds like shots, was investigated. Confirmation of the report was received from WURUNG where it was said that buildings had been shaken, and the explosion seemed to be to the N.E. Air Operations Room Townsville were informed by telephone of the occurrence and pilots flying over the area on subsequent days were requested to report on anything unusual in the area. No further information has been received to date.

9. The number of aircraft using the aerodrome during the month averaged 5.25 per day

(J.H. CAPE)
Flight Lieutenant,
Commanding,
NO 30 OPERATIONAL BASE UNIT

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Form A. 59.
(May, 1936.)

Receipt No.

3 D

ROYAL AUSTRALIAN AIR FORCE.

Receipt for Secret or Confidential Communication or Un-numbered Secret or Confidential Publication.

(See A.F.O. 18/B/1(2).)

This Receipt should be returned as a ~~SECRET*~~ / NON-SECRET letter.

From HEAD QUARTERS R A A F MELBOURNE	To Group 813 R.A.A.F. Marceba

Receipt is acknowledged of unit History Sheets. Form A 50 have not been received. Please forward:

Signature C. Fruchett

Rank Historical and Statistical Records (Secretariat).

Date 23-6-43

*This receipt may be returned as a Non-Secret letter unless the reference (inserted above) to the communication or publication is such as might convey useful information to unauthorized persons.

The officer who fills in the reference to the communication or publication is responsible for directing, or striking out one of the words Secret or Non-Secret, the category of treatment of this form.

NOTE.—This form is not to be used in respect of Secret or Confidential NUMBERED Publications, receipts for which are to be given on Form A. 33.

10M—10.41 4948

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

FROM : HEADQUARTERS NORTH EASTERN AREA

TO : ALL UNITS

DATE : 30th MAY, 1944

REF : 1/273/ORG

THE OFFICIAL HISTORY OF THE R.A.A.F

1. War Cabinet has appointed Mr. GAVIN LONG as General Editor of the Official War History, and has approved a provisional scheme for the Official History, including, inter alia, the following provisions:-

(a) That a concise one volume history of Australia's part in the present war be published as soon as possible after the cessation of hostilities.

(b) That a series of volumes in greater detail be also written and that, subject to later review by War Cabinet, the preliminary scheme of the Official History be based on 15 volumes, each of approximately 500 pages, allocated as follows:-

Army and General Defence Policy	-	Five
Navy (including Merchant Navy)	-	Two
R.A.A.F.	-	Three
Home Front	-	Two
War Industries	-	One
Primary Industries	-	One
Photographs	-	One
Total	-	Fifteen volumes

(c) That the Medical history of the war be included within the framework of the Official History.

2. The scheme has been planned with the object of completing the Official History as quickly as possible after the cessation of hostilities. For this purpose War Cabinet has decided to appoint official Service historians who will work in the Historical Records Sections of the respective Services during the war, and, upon the cessation of hostilities and subject to the direction of the General Editor, will write the actual history.

3. For the purpose of more effectively carrying out the preliminary work entailed in the production of the Official History, the Historical Records Section at R.A.A.F. Headquarters has been reorganised and placed under the control of the Deputy Chief of the Air Staff.

4. The functions of the Historical Records Section are as follows:-

(a) The acquisition of complete Service records of an historical nature for the purpose of supplying all concerned with general Service information.

(b) The carrying out of all preliminary work in connection with the Official History (Other than the actual writing thereof), including the preparation of "first narratives". The narratives, as soon as completed, will be forwarded to appropriate officers for comment. The general aim will be to complete this action as soon as possible after the events take place and whilst their memory is still fresh in the minds of the members concerned.

...../2

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

3

(c) The acquisition of Service records and relics for custody of the Australian War Museum, Canberra. The War Museum is the authorised body for the ultimate custody, not only of all service records, but of all object of historical interests.

Responsibilities Wing Headquarters and Units

5. With a view to bringing about an immediate and general improvement in the preparation of unit history sheets, the attention of Commanding officers is directed to the necessity for close conformity with the provisions of A.F.O. 18/F/5, and with the additional instructions contained in this letter.

6. It cannot be too strongly impressed upon all concerned that the contents of the History of the Royal Australian Air Force will depend almost entirely upon the material supplied by formations and units. No effort should therefore be spared to make units "historically" minded, - no document, photograph, map, sketch or relic should be overlooked which may provide some link in the ultimate chronicling of the part played by the Service in all theatres of war.

7. Unit History Sheets are to be forwarded by Units to this Headquarters, except where Units come under the command of the Wing in which case the History Sheet is to be forwarded to Wing Headquarters, who, after checking, will forward same to this Headquarters.

8. Wing Headquarters are to be responsible for exercising supervision over the submission of unit history sheets, for the purpose of ensuring that units comply with the provisions of A.F.O. 18/F/5, and in particular with the instructions relating to the contents and preparation of the history sheet.

9. If the unit history sheet does not fulfil the requirements of the prescribed instructions, the same is to be returned to the unit for the purpose of addition or amendment.

10. Appropriate photographs, maps and sketches are to be attached to the Wing or Unit History Sheet, and are to be adequately inscribed with the necessary particulars for subsequent reference. Photographs supplied should include photographs not only of operational incidents but on all other subjects associated with Service activity.

11. Commanding Officers of Wing Headquarters and Units are to prepare a report which is to be attached as an appendix to the Wing Headquarters or Units History Sheet. The purpose of this report is to provide the official historians with essential background information which is not possible to include in the day to day entries which constitute the history sheet. Such report should therefore be in the nature of a general review of the activities of the Wing Headquarters or Unit for the preceding month. It should refer to the difficulties and obstacles encountered in connection with any particular matter and to any steps taken as a result thereof. The report should also comment on the degree of success achieved in the carrying out of the activities of the Wing Headquarters or Unit for the month under review, together with the factors effecting the results so achieved.

12. Commanding Officers are to appoint an officer who is to be responsible for the preparation of the unit history sheet, provided however that the squadron intelligence officer is to be personnally responsible for preparation of Form A.51, including the documents required to be attached thereto.

...../3

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

C

Present Irregularities:

13. An examination of the historical records previously submitted reveals that headquarters and units have not appreciated the necessity for the proper observance of A.F.O. 18/F/5. The consequence is that the R.A.A.F. has already lost a large quantity of information of considerable historical value.

14. The following are common instances of irregularities which are to be brought to the notice of all concerned. It is pointed out that many of these irregularities have been observed in the history sheets both of headquarters and units alike:

(a) In some cases it is apparent that history sheets (particularly Form A.50) are not being entered up daily. Whilst it is appreciated that at certain small non-operational units it is unnecessary to insert daily entries, it is apparent that at many units the compilation of forms A.50 and A.51 is left until the end of the month. It is emphasised that such practice results in the loss of valuable historical information.

(b) The description of operations now being submitted is generally too brief and incomplete. The column in Form A.51, headed "Description of Operation" is to be used for the purpose of setting out in narrative form a full account of every operation. Such matters as the purpose and intention of the operations, the particulars of the target or task allotted the route flown, the weather conditions, the difficulties encountered and any factors affecting the degree of success attained are rarely mentioned. The importance of good narratives cannot be ever emphasised and it should be appreciated that this section of the history sheet will provide the basis of not only the official history but of the individual histories of each squadron.

(c) The description of events other than operations carried out is also frequently too brief. The following are typical examples and their inadequacy requires no further comment:

"Aerodrome bombed by enemy aircraft - no damage"

"W/Cdr.Smith carried out an inspection of units from 3rd to 10th January"

and

"Jan.13 - Squadron commenced its move to New Guinea"

"Feb.2nd - Squadron completed its move."

(d) The requirements of A.F.O. 18/F/5 (4) are not being strictly adhered to. Neither headquarters nor units are forwarding copies of operational orders issued or received. A copy of the Squadron Intelligence Officer's report, prepared by him at the conclusion of each operation, should be attached as an appendix (in pursuance of Section 4 (d) of the above order). Sketches or maps are rarely found as attachments to Form A.51. The column in form A.51 headed "References to Appendices" should invariably be used to refer to such appendices as operational instructions, maps, sketches, intelligence officers' reports and other documents mentioned in the "Summary of Events".

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

D

Amendments to A.F.Os

15. Consequential amendments to Air Force Orders will be made covering the additional instructions above referred to.

(A.D.CHARLTON)
GROUP CAPTAIN
SENIOR ADMINISTRATIVE STAFF OFFICER

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

SECRET

6A

FROM : No. 24 Operational Base Unit, R.A.A.F.

TO : Headquarters, NORTH EASTERN AREA.

DATE : 16/3/44

REF : 4/2/AIR(6A)

OPERATIONS RECORD BOOK & FORMS A.50

Reference your Signal A.532 dated 15th March, 1944, forwarded herewith, please find returns of Forms A.50 for the months of January and February, 1944.

2. The last return previously submitted by this Unit was for December, 1943.

Flying Officer,
Commanding No. 24 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

9

POSTAGRAM.

TO : ALL UNITS

FROM : NEA E802/PGM 21/JUN

RESTRICTED (.) REFERENCE NEA 1/273/ORG 30/MAY ON OFFICIAL WAR HISTORY (.) COMPILATION OF RETURNS GENERALLY UNSATISFACTORY (.) A50 EVIDENTLY NOT MADE OUT EACH DAY AS REQUIRED (.) NO ATTACHMENTS RECEIVED WITH MANY REPORTS (.) REPORTS FOR JUNE TO COMPLY WITH AFO 18/F/5 AND ABOVE NEA LETTER (.)

Noted HB.

This message must be sent AS WRITTEN and may NOT be sent by W/T. R Fallon S/L

Time of Origin.

21/JUN/42

Ba

RESTRICTED.

FROM: NO. 76 WING HEADQUARTERS, GROUP 590 R.A.A.F. CAIRNS.

TO : NO. 24,25,26,27 OPERATIONAL BASE UNIT.
NO. 27,28,43,45,53,56,220 RADAR STATION.
NO. 5,13,20,41 SQUADRON.
NO. 15 REPLENISHING CENTRE.
NO. 1 MOBILE PARACHUTE MAINTENANCE UNIT.
ADVANCED OPERATIONAL BASE UNIT, COOM.

DATE: 7 AUG 1944.

REF : 1/18/AIR.

OPERATIONS RECORD SHEET - FORM A.50.
A.F.O. 18/F/5.

1. The submission from Units of the abovementioned monthly return in accordance with A.F.O. 18/F/5 is not considered satisfactory.

2. At the date of this memorandum there are fourteen (14) JULY returns outstanding from Units, notwithstanding instructions in the abovementioned order that returns must be rendered on the first of each month to R.A.A.F. HEADQUARTERS, which, in the case of Units in this area, will be NO. 76 WING HEADQUARTERS.

3. It has been a not uncommon practice in the past for one copy only of the A.50 to be forwarded to this Headquarters. The return is required in duplicate and must be submitted accordingly in the future.

4. The attention of all Units is drawn to HEADQUARTERS, NORTH EASTERN AREA letter 1/273/ORG dated 30 MAY 1944 and to A.F.O. 18/F/5. Units not in possession of the North Eastern Area Headquarters letter are to refer to the A.F.O. which clearly outlines the purpose of the Operations Record Book and gives detailed instructions on the compilation of same.

5. All future returns are to be rendered, stating all details required and with the necessary enclosures, to reach this Headquarters by the 1st of each month.

6. Acknowledgment of this memorandum is required.

N.V. ROBERTSON,
Squadron Leader,
T/COMMANDING NO. 76 WING,
R.A.A.F. CAIRNS.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

No240BU

16a

FROM : Headquarters, North Eastern Area.

TO : Units.

DATE : 29 AUG 1944

REF : 1/273/ED.

5a

OFFICIAL HISTORY OF R.A.A.F. - COMPILATION HISTORY SHEETS.

1. Further to N.E.A. letter 1/273/ORG of 30 May 1944 and Postagram 3802 21 Jun 1944, it is desired to draw attention to the following points.

2. Unit History Sheets received from many units are still unsatisfactory. Historical Record Sheets should be a summary of the life and work of the unit for the month, and this Headquarters fails to see how a unit can do justice to its month's activity in four or five sentences referring only to establishment and posting to and from their units. Fuller reports are required in future from such units.

3. It appears that some units are not writing up history sheets each day, and further, members compiling these sheets should remember that things which are commonplace and obvious to themselves, will not be known by the historian unless the unit informs him of such things as they occur.

4. Copies of articles by unit personnel may be attached as appendices, if they reflect any phase of unit life. Some units have attached copies of articles written for publication or for unit wall newspapers.

5. Squadrons should also give information as to the purpose and results of flights. Copies of the Intelligence Officer's Reports and copies of the Captain's Report should be attached wherever possible.

6. Commanding Officers' Reports should include remarks on unit policy, changes in policy and on its activities generally, as well as on difficulties encountered etc., where difficulties have been overcome these should be mentioned.

7. Units which have not submitted Commanding Officer's Report with June and/or July A.50's are to submit reports covering June and July forthwith as required by N.E.A. letter 1/273/ORG.

8. Many entries are too brief, as indicated by the following two examples:-

"Group Captain.....visited units". Details should be given, i.e., who he was, (appointment) what he did, how long he stayed, results of visit, if any.

"Unit despatched section downstream to fell logs and float them up with high tide. Expedition was a partial failure." This would be a good heading as it arouses curiosity. The details are required. Some idea of the strength of section used is desired and what they were going to do with the logs. Why the expedition was a partial failure would help to make this of value.

9. Very few photographs have been received, and on those received no mention is made of the names of personnel and/or subject matter of the photograph. Names of personnel appearing and the location should be shown on the front or back of the photograph, or on a piece of paper securely attached to it. In every case the name of the unit forwarding photographs must be shown on the photograph. Writing on the face of the photograph must be so placed that it does not deface the photograph.

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16B

10. Copies of Movement Orders affecting the whole unit or part of the unit should be forwarded, but not those affecting one or two personnel unless of some historical value. The authority for postings or attachments such as "1 B.A.S.O. B.B42" need not be entered on Historical Records.

11. Some units are including items of interest such as a brief report on the forced landing of an aircraft, reports on crashes etc. Give locations. One unit made quite a story of the action taken on receipt of a "Distress Signal" from an aircraft and resulting search.

12. Although weather reports are asked for, and in some cases, losses and delays reported, appear to be due to abnormal weather conditions, little or no mention is made on the weather conditions in reports received. However, a daily weather diary is not required.

13. Radar Stations generally are making very short reports and could amplify their reports by giving hours of operation etc., details of stoppages, the reasons for such, and any other items of interest. Reports are not to be technical in nature. Many Radar Stations are situated in remote and unusual localities and have to improvise in many ways. Details of the above would be of interest. Some Radar Stations have given reports on aircraft found and tracked etc. Such reports are of interest.

14. While details are required, we do not require them to be such "That the Unit attended one of Bob Hope's pictures" (The story of the picture was included) "A good time was had by all." This does not mean that mention of any such activities is to be omitted, but it does mean that this is to be interpreted in a commonsense fashion.

15. Daily Routine Orders and Personnel Occurrence Reports are not required as an appendix to the A.50 but any items of interest promulgated in D.R.O.'s may be attached to the A.50 as an appendix.

16. Units under the control of a Wing should forward their records through the Wing. Other units will forward their records direct to North Eastern Area Headquarters. Units on the Mainland of Australia are to retain a copy of their Unit History Sheets and all units off the Mainland or going off the Mainland are required to send Unit Historical Records Books through this Area to R.A.A.F. Headquarters for safekeeping. (AFO.18/F/5.) Remaining units on the Mainland will forward one copy of their Historical Record Sheets and Appendices to [illegible] to be kept at [illegible] Headquarters as part of the Historical Records. Units off the Mainland of Australia will forward two copies of History Sheets and Appendices, and no copies are to be retained on the unit.

(A.D. CHARLTON)
Group Captain,
SENIOR ADMINISTRATIVE STAFF OFFICER.

19a

FROM : Headquarters, North Eastern Area.

TO : 2nd O. Base K.

DATE : 26 OCT 1944

REF : 1/273/ED.

HISTORICAL RECORDS.

As required by A.F.O.'s 18/F/5 and 18/F/6 and North Eastern Area Headquarters' letters 1/273/ORG dated 30 May 1944 and 1/273/ED dated 29 Aug 1944 your unit should maintain complete unit historical records while on the mainland.

2. The following information therefore is desired by this Headquarters:

(a) Does your unit possess a unit historical records book?

(b) Are the records maintained by your unit complete in detail as from date of formation of the unit until October 1944?

(c) If not complete give information as to duplicate copies of your records forwarded by your unit to R.A.A.F. Headquarters, so that we may endeavour to secure these for your unit and return same to you.

(R. FALLON) S/Ldr.,
for ing Commander,
A/SENIOR ADMINISTRATIVE STAFFOFFICER.

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FROM : NO. 24 OPERATIONAL BASE UNIT,

TO : HEADQUARTERS, NORTH EASTERN AREA,

DATE : 19 MAY, 1945

REF. : 4/2/Air (26A)

26a

COMMANDING OFFICER'S REPORT - A50.
A.F.O. 18/F/5 - para 6 (b)

In accordance with your Headquarters E1022/PGM dated 11th May, 1945, herewith report as by the abovenamed, relevant the month of APRIL, 1945.

(a) DISCIPLINE. - NIL offences requiring action.

(b) MORALE. - First class, also further elevated because of European War News.

(c) LIVING CONDITIONS.- First class: prefabricated hutment living quarters, good food, water and weather.

(d) GENERAL WELFARE. - High standard - considerable domestic sport, Unit pictures and dance, large and well stocked library, Education library and daily broadcast of popular and classical music.

2. With the departure of detachments previously based on the Unit, the smallness of the Unit and the small number of visiting aircraft and personnel, Unit functions have been extremely quiet with nothing noteworthy to report other than that during the course of the month, a working party of approximately 10 airmen arrived from No. 2 R.I.M.U. to commence installing VHF/DF.

(L.D. SINCLAIR)
Flight Lieutenant,
Commanding,
NO. 24 OPERATIONAL BASE UNIT.

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30 E

COMMANDING OFFICER'S REPORT - FEBRUARY 1946.

Following advice received on the 1st. of February 1946 that this Unit was to disband, immediate action was taken to implement it.

On the 14th. February 1946 commenced the search for a missing Norseman A71/4 of No. 5 COMMUNICATION UNIT, TOWNSVILLE. The search lasted five days when the wrecked aircraft was found about ten miles from Iron Range, all the occupants being killed.

During these five days this Unit's Marine Section worked "round the clock" giving a service that was later praised by the crews of the searching aircraft.

Throughout the life of No. 25 O.B.U. the reputation of the Marine Section has always been of the highest, mainly due to Flight Lieutenant K. BREAKSPEAR (62080) and Flying Officer K.D. CRAPP (62386), and when these officers were posted to Warrant Officer H.F. MANNING (44273), and of course, the splendid team of N.C.O's and airmen who supported them.

By the end of the month the Unit was no longer actively functioning. Only a skeleton staff remained and final disbandment instructions awaited.

A few days later the Marine, Signals and Meteorological personnel were posted to the strength of No. 114 A.S.R.F. and personnel not essential to expedite disbandment posted to other Units.

F.A. Lord.

.....Flying Officer,
(F.A. LORD)
T/Commanding,
No. 25 OPERATIONAL BASE UNIT.

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30F

SUMMARY OF OPERATIONS.

FEBRUARY, 1946.

NUMBER OF TAKE-OFFS AND LANDINGS OF AIRCRAFT.	152.
NUMBER OF JOURNEYS TO AIRCRAFT.	1240.
PERSONNEL CARRIED ONE WAY ONLY.	2515.
ENGINE RUNNING TIME HOURS.	554 hours.
TOTAL PETROL CONSUMED.	1709 gallons.
AMOUNT FUEL PUMPED INTO AIRCRAFT.	53412 gallons.
AMOUNT OF OIL PUMPED INTO AIRCRAFT.	874 gallons.
AMOUNT FUEL PUMPED INTO M.L's, PMB's. etc.	NIL.
AMOUNT OIL CONSUMED.	38 gallons.
AMOUNT KEROSENE CONSUMED.	10 gallons.

AVERAGE SERVICEABILITY.....81.45%.

.....Flying Officer,
(F.A. LORD)
T/Commanding,
No. 25 OPERATIONAL BASE UNIT.

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295

SUMMARY OF OPERATIONS.

JANUARY, 1946.

Number of take offs and landings of Aircraft	 147
Number of Journeys to Aircraft	 1015
Personnel carried one way only	4179
Engine Running time hours	 708
Total petrol consumed	 2231
Amount fuel pumped into aircraft	.....47724 gals.
Amount of oil pumped into aircraft	..... 488 "
Amount fuel pumped into MLS, PMB's. etc.,	..... NIL
Amount oil consumed - Gallons	..... 66.5
Amount kerosene consumed - gallons	 8

AVERAGE SERVICEABILITY .....92.9%.

A.D. Callow

.....Squadron Leader,
(A.D. CALLOW)
Commanding,
No. 25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

29F

COMMANDING OFFICER'S REPORT - JANUARY 1946.

During the past month the traffic through the station has fallen off very considerably. Postings for discharge have been heavy and attachments as replacements have been made. The W.A.A.A.F. have all been posted and the barracks are now unoccupied.

It seems that the O.B.U. has now completed it's job as a Unit and suggestions have now been made for the Air Sea Rescue Flight to absorb the functions of the O.B.U.

The health of members of the Unit has been very good.

A.D. Callow S/L

.....Squadron Leader,
(A.D. CALLOW)
Commanding,
No. 25 OPERATIONAL BASE UNIT.

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28 E

SUMMARY OF OPERATIONS.

DECEMBER, 1945.

Number of Take offs and Landings of Aircraft	223.
Number of journeys to Aircraft	1623.
Personnel carried one way only	6740
Engine Running time hours	921
Total Petrol Consumed - gallons	2487
Amount Fuel Pumped into aircraft - gallons	83476
Amount Oil Pumped into aircraft - gallons	1040
Amount Fuel Pumped into M.L.s, P.M.B.s etc	NIL
Amount Distillate Consumed	NIL
Amount Oil Consumed - gallons	96.5
Amount Kerosene Consumed - gallons	56

AVERAGE SERVICEABILITY - 87%.

A D Callow

.....Squadron Leader,
(A. D. CALLOW)
Commanding,
NO. 25 OPERATIONAL BASE UNIT.

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28

COMMANDING OFFICER'S REPORT - DECEMBER, 1945.

The past month has been an uneventful one but the traffic through the Station is still heavy. Postings for discharge of long service personnel continues to reduce the strength, particularly in officers and senior N.C.O's which leaves sections short of experienced personnel and throws greater responsibility and work upon junior and inexperienced ranks. Personnel Section, at North Eastern Headquarters have been most co-operative in assisting with replacements which has enabled the station to function efficiently.

During Christmas and New Year holidays all personnel have been granted eight days standdown and this has been made possible by allowing one third of the personnel on strength to "stand down" at one time, and spreading the leave over 24 days. This has worked out satisfactorily and all sections have functioned efficiently.

The health of all personnel has been excellent and the Station has so far been free of any serious cases of sickness. With the approach of the wet season and the mosquito, instructions have been issued on the precautions to be taken for the prevention of Dengue Fever.

Discipline generally has been good with only a few breaches of a minor nature.

A D Callow S/L

.....Squadron Leader,
(A. D. CALLOW)
Commanding,
NO. 25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

SUMMARY OF OPERATIONS.

NOVEMBER, 1945.

No. of Take-offs and Landings of Aircraft	305
Number of Journeys to Aircraft	1810
Personnel carried one way only	8664
Engine running time hours	1023
Total Petrol Consumed gallons	2880
Amount Fuel Pumped into aircraft gallons	94504
Amount Oil Pumped into Aircraft gallons	656
Amount Fuel Pumped into M.L.S. P.M.Bs.etc	NIL
Amount Distillate Issued to Transit Marine Craft -gallons	440
Amount Oil Consumed - gallons	58.25
Amount Kerosene Consumed - gallons	28.5

AVERAGE SERVICEABILITY 88.44%

J.D. Shaw S/O

for (R. BREAKSPEAR) F/LT
O.C. MARINE SECTION,
No. 25 O.B.U.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

COMMANDING OFFICER'S REPORT - NOVEMBER, 1945.

The past month has been the busiest period on record for No. 25 Operational Base Unit. Not even during the heaviest operations through the critical war period has the traffic through the unit been so great. In the past month there has been 305 landings and take offs of sea-planes, 94,500 gallons of fuel was pumped into aircraft and 4251 transients were handled in the transient camp.

The strength of the Unit has gradually decreased over the past month, the most noticeable being the postings for discharge of both marine officers, which leaves the Marine Section without an officer in charge. Essential technical musterings have also been posted for discharge from this Section, but Personnel Section of N.E.A. Headquarters are endeavouring to provide suitable replacements.

Postings out from W.A.A.A.F. now leaves the strength at twenty-three.

Renovations to the Officers' Mess, Officers' Quarters and Airmen's Mess at Sheridan Street Camp has added considerably to the attractiveness of the accommodation available and has provided much more comfort for transient personnel.

The general health of the personnel on the Unit is excellent. Recreation and sport provide adequately for physical fitness of all personnel.

The rostering of essential duties now provides for a five day working week and two days standdown for all personnel.

A.D. Callow S/L

.....

(A. D. CALLOW), Squadron Leader,
Commanding,
NO. 25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX "A."

SUMMARY OF OPERATIONS.

OCTOBER. 1945.

No. of take-offs and landings of aircraft	304
Number of Journeys to Aircraft	1652
Personnel carried one way only.	7490
Engine running time hours.	898
Total petrol consumed	2117 galls.
Amount fuel pumped into aircraft	82295 "
Amount Oil pumped into aircraft	766 "
Amount Fuel pumped into MLS P.M.Bs etc.	2760 "
Amount Distillate consumed	Nil
Amount Oil consumed	66 galls.
Amount Kerosene consumed	60 "

Average Serviceability 81.99%.

(R. BREAKSPEAR) F/L
O.C. MARINE SECTION
NO.25 O.B.U.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

COMMANDING OFFICER'S REPORT

OCTOBER - 1945.

During the past month probably the most notable feature of the operations on No. 25 Operational Base Unit is the fact that the whole unit has been fully employed.

The Marine Section, which has been rather seriously depleted in strength through postings for discharge, has completed a very busy month. There have been 304 landings and take-offs, 7490 personnel carried one way and 82295 gallons of fuel supplied to flying boats. In addition the maintenance and repair of seacraft from other bases in N.E.A., as well as the 20 sea-craft on strength, has been carried out. The present strength of the marine section is barely sufficient to cope with the amount of traffic, which promises to increase rather than decrease. Further reductions in strength will have serious effects on the serviceability of the sea-craft, and the efficiency of the operations.

The Transient Camp at Sheridan Street has handled 1628 transient personnel, mostly time expired, moving south. Every care is taken to prevent a "bottle-neck" by making use of every possible means of transport going south. Meals supplied to transient personnel have been good and are available 24 hours per day. Renovations in the officers' and airmens' messes are well in hand in an endeavour to provide as much comfort as possible.

The S.A.S.O. Group Captain COMPAGNONI made an inspection of the O.B.U. during the month with the object of suggesting proposals for the concentration of the unit. In its present circumstances he was reluctant to offer any drastic alterations which could economically be carried out for the more efficient functioning of the unit.

The arrangements for the arrival and departure of the Prime Minister, MR. B. CHIFLEY, were carried out efficiently and without a hitch, by this unit during his visit to Cairns. Transport in the way of three staff cars for the official party were also provided for, by arrangement with Army Transport Section.

The visit of the American Superfortress, "Waltzing Matilda" in connection with the fourth Liberty Loan, was considerably facilitated by this unit. Transport was made available to the crew and the machine was serviced. Areas were roped off and guards and Service Police assisted in controlling the visiting public.

Whilst the unit has been fully employed during the past month, there has been adequate time allotted to recreational and educational activities, and all personnel have attended talks and lectures given by the Education Officer and representative of the Ministry for Post War Reconstruction.

No. 25 O.B.U. is a happy unit because it is fully employed

(A.D. CALLOW) Squadron Leader
Commanding,
NO. 25 OPERATIONAL BASE UNIT

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX "A"

SUMMARY OF OPERATIONS

SEPTEMBER 1945

No of take-offs and landings of Aircraft	286
Number of journeys to Aircraft	1553
Engine running time. Hours	981
Personnel carried one way only	8,381
Total petrol consumed	2,398 Galls.
Amount fuel pumped into Aircraft	83,302 "
Amount oil pumped into Aircraft	1262 "
Amount Distillate Comsumed	21 Pts.
Amount Oil comsumed	624 Pts.
Amount Kerosene comsumed	109 Pts.

AVERAGE SERVICEABILITY 83.5%

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

COMMANDING OFFICER'S REPORT
SEPTEMBER - 1945

During the current month a change of command of NO. 25 OPERATIONAL BASE UNIT was effected. S/Ldr. A.D. CALLOW arrived on posting 12th SEPTEMBER, 1945 to take over from S/LDR. W.J. AHEARN. A hand-over take-over of the Unit was completed on 16th SEPTEMBER. It was found that the unit as a whole was in a satisfactory state and that all sections were functioning harmoniously and efficiently. S/Ldr. AHEARN departed this Unit on posting 17th SEPTEMBER, 1945.

On 15th SEPTEMBER, 1945 seven Catalinas transporting 135 ex-POWs, being the first batch to arrive at CAIRNS were accorded an enthusiastic welcome by Army, R.A.A.F. and Red Cross representatives, and were accomodated at 116th A.G.H. where they were further entertained during the evening. The following morning they were flown to SYDNEY. Since 15th SEPTEMBER, there has been a steady stream of ex-POWs passing through the sea plane base and the Marine Section of this Unit has done a particularly good job in handling the traffic.

During the month, NO. 6 I& M.O., Bulk Canteen Store and NO. 25 O.B.U. Transport Section were moved from privately owned premises thus allowing these properties to be available for de-hiring. The arrangements for accommodation O.B. Headquarters at Edge Hill is also under way and when completed which will be in approximately 3 days time, the Headquarters will vacate its present buildings at the Aerodrome. The present occupied buildings will then be available for return to its private owners.

The Zone Education Officer, F/LT. AIREY has drawn up a programme and time table for vocational and rehabilitation subjects, has put into effect and progress reports appear to be satisfactory to date.

All personnel on the O.B.U. are fully employed at the moment and a complete survey of the Unit's present strength, shows that, whilst a number of personnel are necessarily employed in musterings other than their own, any further cuts in personnel will adversely affect the efficient functioning of the Unit, Whilst the present traffic is maintained.

It is the C.O's intention to seize any and every opportunity to concentrate the Unit, to closely watch the judicious employment of all personnel to advise N.E.A. Headquarters of any personnel available for posting and to implement any measure which may help to assure the smooth functioning of demobilization plans.

A.D. Callow Sqn Ldr

.....

(A.D. CALLOW), Squadron Leader,
COMMANDING,
NO. 25 OPERATIONAL BASE UNIT.

3.10.45

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APPENDIX "A"

SUMMARY OF OPERATIONS
(MARINE).

AUGUST, 1945.

No. of take-offs and landings of Aircraft	134	
Number of journeys to aircraft	1566	
Engine running time hours	904	
Personnel carried out only	7530	
Total petrol consumed	1978	gallons.
Amount Fuel pumped into Aircraft	36341	"
" Oil " " "	697	"
" Fuel " " M.L.S.,P.M.B.'s etc.	NIL	
" Distillate consumed	51	"
" Oil "	554	"
" Kerosene "	84	"

Average Serviceability 78.98%.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

COMMANDING OFFICER'S REPORT
AUGUST, 1945.

On 27th August, 1945, nine Catalina aircraft en route to Singapore via Darwin landed at Cairns. They were carrying Medical supplies for P.O.W. and personnel to take charge of the ex-prisoners of war. Crews and passengers were accommodated by this Unit and the aircraft refuelled and despatched without incident at 0705 hours on the following morning.

At 0400 hours on 26th August, 1945, aircraft from 35, 36, 37 and 38 Squadrons loaded 120 Paratroops and 10000 lb. freight at Cairns aerodrome and departed en route Merauki, Biak, Moratai to Singapore. Loading of personnel was commended at 0330 hours and all aircraft were airborne without incident at 0400 hours.

During the visit of the Duke and Duchess of Gloucester and party to Cairns this unit was requested by the C.O. 17th L of C Sub-Area, who had charge of arrangements during their stay to arrange a trip for them to Green Island, situated 17 miles off the coast. Two Air Sea Rescue boats were commissioned for the trip and were fitted out with deck chairs, awning, etc. The Royal Party had a most enjoyable day and a copy of a letter of appreciation is attached. This unit also placed at his Highnesses disposal a Mobile Cinema which provided entertainment for his party each evening he remained at Trinity Beach. At the condlusion of the trip to Green Island, his Royal Highness asked Squadron Leader AHEARN to present the crew of the two launches to him and generously congratulated each of them on their smooth efficiency.

The crews were :

02-3 F/Lt K.L BREAKSPEAR, Corporal FARRELLY, LAC HOLBERT. K.C.
08-27 P/O K.D CRAPP, LAC PEARSON, LAC GREENSE.

Wireless communication was maintained throughout the trip.

During the month the Commanding Officer paraded all members of the Unit and gave them a comprehensive lecture on rehabilitation.

W.J. Ahearn S/L

(W.J. AHEARN) Squadron Leader,
Commanding
NO. 25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

MH/VF

GOVERNMENT HOUSE,

CANBERRA.

17th AUGUST, 1945.

My Dear Aherne,

Their Royal Highnesses the Duke and Duchess of Gloucester direct me to thank you very much indeed for organising so efficiently their very enjoyable trip to Green Island. Not only did everything go very smoothly, but the trip was made in the greatest possible comfort, and I think you saw for yourself how much both the Duke and Duchess enjoyed themselves.

I thought Breakspear and his crew were absolutely first class, and may I add my own personal thanks to you for helping me so splendidly and enabling this trip to be put on.

I do hope we shall meet again before long.

I am very sincerely,

(SGD) MICHAEL HAWKIN

MAJOR

Squadron Leader W. Aherne,
Station Commander,
R.A.A.F.,
CAIRNS.

Certified true copy .....

APPENDIX "A"

SUMMARY OF OPERATIONS

JULY, 1945.

No. of Take-offs and Landings of Aircraft	193
No. of Journeys to Aircraft	1788
Engine running time Hours	739
Personnel carried out only	10867
Total Petrol Consumed	2171 galls.
Amount fuel pumped into aircraft	48248 "
" oil " " "	1074 "
" fuel " " ML's & PMB's, etc.	Nil
" Diesel distillate consumed	49 "
" Oil "	89 "
" Kerosene "	20 "
Average Serviceability	82%

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COMMANDING OFFICER'S REPORT
JULY, 1945.

During the month arrangements to move 25 O.B.U. now quartered and employed on the aerodrome were commenced. It is proposed to use Unit labour to convert part of one building at Edge Hill for use as Orderly Room, erect two masonette huts as Commanding Officers and Adjutant's Office, and erect a 30' by 20' garage together with huts for use of transport section.

Part of the above plan has been for some considerable time under consideration by Air Board but as the Civil Aviation Department has now demanded the removal of the Transport Section of this Unit, the decision to erect buildings by Unit labour has decided after telephone conversation with Divisional Works Office, Townsville and North Eastern Area Headquarters.

It is anticiapted the work will be completed in one month, providing material for erection of garage comes to hand.

Two Air Sea Rescue exercises were carried out during the month. One to exercise crews in night channel leads and one to exercise crews in pulling personnel aboard from a dinghy at sea.

Some 12 months ago the Allied Works Council were commissioned to instal an electric winch in the Marine Section Slipway. Repeated requests for the winch, which was urgently required, failed, therefore a salvage party was sent to the Australian Army 7th Vehicle Park Dump at Tolga, where a Chevrolet 6 cylinder engine and a front wheel drive were obtained from a disabled 4 Ton Truck. These have been converted and mounted as a power Unit to operate the winch used in slipping R.A.A.F. Marine craft and will save many man hours per month in the handling of heavy R.A.A.F. launches.

The Marine Slipway has also extended by Unit labour and two cradles were constructed. They can be used separately or together to carry any craft up to 60 foot Torpedo Recovery Launches. Various modifications and standardising sets (such as standard engine beds, engine boxes, controls, dashpanels, shafts, propellers, clutch assemblies, etc.) prepared at this Unit, have made possible the conversion of refaller 05-1 to be completed in 14 days from date of slipping and enabled units at Higgins and Karumba to carry out conversions without the necessity of transporting the craft to a unit where conversion facilities exist. The modification sets are made up bythis Unit are forwarded on request to the unit requiring them.

During the month a total of 954 Transient Officers and other ranks were accommodated at our Sheridan Street Camp which also houses our Marine Section personnel as well as V.A.O.C., T.M.O. and Signal personnel. This camp was previously an abandoned U.S.A. Camp. Surplus transient personnel are accommodated at Edge Hill Camp.

The health and morale of the Unit is particularly good. There is practically no sickness. Of 60 W.A.A.A.F. personnel, only one case of sickness has been reported in the past four months and in that instance the W.A.A.A.F. concerned arrived at this Unit with a skin disease and was immediately vacated to Hospital, thus for the first time in months, spoiling our 100% record.

W.J. Ahearn 5/8

(W.J. AHEARN) Squadron Leader,
Commanding
NO. 25 OPERATIONAL BASE UNIT.

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MOVEMENTS OF AIRCRAFT CAIRNS NOVEMBER 1945

	R.A.A.F.		U.S.A.		N.E.I.		CIVIL		R.A.F.		LOCAL		TOTAL	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
NOVEMBER 1	2	2	.	1	.	.	5	5	.	.	1	1	8	9
2	.	1	.	.	.	.	4	3					4	4
3	1	1					3	4					4	5
4	1						4	3					5	3
5	2	1			1	1	4	4					7	6
6	2	2					3	5					5	7
7	3	2					3	3					6	5
8	1	2					4	5					5	7
9	1	1					4	3					5	4
10	4	3			1	1	3	3					8	7
11		1					2	3			1	1	3	5
12	2	3					4	3			1	1	7	7
13	1	2					4	5					5	7
14	3	1					4	3					7	4
15	2	3					3	5					5	8
16	1	1					6	4					7	5
17	4	4					4	4					8	8
18	14	13	1				4	3					19	16
19	1	1	1				3	4					5	5
20	1	1		1			3	3					4	5
21	2	3		1			4	3					6	7
22	3	1			2		4	5			1	1	9	7
23	1	2			2	2	4	3					7	7
24	4	3	1			1	3	3			2	2	10	9
25	1	3		1		1	3	3					4	8
26	3	1					3	3			2	2	8	6
27	3	3					4	4					7	7
28	1	3					6	4			1	1	8	8
(29)	1	1					4	3					5	4
30	3	3					4	5					7	8
TOTAL	69	68	3	4	6	6	113	111			9	9	198	199

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX "A".

SUMMARY OF OPERATIONS

JUNE 1945

NUMBER OF TAKE-OFFS AND LADNINGS OF AIRCRAFT	210	
NUMBER OF JOURNEYS TO AIRCRAFT	1964	
ENGINE RUNNING TIME HOURS	1180	
PERSONNEL CARRIED OUT ONLY	12998	
TOTAL PETROL CONSUMED	1986	GALLONS
AMOUNT FUEL PUMPED INTO AIRCRAFT	59945	GALLONS
" OIL " " "	1896	"
" FUEL " " M.L'S - M.B'S ETC.	NIL	"
" DIESEL DISTILLATE CONSUMED	NIL	"
" OIL "	76	"
" KEROSENE "	60	"
AVERAGE SERVICEABILITY	85%	

CRAFT 017-1 UNSERVICEABLE FOR SIX MONTHS AWAITING PARTS NOT SHOWN IN SERVICEABILITY

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

COMMANDING OFFICER'S REPORT

JUNE 1945

During the month of June the number of Aircraft using this base was 216; of this total 109 were civil aircraft. During the late months of 1944 an average of over 600 aircraft used the base each month. The decrease in transient aircraft is due to two factors (1) Movements north of U.S.A. aircraft (2) N.E. Area HQ operational instruction 98/1944 which sets out strategic air route bases for operational aeroplanes. Coinciding with the decrease in arrival and departure of land aircraft the Marine Section of this Unit as will be seen from the attached Summary of Operations increased in importance.

The changed conditions of this base is at present the subject of investigation by N.E. Area HQ. with a view to more economical running of the Unit.

On 13 June an aboriginal whom it was later ascertained lived at Malabar Aboriginal Mission Station Cairns called at 17 L of C Sub Area HQ Cairns and made an extraordinary statement about a crashed aeroplane off Flinders Island Cape York Peninsula. He stuck to his story which was almost word perfect under severe cross-examination and after his statement had been read over the phone to H.Q. N.E.Area it was decided to send a Mariner Aircraft to the spot where the aircraft crashed. However the C.O. 25 O.Base.U. was not altogether satisfied. It was considered unusual that all occupants especially the pilot who, it would be expected, would be strapped in, should be thrown clear of the wrecked aircraft, and other discrepancies in the aboriginal's story warranted further investigation. Under further cross-examination the aboriginal confessed his story was a hoax.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

The Army Authorities prosecuted him and he was given three months jail in Townsville jail.

A copy of his statement together with the first cross-examination is attached as an interesting document.

A considerable saving to the R.A.A.F. was effected during the month by the removal of the Signals Section of this Unit from private premises in Abbott Street Cairns to R.A.A.F. building on Esplanade Cairns, and the removal of 25 O.Base.U. Bootmaker and Staff from a private dwelling to R.A.A.F. Camp Edge Hill.

The weather during the month was excellent. The morale of the Unit is good and there is practically no illness on the Unit. Transient personnel passing through have been generally well behaved and no delays in onward movement have been noted.

W.J. Ahearn

.....
(W.J. AHEARN) Squadron Leader,
Commanding
No. 25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

COMMANDING OFFICER'S REPORT

MAY, 1945.

During the month of May, this unit had a regular flow of transient personnel proceeding North and South, the average daily number throughout the month was approximately 150 personnel.

Difficulty was experienced with a large number of U.S.N. L.ST'S which moored in Cairns Inlet. They were for a time a menace to moored aircraft, Marine section craft and on account of the heavy wash from small landing craft attached to them we experienced cansiderable difficulty in avoiding damage when operating our boats alongside aircraft.

Commander Baker of the U.S.N. was interviewed and persuaded to move several of his L.S.T'S out of the fairway and when our difficulties were explained to him he issued instructions which slowed down the speed of all craft under his control. In return Commander Baker was granted permission to use the Marine section of the wharf to unload and load leave and duty personnel. The work done by Marine section of this unit during May as will be seen from attached returns, has been very heavy, but the number of aircraft using the land base has dwindled considerably from the period some months back when a daily average of 50 aircraft landed to refuel.

A practice air-sea-rescue exercise was carried out in a heavy sea with satisfactory results. The weather was showry and cloudy during the batter portion of May.

There is very little sickness on the unit and the morale of all personnel is good.

W.J. Ahearn S/L

(W.J. AHEARN) Squadron Leader,
Commanding
NO. 25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 1.

SUMMARY OF OPERATIONS

MAY, 1945.

NUMBER OF JOURNEYS TO AIRCRAFT	1778	
ENGINE RUNNING TIME HOURS	1245	
PERSONNEL CARRIED OUT ONLY	12,625	
TOTAL PETROL CONSUMED	2,248	gallons
AMOUNT FUEL PUMPED INTO AIRCRAFT	45,409	gallons
" OIL " " "	1,169	"
" FUEL " " ML's- MB's Etc.	NIL	"
" DIESEL DISTILLATE CONSUMED	NIL	"
" OIL "	80	"
" KEROSENE "	18	"
SERVICEABILITY	94%	

Craft 017-1 unserviceable awaiting piston for five months, not shown in serviceability epercentage.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

COMMANDING OFFICER'S REPORT

APRIL 1945.

Two "Air Sea Rescue operations were performed by this Unit during the month and in each occasion the work of the personnel concerned was excellent. When the Adelaide Steamship Companies' Tug"Utah" capsized and sank in Cairns Harbour, the R.A.A.F. rescued the only two survivors and during the operations when the R.A.A.F. went to the assistance of a stranded Naval Tug and Barge, rescues were effected and excellent communication maintained by radio throughout the operation.

Throughout the month the weather has been cloudy and showry. Large numbers of Transient personnel passed through the two O.B.U. Camps at Cairns and at times accommodation was taxed to the utmost. During the month owing to heavy constant rain in the Cairns Area strong currents ran through Cairns River to the sea and at times the Marine Section of this Unit worked under extremely unpleasant and dangerous conditions. Evefy available pump had to be utilised to keep barges and boats afloat. During the period no accidents occurred and no boats were damaged or lost.

The morale of the Unit is high and sickness is almost nil.

W.J.Ahearn S/L

(W. J. AHEARN) Squadron Leader,
Commanding
NO.25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 1.

SUMMARY OF OPERATIONS.

APRIL, 1945.

NUMBER OF JOURNEYS TO AIRCRAFT	1493	
ENGINE RUNNING TIME HOURS	1090	
PERSONNEL CARRIED OUT ONLY	10,062	
TOTAL PETROL CONSUMED	2,010	GALLONS
AMOUNT FUEL PUMPED INTO AIRCRAFT	32,179	"
" OIL " " "	798	"
" FUEL " " M.I.'s, P.M.B.'s, etc.	5,371	"
" DIESEL DISTILLATE CONSUMED	NIL	"
" OIL "	95	"
" KEROSENE "	40	"
SERVICEABILITY	75%	

Craft 017-1 unserviceable awaiting piston for four months not shown in serviceability percentage.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

SUMMARY OF OPERATIONS

MARCH 1945

NUMBER OF JOURNEYS TO AIRCRAFT	1402
ENGINE RUNNING TIME HOURS	875
PERSONNEL CARRIED OUT ONLY	12338
TOTAL PETROL CONSUMED	1749 GALLS.
AMOUNT FUEL PUMPED INTO AIRCRAFT.	36951 "
" OIL " " "	988 "
" FUEL " " RAN LAUNCHES	1524 "
" DIESEL DISTILLATE CONSUMED.	4 "
" OIL CONSUMED.	82 "
" KEROSENE " .	66 "
SERVICEABILITY.	66%

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

COMMANDING OFFICER'S REPORT

MARCH 1945.

Although the weather cleared somewhat during the month very heavy rain fell on numerous days making a total of fortyeight inches. The aerodrome was closed on several days and inconvenience was caused through disruption of both air and train communications.

Very little inconvenience was caused by rain in the Edge Hill and Sheridan Street camps, the huts in the latter have all been re-roofed and are now watertight. The great benefit also of the duck-boards in this camp was apparent to all occupants.

Hudson A16-118 crashed into the sea on 5th March whilst approaching Cairns Aerodrome with loss of all personnel carried. General Blamey and party arrived by aircraft to attend the funeral of Army personnel concerned.

A record number of transient personnel was handled during the month and although accommodation is very limited the situation was coped with and complaints were practically nil.

D.C.M. finding in the case of a Corporal charged with stealing petrol, and absence from duty, was "Guilty" with an award of reduction to ranks and ninety days detention.

Lord and Lady Wakehurst accompanied by Lady Blamey arrived unannounced on 22nd March and were entertained by senior Army Officers who apparently had notice of their intended arrival.

The satisfactory state of health of the Unit was somewhat marred by several cases of Dengue Fever but the attacks would appear to be mild as in most cases the patients were in hospital for only four or five days. Special precautions were taken under guidance from the Medical Officer.

The epidemic appears to have died out and at the end of the month no fresh cases have been reported for five days.

The morale of the Unit is most satisfactory.

W R B

.....

(W.R. BURPEE) Flight Lieutenant,
T/COMMANDING, NO. 25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX.1.

REPORT ON CRASHED HUDSON A 16-118.

At approximately 1615 hours on MONDAY 5th MARCH, HUDSON A/C A16-118 was approaching the CAIRNS Aerodrome from the North, the aircraft was seen to make a slow left hand circuit, apparently prior to landing, when suddenly the right wing dropped, the nose came down and the aircraft dived vertically, disappearing from the vision of the observer.

The crash tender and ambulance were immediately ordered to proceed to the estimated position, but to boggy roads could proceed only a short distance and had to return to base. The Air Sea Rescue Lauch was ordered to proceed to the scene of the crash and Colnel NOLTE 17 L of C sub area was advised and requested to have beach group and Navy co-operate in the rescue.

A Rapide aircraft was put at 25 O.B.U'S disposal by A.N.A. and it was utilized to pin-point the position of the crashed aircraft which was located 4 to 5 hundred yards off shore North of REDDAN'S Creek on MACHAN'S Beach. Mo sign of life was visible although a yellow rubber dinghy and one aeroplane wheel was observed. The A.S.R. Launch and Army barges stayed on the scene until darkness forced ahalt, but there were no bodies recovered. The wreckage was discovered on the sea bed on 6th MARCH by the R.A.A.F. Salvage Party. The bodies of the following personnel were recovered during the rescue operations :- Lt/GEN/ VASEY, Maj/GEN. DOWNS, COL. BERTRAM, F/LT. NEWELL, F/O THOMSON, W/O FRIEZE, CPL JAMES.

The funeral of Lt/GEN VASEY which was held at 1400 hours on 8th MARCH, was attended by GEN. BLAYMEY and Staff Officers, a guard of honour and pall bearers being supplied by Army and R,A.A.F. personnel.

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19a

FROM : Headquarters, North Eastern Area.

TO : No.25 Operational Base Unit.

DATE : 23 MAR 1945

REF : 1/273/ED.

OPERATIONS RECORD BOOK.

1. Returned herewith for signature by the Commanding Officer, Operations Record Book for the month of February, 1945.

W. J. Bentley F/L

(W. J. BENTLEY-) F/Lt.,
for Wing Commander,
T/SENIOR ADMINISTRATIVE STAFF OFFICER.

Forwarded to NEA.
on 27th March 1945.
H Egan.

1/12/AIR

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 2.

SUMMARY OF OPERATIONS.

FEBRUARY, 1945.

NUMBER OF JOURNEYS TO AIRCRAFT	1476	
ENGINE RUNNING TIME HOURS	1127	
PERSONNEL CARRIED OUT ONLY	9750	
TOTAL PETROL CONSUMED	2015	
AMOUNT FUEL PUMPED INTO AIRCRAFT	27,917	
" OIL " " "	1,285	
" FUEL TO TRANSIT MARINE CRAFT (018-18)		220 Range Fuel
" 02-7		220 80 Octane
" DIESEL DISTILLATE CONSUMED	Nil	
" OIL	64.5	Gals.
" KEROSENE	44	"
SERVICEABILITY	75%	

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 1.

COMMANDING OFFICER'S REPORT.

Heavy continuous rain fell in this area during the month of February. The Edge Hill R.A.A.F. camp is well built and well drained and no inconvenience was caused there by the heavy rain. However, the Sheridan Street Camp is badly drained and the roofing was particularly bad when the camp was taken over by the R.A.A.F. The roofs have now been covered with iron and duck boards laid down making the camp quite comfortable. Precautions were taken at the Marine Section by installing a pumping plant and it was found necessary to use that plant to save the barges which were in danger of sinking due to the barges becoming filled with water. Even the crash boat had to be pumped dry. The personnel of 25 O.B.U. Marine Section did an excellent job in saving all installations and gear from serious damage.

An organized gang of petrol thieves apparently began operation in this area and succeeded in stealing forty (40) drums of petrol from Australian Army Dumps. All R.A.A.F. petrol dumps were immediately removed to selected sites and barbed wire fences erected around them. Guards were paraded before the C.O., and given warning and told to exercise special vigilance.

Personnel of 113 Air Sea Rescue Flight formed on this unit were given lectures on Aerodrome Defence (passive and active) by the C.O. 25 O. Base U. During the lectures training in small arms (Tommy Gun Revolver and Rifle) was offered and availed of by personnel of the A.S.R. Unit. Before the Unit left Cairns every available airman was given range practice and training in small arms.

On 19th February Sunderland Aircraft from 40 Squadron commenced a daily Port Moresby - Cairns - Port Moresby (except Sundays) run. Sunday a Port Moresby - Cairns run remaining overnight and a Tuesday Darwin - Cairns run remaining overnight returning Cairns Port Moresby Wednesday. To date the runs have been operated satisfactory. A fast launch is run to meet incoming aircraft and the pilot and crew taken ashore to transact any urgent business.

The health and morale of this unit remains most satisfactory.

W. J. Ahearn S/L

.....
(W.J.AHEARN),
Squadron Leader,
COMMANDING,
NO. 25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 1.

COMMANDING OFFICER'S REPORT.

The wet season came early to this district and during the month of JANUARY, heavy and continuous rain made conditions on this aerodrome unpleasant and uncomfortable. The airmen are to be commended on their excellent spirits and the keenness with which they worked under difficult conditions.

On 4th JANUARY a Beaufort from C.R. Unit, BOWEN dropped a M10 spray tank on the runway during take off, Approximately 100 yards of the runway was contaminated. The COMMANDING OFFICER immediately took charge, had the contaminated area decontaminated and the following day dumped the contaminated dirt at sea. During the work one airman sustained blister burns and two airmen slight burns. While the main strip was closed to traffic a U.S.A. Douglas aircraft landing on the 1200 yards runway overshot the strip and was damaged. A guard was placed on the aircraft until it was handed over to the U.S.A. Salvage party.

Smart work by members of the Unit saved an A.N.A. Douglas aircraft whi caught fire whilst being cleaned. This was the second occasion alert, smart work by members of this Unit saved A.N.A. civil planes from damage by fire.

F/LT. HAYLEN, R.A.A.F. HEADQUARTERS and a mixed party of civil and army personnel arrived at CAIRNS on 20th JANUARY to carry out a survey of Islands and reefs in the CAIRNS - COOKTOWN area. The preliminary arrangements made for the party appeared to have been made without considering carefully weather conditions and boat requirements. However, this Unit under difficult conditions assisted the party to carry out their preliminar work and eventually arranged for them to have the services of an Air Sea Rescue launch which had put into CAIRNS for repair en route to MADANG. The party are at present held up by extremely bad weather conditions but should the weather improve it is anticipated the party will leave CAIRNS for COOKTOWN on 3rd FEBRUARY to complete their work.

AIR COMMODORE BLADEN, D.C.A.S. arrived from New Guinea en route to BRISBANE on SATURDAY, 20th JANUARY. The D.C.A.S. was keenly interested in the cargo and passenger carrying work done by Mariner aircraft of NO. 41 SQUADRON and the arrangements made by this Unit for Transient personnel. He came with the impression that NO. 41 SQUADRON was not using their aircraft to the fullest advantage but after being shown loading figures and hours flown etc and after inspecting the marine sectio of this Unit and NO. 41 SQUADRON he expressed satisfaction at the work being carried out. He was shown over the Unit and had breakfast at the mess before departing for BRISBANE at 0900 hours.

W.J. Ahearn S/L

(W.J. AHEARN),
Squadron Leader,
COMMANDING,
NO. 25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX..2.

SUMMARY OF OPERATIONS.

JANUARY, 1945.

NUMBER OF JOURNEY'S TO AIRCRAFT	1,071
ENGINE RUNNING TIME HOURS	848
PERSONNEL CARRIED OUT ONLY	6,575
TOTAL PETROL CONSUMED	1,736
AMOUNT FUEL PUMPED INTO AIRCRAFT	19,444
AMOUNT FUEL PUMPED INTO R.A.N. LAUNCH ES	1,348
SERVICEABILITY	75%.

.....

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 1.

COMMANDING OFFICER'S REPORT.

During the month of DECEMBER the outstanding eventsat this Unit was the departure of NO. 10 COMM. UNIT, NO. 39 O.B.U. and NO. 17 A.O.P., three Units formed on this Unit. Together with NO. 5 SQUADRON the three Units entrained at CAIRNS for TOWNSVILLE, en route to their destination. Previously their equipment had been loaded on ship at NO. 8 Wharf, CAIRNS. The billeting, move of the Units and their equipment were completed without delay or incident. It was considered that the change over at Cairns from two Catalina Squadrons to one Mariner Squadron would mean less work and organisation at the Marine Section of this Unit but experience has proved that a Mariner Squadron gives much more work to the Marine Section than the two Catalina Squadrons did. The Marine Section carpenters under the direction of the Commanding Officer recently built a wide ramp with cleats in each side and a smooth centre from the wharf to the pontoon. This facilitates loading and saves considerable man hours.

By Unit labour existing Unit facilities were considerably improved. A sleeping hut was converted into a store for the Zone Caterer thus releasing a shop in Cairns which was hired for that purpose, a canteen was built, a store erected for the housing of barracks equipment and a verandah added to the officers and Sergeants Mess.

The conduct of the airmen over the holiday period was particularly good. The morale and conduct of the Unit is good.

W.J. Ahearn S/L

(W.J. AHEARN),
Squadron Leader,
COMMANDING,
NO. 25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 2.

SUMMARY OF OPERATIONS

MONTH OF DECEMBER, 1944.

NUMBER OF JOURNEYS TO AIRCRAFT	1256
ENGINE RUNNING TIME HOURS	1103
PERSONNEL CARRIED OUT ONLY	9010
TOTAL PETROL CONSUMED GALLONS	2207
DISTILLATE CONSUMED GALLONS	24
AMOUNT FUEL PUMPED INTO AIRCRAFT	26,204
" " " " RAN LAUNCHES	3,278
" " " " US ARMY BOATS	3,291
" " " " RAAF TRANSIT (80 Octane MARINE CRAFT	1452
AVERAGE SERVICEABILITY	80%

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

SECRET

15a

FROM : NO. 25 OPERATIONAL BASE UNIT.

TO : HEADQUARTERS, NORTH EASTERN AREA.

DATE : 4th DECEMBER, 1944.

REF : 1/12/AIR (15A) 291

UNIT HISTORY SHEET

Forwarded herewith is a copy of this Unit's History Sheet for the month of NOVEMBER, together with the Commanding Officer's report.

2. Attached to the History Sheet are two appendices.

W.J. Ahearn S/L
.....
(W.J. AHEARN),
Squadron Leader,
COMMANDING,
NO. 25 OPERATIONAL BASE UNIT.

Encl.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 2.

SUMMARY OF OPERATIONS

MONTH OF NOVEMBER, 1944

NUMBER OF JOURNEYS TO AIRCRAFT	1046
ENGINE RUNNING TIME (HOURS)	780
PERSONNEL CARRIED OUT ONLY	9093
TOTAL PETROL CONSUMED (GALLONS)	1488
AMOUNT FUEL PUMPED INTO AIRCRAFT (GALLS)	18260
" " " " RAN LAUNCHES "	5617
" " " " US ARMY BOATS "	17409
" " " " RAAF TRANSIT MARINE CRAFT "	352
AVERAGE SERVICEABILITY	71%

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 1.

COMMANDING OFFICER'S REPORT.

The work of this Unit during the month of NOVEMBER was without outstanding incident.

2. The advance parties and all equipment and stores for NO. 84 WING HEADQUARTERS, NO. 10 COMMUNICATION FLIGHT, NO. 17 A.O.P. and NO. 39 OPERATIONAL BASE UNIT were loaded and embarked successfully. Personnel of these Units are still quartered on this Unit.

3. On account of new constructional work by Civil Aviation Department, the Unit was forced to move a number of huts, the Operations Room and crew room to new sites on the aerodrome. The work was carried out by Unit labour.

4. During the month, the American Red Cross Hostel in CAIRNS closed and during the last ten days of the month a noticeable falling off in the number of U.S. aircraft using CAIRNS aerodrome was observed.

5. The morale of this Unit is good and co-operation with Navy, Army and U.S. Air Force excellent.

W.J. Ahearn S/L
(W.J. AHEARN),
Squadron Leader,
COMMANDING,
NO. 25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 1.

COMMANDING OFFICER'S REPORT

1. No. 84 Wing, 10 Communication Flight, 17 A.O.P. and 39 Operational Base Unit are forming at Cairns and attached to this Unit. No difficulty is being experienced in coping with the additional personnel, but extra prefabricated huts had to be erected and the airmens' recreation room at Sheridan Street utilised for sleeping quarters.

2. During the month the airmen of these units were given instructions and practice in smallarms and attended lectures in aerodrome defence given by S/Ldr. Ahearn. The lectures embraced passive and active defence of R.A.A.F. aerodromes and covered history of R.A.A.F. aerodrome defence, training in small arms, fire-fighting, protection of personnel and installations during araid.

3. On 4th October a Boston aircraft enroute to TOWNSVILLE which had been damaged in HOLLANDIA flown by a volunteer crew of two was forced to land at CAIRNS aerodrome. The pilot Lieut. GOSSAM made an excellent belly landing, none of the crew were injured but a United States infantry private who had been given a ride to TOWNSVILLE was very indignant because noone had told him he was riding in a damaged aircraft.

4. During a heavy dust storm on 17th October a U.S. Douglas aircraft with three Japanese prisoners on board was forced to remain overnight at CAIRNS, facilities and men to guard the prisoners were provided by this unit.

5. The normal routine work of the unit has been without incident during the month.

W.J. Ahearn S/L

(W.J. AHEARN)
Squadron Leader,
COMMANDING No.25 OPERATIONAL BASE UNIT.

1253

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 2.

SUMMARY OF OPERATIONS

MONTH OF OCTOBER, 1944.

NUMBER OF JOURNEYS TO AIRCRAFT	1157
ENGINE RUNNING TIME (HOURS)	751
PERSONNEL CARRIED OUT ONLY	8630
TOTAL PETROL CONSUMED	1571 gall.
AMOUNT FUEL PUMPED INTO AIRCRAFT	26,934 gall.
" " " " R.A.N. LAUNCHES	8,123 gall.
" " " " U/S. Army A/SEA R. BOATS	10,526 gall.
" " " " R.A.A.F. TRANSIT MARINE CRAFT	132 gall.
AVERAGE SERVICEABILITY	80%

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

COMMANDING OFFICER'S REPORT

1. During the month of September, 1944, 4 V.A.O.C. (O/C. F/O ENGLISH) attached to this Unit did two particularly good jobs. On the 6th September, their MOSSMAN post located a Dutch C.47 which en route from MERAUKE to CAIRNS was circling over MOSSMAN and signalling for landing lights. The pilot of the C.47 said later that the coast at MOSSMAN is identical with the coast off CAIRNS. Had it not been for the vigilance of the V.A.O.C. spotter the pilot would not have safely reached CAIRNS aerodrome because after we contacted him and gave him a CAIRNS bearing he returned to MOSSMAN, but the V.A.O.C. post notified us he was again over MOSSMAN. We had the Navy and Army searchlights at CAIRNS switched on and asked the pilot if he could see them and when he replied "Yes." We said "The searchlights are at CAIRNS, you are still circling MOSSMAN." He then flew to CAIRNS and landed.

2. On the 8th September when an American B.25 crash-landed at ROCKY POINT BEACH the V.A.O.C. spotter immediately notified this Headquarters at CAIRNS and they informed us. We contacted the Navy and they sent a boat to rescue the crew, but we recalled it on advice that the V.A.O.C. spotter had organised a rescue party and rescued the crew.

3. The A.I.F. and R.A.N. co-operated with us in the search for the missing Dutch Douglas, unfortunately so far without result. Letters of appreciation were forwarded to the R.A.N. and 17 L. of C. H.Q. The Army did a splendid job in exceptionally rough country. N.E.I. Headquarters at CAIRNS were kept informed of all aspects of the search.

4. H.Q. North Eastern Area advised this Unit by 'phone on September 9th that No. 84 Wing, 10 Comm. Flight and 17 A.O.P. Flight would form at CAIRNS and asked for co-operation fromthis Unit. The A.W.C. were immediately contacted and asked to hurry the completion of Sheridan Street Camp and arrangements were made to occupy the Edge Hill Camp although it was not really ready for occupation. Since occupation of Edge Hill Camp prefabricated huts left in the site by No. 33 Zone Filter have been re-erected and wired by Unit labour and huts allotted to 10 Comm. Flight and 17 A.O.P. Flight as Orderly rooms. No difficulty is being experienced in accommodating the extra personnel although it is anticipated that eventually more huts will need to be erected and probably the recreation hut used for temporary sleeping accommodation.

5. During the month all private homes in CAIRNS and suburbs previously occupied by this Unit were returned to their owners, most of whome had for sometime, now that all danger has passed, been clamouring for the return of their homes. The houses and hotels were scrubbed and cleaned by Unit labour and complete satisfaction was expressed by the owners in every case. Considering that personnel of this Unit have been living in the houses over the past two years that was considered most satisfactory.

6. The refueling personnel of this Unit,as will be seen from the attached returns, service a tremendous number of aircraft and are called upon to assist pilots of R.A.A.F. N.E.I. and U.S.A. aircraft for transport, minor repairs, telephone calls, information on available store supplies, weather dates etc. these extra duties are performed cheerfully and willingly by the small staff under the operation officer.

7. A system of routine runs between the aerodrome, Edge Hill Camp and CAIRNS has been instituted by this Unit in conjunction with 6 T&MO. This will show an economy in petrol and motor vehicles and is working satisfactorily.

W J Ahearn S/L

(W.J.AHEARN)
Squadron Leader,
COMMANDING No. 25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 1. COPY ONLY.

9.9.'44

TO : C.O. No. 25 O.B.U.

FROM : 1 A.P.U. DETACHMENT "MALARIAL CONTROL UNIT"

This detachment consisting of two beauforts A.3.224 and A3.369, two crews and two fitters 11E arrived Cairns from Laverton on the 26th August to carry out a series of malarial spraying tests in infested swamps in this area. Working in co-operation with the army medical branch we have up to this stage been concerned with attaining the correct rate offlow from each tank, namely two outer fuel and auxiliary, of one gallon per second at a speed of 150 knots. This figure has been reached and one spraying of an area two miles north of the strip has been completed with highly satisfactory results.

It is hoped to carry out more of these tests as soon as weather conditions permit before proceeding to New Guinea to complete this experimental work.

(Signed) H.N. DAVIES F/O.

O.C. MALARIAL CONTROL UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 2. COPY ONLY.

BOXING AND WRESTLING

PARAMATTA PARK, CAIRNS.
TUESDAY, 5th SEPTEMBER, 1944.
SPONSORED BY R.A.A.F. WELFARE

VISITING TEAM OF CHAMPIONS ACCOMPANIED BY SIR DONALD CAMERON K.C. M.G. D.S.O.

ASSISTED BY LOCAL CAIRNS UNITS OF THE NAVY, A.I.F. AND R.A.A.F.

PROGRAMME

1930 hours Band Selections by 2/4th Aust. Pioneers.

BOXING

REFEREE SGT MAHON P.

PRELIMINARIES - (3/2 minute rounds-

2000 HRS. Pte. LOXTON (9.2) AIF V Pte.HARRIS (9.4) AIF

2010 HRS. Pte. SMITH (110) AIF V A/B McORACH(10.12) NAVY

2020 HRS. Pte. EGAN (11.6) AIF V Pte. JACOBS (11.6) AIF

2030 HRS. A/B BURNHAM (12.0) NAVY V Pte. MOODIE (12.0) AIF

NOVELTY - -------- BOXER V WRESTLER

2040 HRS. Pte. LITTLE (9.8) AIF BOXER V SGT. MILLER (10.6) (RAAF Wrestler)

MAIN EVENTS (5/2 minute rounds)

2055 HRS. A/B KEFFORD (10.12) NAVY V SGT. WALSH (RAAF's most promising middleweight)

2100 HRS. Pte. MODDIE (12.4) AID V SGT. BROWN (Contender for light heavyweight Australian champ.)

2130 HRS. Sgt. NARVO (Heavyweight champ. of Australia) V Spr. CULLEN (13.6) AIF

2150 HRS. Sgt. STANTON (Contender for heavyweight title) V Spr. FRY (130) aif

Continued on Page No. 2.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

REFEREE ----- SGT SCARFE

DEMONSTRATION OF HOLDS

2210 SGT SCARFE (Olympic and British Empire Representative)

MAIN EVENTS (3/5 minute rounds)

2225 W/O TAMPLIN (Light heavyweight wrestler of Aust.) V A/B BATEMAN (12.7) NAVY.

2250 W/O WOODHILL (RAAF Middleweight Champion) V A/B SHEARER (11.8) NAVY

NATIONAL ANTHEM

COMMITTEE

Announcer	Mr. RADFORD
Medical	F/Lt. TODD and assistants
O/C Dressing Tent	SGT LIVINGSTONE and 2 Assts.
Timekeeper and Cornerman	SGT HUCHES and 5 Assistants
Reservations	1 S.P. and 1 M.P.
Gatekeepers	2 S.P's and 2 M.P's.
Bandmaster	SGT ADAMS
Organiser	F/O H.E. HACK, Welfare Officer, R.A.A.F.

ADMISSION FREE FOR SERVICE PERSONNEL ONLY

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 3. COPY ONLY

ROYAL NETHERLANDS INDIES ARMY

431 St. Kilda Road.

No. 1 N.E.I. TRANSPORT SQUADRON
MELBOURNE, September 13th, 1944.

Following the reports received from pilots 1st Lieutenants P. van der Griendt and F. Olsen regarding the accident with the C47-942 at the Cairns Airfield on the 5th instant, I desire to express my appreciation to you for the excellent and very helpful assistance given by you to those pilots in recovering their aircraft after it had been rolled out into a soft spot of the strip, due to a failure of the right hand brake.

(Signed) MAJOR S. de MUL.

C.O. No. 1 N.E.I.T.S.

Commanding Officer,
25 Operational Base Unit,
Group 824, R.A.A.F.
CAIRNS. Q'LAND.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 4

Report on Loss of and Search for C47 Aircraft VH-RDK.

On the 7th September, 1944 a C47 aircraft VH)RDK on the strength of the ROYAL NETHERLANDS EAST INDIES AIR FORCE was proceeding from MERAUKE to CAIRNS direct, E.T.A. CAIRNS being 1835.

At 1825, the Duty Pilot at CAIRNS commenced to call VH-RDK on R/T. As he had not received any reply by 1850 he instituted emergency aeradio procedure, and then continued calling on R/T. At 1901 VH-RDK answered on R/T stating that he would be landing in ten minutes.

As the aerodrome was clouded over and showers of rain were frequent, while a weather report obtained from GARBUTT showed that the sky was clear there, the Duty Pilot decided to recommend the pilot of the aircraft to proceed to GARBUTT though he kept the flare path and the revolving beacon switched on. Unfortunately he was not able to contact the aircraft again either by R/T or aeradio.

The Duty Pilot then got the Army to switch on their search lights in an effort to guide the aircraft to CAIRNS, and requested the V.A.O.C. to telephone all posts in the vicinity in an effort to locate him. This was done but he was at no time either sighted or heard by any V.A.O.C. post.

In the meantime the Operations Officer at No. 25 O.B.U. requested GARBUTT, MAREEBA, COOKTOWN and 220 RADAR to endeavour to get into communication with the aircraft and had the flare paths lit at MAREEBA and COOKTOWN. As the sky was clear at MAREEBA a search light was also used there in an effort to guide the aircraft in.

The Operations Officer also requested 220 RADAR to endeavour to get a 'plot' on the aircraft. Two 'plots' were obtained, one of which, on checking with the V.A.O.C.and other sources, proved to be that of an aircraft proceeding from HORN ISLAND to GARBUTT. The other was a short track extending inland from TRINITY BEACH for eight miles, where it was lost at 1924 hours. The Army authorities at TRINITY BEACH were immediately requested to check up on this and after enquiries were made by them at their posts in the vicinity they advised that several men had heard an aircraft in the TRINITY BEACH neightbourhood around 1900 hours.

The Duty Pilot continued his efforts to communicate with the aircraft and the Operations Officer maintained constant contact with A.O.R. 220 RADAR, MAREEBA, COOKTOWN and the V.A.O.C. It was ascertained from MERAUKE that the petrol taken by VH-RDK was 700 U.S. gallons, giving an endurance of about seven hours. After the expiration of eight hours from the time of the aircrafts departure from MERAUKE, the Operations Officer authorised MAREEBA and COOKTOWN to switch off their flare paths.

The Duty Pilot kept the flare path and revolving beacon at CAIRNS lit for a further twenty minutes and he and Operations Officer remained on watch until midnight, while further enquiries were made through the V.A.O.C.

.....2

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

The Operations Officer, having obtained authority from the Commanding Officer to send two Avro Anson aircraft out at daylight to commence a search, then made the necessary arrangements for the ground staff to be called at 1500 hours to do the inspections on the aircraft and for the crews of the aircraft and himself to be called at the same time to prepared for the search.

The two Avro Ansons aircraft divided the area to be searched between them so as to cover the whole area from the coast inland for thirty miles and for a distance of fifty miles along the coast basing the search on a visibility of one mile. Later a Beaufort aircraft joined in the search from CAIRNS and No. 5 Squadron searched the eastern side of the mountains (with their pilots are very familiar) with Boomerangs.

At mid-day the search had to be abandoned owing to the closing in of the weather.

During the day, Army Intelligence made exhaustive enquiries over a large area and passed all reports received to Operations Room. The most reliable of these showed that the aircoaft had been flying round in the neighbourhood of TRINITY BEACH for some ten to twenty minutes from about 1900 hours. They also forwarded a report that an explosion was heard from a point in a South Westerly direction from TRINITY BEACH. The Commanding Officer and Colonel ZOMER of the ROYAL NETHERLANDS EAST INDIES AIR FORCE interviewed the N.C.O. who had reported hearing the explosion, and as theyconsidered the report reliable, the bearing given was marked outtfor particular attention on the morrows search.

On the 9th of September a larger area was covered and the search was carried out by two Avro Ansons, a Beaufort, two Catalinas and a Mariner. The search was continued on the 10th by similar numbers and types of aircraft.

From Army authorities on the TABLELAND, a report was received of a fire which had been observed on or just North East of BLACK MOUNTAIN (3065 ft. hight) at about 2100 to 2130 hours on the night of the 7th September. This area was thoroughly searched by aircraft with the exception of the top of BLACK MOUNTAIN, which has not since been free of cloud.

In addition to the searches from the air, ground search parties were organised by the Police and by the Army and got under way early on the morning of the 8th September. Also settlers, timber hewers, linesmen and road workers throughout the likely area have been interviewed and every report received has been checked up.

Unfortunately no trace of the missing aircraft has yet been found.

Owing to the rugged nature of the country and its dense cover of forest and jungle, it would be possible for searchers to fly almost directly over the missing aircraft without being able to see it.

Colonel ZOMER flew over the country himself and is convinced that such is the case.

(Signed) W.J.AHEARN S/Ldr.

COMMANDING No.25 O.B.U. CAIRNS.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 5 AUSTRALIAN MILITARY FORCES.

HQ 17 Aust.L. of C. Sub-Area,
CAIRNS. Q'LAND.
23rd September, 1944.

C.O.
25 O.B.U.

SEARCH FOR LOST AIRCRAFT

1. It is advised that following receipt of a report that a Dutch C47 aircraft carrying 20 passengers had disappeared on the night of 7th September, 1944 steps were immediately taken to organise Army Search parties.

2. Patrols were organised by 1 Aust. Corps and 1 Aust. Beach Group as a result of liaison by this HQ.

3. All available troops were sent out and a search of the following areas were carried out as thoroughly as the terrain, vegetation and number of men available permitted:-

Ref. Map CAIRNS 1" - 1 M.
(a) Flaggy Creek to a point approx. 12 miles NW of mouth.
(b) Saddle Mt.
(c) Red Peak.
(d) Mt. Williams.
(e) Forward slopes of Atherton Tableland from 605878 SW to 578856.
(f) Areas around Kamerunga, Barron Waters and Forgan Smith Lookout.
(g) Slopes East and West Redlynch - Wongalee Falls Road.

Ref. Map GORDONVALE 1" : 1M
(a) Black Mt. and environs.

4. All parties reported negative results and the search was discontinued on 18th September, 1944.

5. Attempts to localise weak, indistinct W/T signals which, it was thought might have come from the aircraft, proved abortive. A receiving set was installed one mile above Kuranda for this purpose.

6. It is regretted that all these efforts were unavailing.

(Signed) P.H.G. Cardale Colonel.

GS. 17 Aust. L. of C. Sub-Area.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 6

MARINE SECTION

SUMMARY OF OPERATIONS

MONTH OF SEPTEMBER, 1944.

NUMBER OF JOURNEYS TO AIRCRAFT	1090
ENGINE RUNNING TIME (HOURS)	560
PERSONNEL CARRIED OUT ONLY	9963
TOTAL PETROL CONSUMED	1656 gall.
AMOUNT FUEL PUMPED INTO AIRCRAFT	53,800 gall.
" " " " R.A.N. LAUNCHES	420 gall.
AVERAGE SERVICEABILITY	67%
AMOUNT OF FUEL U.S. ARMY A/SEA R. BOATS	5,220 gall.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

COMMANDING OFFICER'S REPORT

1. During the month of September, 1944, 4 V.A.O.C. (O/C. F/O ENGLISH) attached to this Unit did two particularly good jobs. On the 6th September, their MOSSMAN post located a Dutch C.47 which en route from MERAUKE to CAIRNS was circling over MOSSMAN and signalling for landing lights. The pilot of the C.47 said later that the coast at MOSSMAN is identical with the coast off CAIRNS. Had it not been for the vigilance of the V.A.O.C. spotter the pilot would not have safely reached CAIRNS aerodrome because after we contacted him and gave him a CAIRNS bearing he returned to MOSSMAN, but the V.A.O.C. post notified us he was again over MOSSMAN. We had the Navy and Army searchlights at CAIRNS switched on and asked the pilot if he could see them and when he replied "Yes." We said "The searchlights are at CAIRNS, you are still circling MOSSMAN." He then flew to CAIRNS and landed.

2. On the 8th September when an American B.25 crash-landed at ROCKY POINT BEACH the V.A.O.C. spotter immediately notified this Headquarters at CAIRNS and they informed us. We contacted the Navy and they sent a boat to rescue the crew, but we recalled it on advice that the V.A.O.C. spotter had organised a rescue party and rescued the crew.

3. The A.I.F. and R.A.N. co-operated with us in the search for the missing Dutch Douglas, unfortunately so far without result. Letters of appreciation were forwarded to the R.A.N. and 17 L. of C. H.Q. The Army did a splendid job in exceptionally rough country. N.E.I. Headquarters at CAIRNS were kept informed of all aspects of the search.

4. H.Q. North Eastern Area advised this Unit by 'phone on September 9th that No. 84 Wing, 10 Comm. Flight and 17 A.O.P. Flight would form at CAIRNS and asked for co-operation fromthis Unit. The A.W.C. were immediately contacted and asked to hurry the completion of Sheridan Street Camp and arrangements were made to occupy the Edge Hill Camp although it was not really ready for occupation. Since occupation of Edge Hill Camp prefabricated huts left in the site by No. 33 Zone Filter have been re-erected and wired by Unit labour and huts allotted to 10 Comm. Flight and 17 A.O.P. Flight as Orderly rooms. No difficulty is being experienced in accommodating the extra personnel although it is anticipated that eventually more huts will need to be erected and probably the recreation hut used for temporary sleeping accommodation.

5. During the month all private homes in CAIRNS and suburbs previously occupied by this Unit were returned to their owners, most of whom had for sometime, now that all danger has passed, been clamouring for the return of their homes. The houses and hotels were scrubbed and cleaned by Unit labour and complete satisfaction was expressed by the owners in every case. Considering that personnel of this Unit have been living in the houses over the past two years that was considered most satisfactory.

6. The refueling personnel of this Unit,as will be seen from the attached returns, service a tremendous number of aircraft and are called upon to assist pilots of R.A.A.F. N.E.I. and U.S.A. aircraft for transport, minor repairs, telephone calls, information on available store supplies, weather dates etc. these extra duties are performed cheerfully and willingly by the small staff under the operation officer.

7. A system of routine runs between the aerodrome, Edge Hill Camp and CAIRNS has been instituted by this Unit in conjunction with 6 T&MO. This will show an economy in petrol and motor vehicles and is working satisfactorily.

W J Ahearn S/L

(W.J. AHEARN)
Squadron Leader,
COMMANDING No. 25 OPERATIONAL BASE UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 1. COPY ONLY.

9.9.44

TO : C.O. No. 25 O.B.U.

FROM : 1 A.P.U. DETACHMENT "MALARIAL CONTROL UNIT"

This detachment consisting of two beauforts A.3.224 and A3.369, two crews and two fitters 11E arrived Cairns from Laverton on the 26th August to carry out a series of malarial spraying tests in infested swamps in this area. Working in co-operation with the army medical branch we have up to this stage been concerned with attaining the correct rate offlow from each tank, namely two outer fuel and auxiliary, of one gallon per second at a speed of 150 knots. This figure has been reached and one spraying of an area two miles north of the strip has been completed with highly satisfactory results.

It is hoped to carry out more of these tests as soon as weather conditions permit before proceeding to New Guinea to complete this experimental work.

(Signed) H.N. DAVIES F/O.

O.C. MALARIAL CONTROL UNIT.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 2. COPY ONLY

BOXING AND WRESTLING

PARAMATTA PARK, CAIRNS
TUESDAY, 5th SEPTEMBER, 1944.
SPONSORED BY R.A.A.F. WELFARE

VISITING TEAM OF CHAMPIONS ACCOMPANIED BY SIR DONALD CAMERON K.C. M.G. D.S.O.

ASSISTED BY LOCAL CAIRNS UNITS OF THE NAVY, A.I.F. AND R.A.A.F.

PROGRAMME

1930 hours Band Selections by 2/4th Aust. Pioneers.

BOXING

REFEREE SGT MAHON P.

PRELIMINARIES - (3/2 minute rounds)

2000 Hrs.	Pte. LOXTON	(9.2.)	AIF	V	Pte.HARRIS (9.4) AIF
2010 Hrs.	Pte. SMITH	(110)	AIF	V	A/B.McORACH(10.12)NAVY
2020 HRS.	Pte. EGAN	(11.6)	AIF	V	Pte. JACOBS(11.6) AIF
2030 HRS.	A/B BURNHAM	(12.0)	NAVY	V	Pte. MOODIE (12.0) AIF

NOVELTY --------- BOXER V WRESTLER

2040 HRS.	Pte. LITTLE	(9.8)	AIF BOXER	V	SGT. MILLER (10.6) (RAAF. Wrestler)

MAIN EVENTS (5/2 Minute rounds)

2055 HRS.	A/B.KEFFORD	(10.12)	NAVY	V	SGT.WALSH(RAAF's most promising middleweight)
2110 HRS.	Pte. MODDIE	(12.4)	AIF	V	SGT. BROWN(Contender for light heavyweight Australian Champ.)
2130 HRS.	Sgt. NARVO	(Heavyweight champ.of Australia)		V	Spr. CULLEN (13.6) AIF
2150 HRS.	SGT. STANTON	(Contander for Heavyweight Title)		V	Spr. FRY (13.0) AIF

Continued on Page. No. 2.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

REFEREE ------ SGT SCARFE

DEMONSTRATION OF HOLDS.

2210 SGT. SCARFE (Olympic and British Empire Representative)

MAIN EVENTS (3/5 minute rounds)

2225 W/O.TAMPLIN (Light heavyweight wrestler of Aust.) V A/B BATEMAN (12.7 NAVY)

2250 W/O.WOODHILL (RAAF Middleweight Champion) V A/B SHEARER (11.8 NAVY)

NATIONAL ANTHEM

COMMITTEE

Announcer	Mr. RADFORD
Medical	F/Lt. TODD and Assistants
O/C Dressing Tent	SGT LIVINGSTONE and 2 Assts.
Timekeeper and Cornerman	SGT HUGHES and 5 Assistants
Reservations	1 S.P. and 1 M.P.
Gatekeepers	2 S.P's. and 2 M.P's.
Bandmaster	SGT ADAMS
Organiser	F/O H.E. HACK, Welfare Officer, R.A.A.F.

ADMISSION FREE FOR SERVICE PERSONNEL ONLY

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 3. COPY ONLY

ROYAL NETHERLANDS INDIES ARMY

431 St. Kilda Road.

No. 1 N.E.I. TRANSPORT SQUADRON
MELBOURNE, September 13th, 1944.

Following the reports received from pilots 1st Lieutenants P. van der Griendt and F. Olsen regarding the accident with the C47-942 at the Cairns Airfield on the 5th instant, I desire to express my appreciation to you for the excellent and very helpful assistance given by you to those pilots in recovering their aircraft after it had been rolled out into a soft spot of the strip, due to a failure of the right hand brake.

(Signed) MAJOR S. de MUL.

C.O. No. 1 N.E.I.T.S.

Commanding Officer,
25 Operational Base Unit,
Group 824, R.A.A.F.
CAIRNS. Q'LAND.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 4

Report on Loss of and Search for C47 Aircraft VH-RDK

On the 7th September, 1944 a C47 aircraft VH-RDK on the strength of the ROYAL NETHERLANDS EAST INDIES AIR FORCE was proceeding from MERAUKE to CAIRNS direct, E.T.A. CAIRNS being 1835.

At 1825, the Duty Pilot as CAIRNS commenced to call VH-RDK on R/T. As he had not received any reply by 1850 he instituted emergency aeradio procedure, and then continued calling on R/T. At 1901 VH-RDK answered on R/T stating that he would be landing in ten minutes.

As the aerodrome was clouded over and showers of rain were frequent, while a weather report obtained from GARBUTT showed that the sky was clear there, the Duty Pilot decided to recommend the pilot of the aircraft to proceed to GARBUTT though he kept the flare path and the revolving beacon switched on. Unfortunately he was not able to contact the aircraft again either by R/T or aeradio.

The Duty Pilot then got the Army to switch on their search lights in an effort to guide the aircraft to CAIRNS, and requested the V.A.O.C. to telephone all posts in the vicinity in an effort to locate him. This was done but he was at no time either s ighted or heard by any V.A.O.C. post.

In the meantime the Operations Officer at No. 25 O.B.U. requested GARBUTT, MAREEBA, COOKTOWN and 220 RADAR to endeavour to get into communication with the aircraft and had the flare paths lit at MAREEBA and COOKTOWN. As the sky was clear at MAREEBA a search light was also used there in an effort to guide the aircraft in.

The Operations Officer also requested 220 RADAR to endeavour to get a 'plot' on the aircraft. Two 'plots' were obtained, one of which, on checking with the V.A.O.C. and other sources, proved to be that of an aircraft proceeding from HORN ISLAND to GARBUTT. The other was a short track extending inland from TRINITY BEACH for eight miles, where it was lost at 1924 hours. The Army authorities at TRINITY BEACH were immediately requested to check up on this and after enquiries were made by them at their posts in the vicinity they advised that several men had heard an aircraft in the TRINITY BEACH neighbourhood around 1900 hours.

The Duty Pilot continued his efforts to communicate with the aircraft and the Operations Officer maintained constant contact with A.O.R. 220 RADAR, MAREEBA, COOKTOWN and the V.A.O.C. It was ascertained from MERAUKE that the petrol taken by VH-RDK was 700 U.S. gallons, giving an endurance of about seven hours. After the expiration of eight hours from thetime of the aircraft's departure from MERAUKE, the Operations Officer authorised MAREEBA and COOKTWON to switch off their flare paths.

The Duty Pilot kept the flare path and revolving beacon at CAIRNS lit for a further twenty minutes and he and Operations Officer remained on watch until midnight, while further enquiries were made through the V.A.O.C.

.....2

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

The Operations Officer, having obtained authority from the Commanding Officer to send two Avro Anson aircraft out at daylight for commence a search, then made the necessary arrangements for the ground staff to be called at 1500 hours to do the inspections on the aircraft and for the crews of the aircraft and himself to be called at the same time to prepare for the search.

The two Avro Ansons aircraft divided the area to be searched between them so as to cover the whole area from the coast inland for thirty miles and for a distance of fifty miles along the coast basing the search on a visibility of one mile. Later a Beaufort aircraft joined in the search from CAIRNS and No. 5 Squadron searched the eastern side of the mountains, which their pilots are very familiar, with Boomerangs.

At mid-day the search had to be abandoned owing to the closing in of the weather.

During the day, Army Intelligence made exhaustive enquiries over a large area and passed all reports received to Operations Room. The most reliable of these showed that the aircraft had been flying around in the neighbourhood of TRINITY BEACH for some ten to twenty minutes from about 1900 hours. They also forwarded a report that an explosion was heard from a point in a South Westerly direction from TRINITY BEACH. The Commanding Officer and Colonel ZOMER of the ROYAL NETHERLANDS EAST INDIES AIR FORCE interviewed the N.C.O. who had reported hearing the explosion, and as they considered the report reliable, the bearing given was marked out for particular attention on the morrows search.

On the 9th of September a larger area was covered and the search was carried out by two Avro Ansons, a Beaufort, two Catalinas and a Mariner. The search was continued on the 10th by similar numbers and types of aircraft.

From Army authorities on the TABLELAND, a report was received of a fire which had been observed on or just North East of BLACK MOUNTAIN (3065 ft. height) at about 2100 to 2130 hours on the night of the 7th September. This area was thoroughly searched by air craft with the exception of the top of BLACK MOUNTAIN, which has not since been free of cloud.

In addition to the searches from the air, ground search parties were organised by the Police and by the Army and got under way early on the morning of the 8th September. Also settlers, timber hewers, linesmen and road workers throughout the likely area have been interviewed and every report received has been checked up.

Unfortunately no trace of the missing aircraft has yet been found.

Owing to the rugged nature of the country and its dense cover of forest and jungle, it would be possible for searchers to fly almost directly over the missing aircraft without being able to see it.

Colonel ZOMER flew over the country himself and is convinced that such is the case.

(Signed) W.J. AHEARN S/Ldr.

COMMANDING No.25 O.B.U. CAIRNS.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 5 AUSTRALIAN MILITARY FORCES.

HQ 17 Aust.L. of C. Sub-Area,
CAIRNS. Q'LAND.
23rd September, 1944.

C.O.
25 O.B.U.

SEARCH FOR LOST AIRCRAFT

1. It is advised that following receipt of a report that a Dutch C47 aircraft carrying 20 passengers had disappeared on the night of 7th September, 1944 steps were immediately taken to organise Army Search parties.

2. Patrols were organised by 1 Aust.Corps and 1 Aust.Beach Group as a result of liaison by this HQ.

3. All available troops were sent out and a search of the following areas was carried out as thoroughly as the terrain, vegetation and number of men available permitted:-

Ref. Map CAIRNS 1" : 1M.
(a) Flaggy Creek to a point approx. 12 miles NW of mouth.
(b) Saddle Mt.
(c) Red Peak.
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(e) Forward slopes of Atherton Tableland from 605878 SW to 578856.
(f) Areas around Kamerunga, Barron Waters and Forgan Smith Lookout.
(g) Slopes East and West Redlynch - Wongalee Falls Road.

Ref. Map GORDONVALE 1":1M
(a) Black Mt. and environs.

4. All parties reported negative results and the search was discontinued on 18th September, 1944.

5. Attempts to localise weak, indistinct W/T Signals which, it was thought might have come from the aircraft, proved abortive. A receiving set was installed one mile above Kuranda for this purpose.

6. It is regretted that all these efforts were unavailing.

(Signed) P.H.G. Cardale Colonel.

GS. 17 Aust.L. of C. Sub-Area.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

APPENDIX 6

MARINE SECTION

SUMMARY OF OPERATIONS

MONTH OF SEPTEMBER, 1944.

NUMBER OF JOURNEYS TO AIRCRAFT	1090
ENGINE RUNNING TIME (HOURS)	560
PERSONNEL CARRIED OUT ONLY	9963
TOTAL PETROL CONSUMED	1656 gall.
AMOUNT FUEL PUMPED INTO AIRCRAFT	53,800 gall.
" " " " R.A.N. LAUNCHES	420 gall.
AVERAGE SERVICEABILITY	67%
AMOUNT OF FUEL U.S. ARMY A/SEA R. BOATS	5,220 gall.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

9.9.44.

To. C.O 25 O.B.U.

From. 1 A.P.U Detachment "Malarial control Unit."

This detachment consisting of two Lancasters A9-224 and A9-369 two crews and two fitters II/E arrived Cairns from Laverton on the 26th Aug to carry out a series of Malarial spraying test on infested swamps on this area. Working in co-operation with the army medical branch we have up to this stage been concerned with obtaining the correct rate of flow from each tank, namely two outlets fuel and auxiliary of one gallon per second at a speed of 150 knots. This figure has been reached and one spraying of per area two miles north of Cairns strip has been completed with highly satisfactory results.

It is hoped to carry out more of these tests as soon as weather conditions permit before proceeding to New Guinea to complete this experimental work.

M Davies F/O O.C Malarial Cont. Unit

No25 ORU.

FROM : Headquarters, North Eastern Area.

TO : All Units.

DATE : 29 AUG 1944

REF : 1/273/ED.

RECEIVED 2 SEP 1944

OFFICIAL HISTORY OF R...A.F. - COMPILATION HISTORY SHEETS.

1. Further to N.E.A. letter 1/273/ORG of 30 May 1944 and Postagram S802 21 Jun 1944, it is desired to draw attention to the following points.

2. Unit History Sheets received from many units are still unsatisfactory. Historical Record Sheets should be a summary of the life and work of the unit for the month, and this Headquarters fails to see how a unit can do justice to its month's activity in four or five sentences referring only to establishment and posting to and from their units. Fuller reports are required in future from such units.

3. It appears that some units are not writing up history sheets each day, and further, members compiling these sheets should remember that things which are commonplace and obvious to themselves, will not be known by the historian unless the unit informs him of such things as they occur.

4. Copies of articles by unit personnel may be attached as appendices, if they reflect any phase of unit life. Some units have attached copies of articles written for publication or for unit wall newspapers.

5. Squadrons should also give information as to the purpose and results of flights. Copies of the Intelligence Officer's Reports and copies of the Captain's report should be attached wherever possible.

6. Commanding Officers' Reports should include remarks on unit policy, changes in policy and on its activities generally, as well as on difficulties encountered etc., where difficulties have been overcome these should be mentioned.

7. Units which have not submitted a Commanding Officer's Report with June and/or July A.50's are to submit reports covering June and July forthwith as required by N.E.A. letter 1/273/ORG.

8. Many entries are too brief, as indicated by the following two examples:-

"Group Captain.....visited units". Details should be given i.e., who he was, (appointment) what he did, how long he stayed, results of visit, if any.

"Unit despatched section downstream to fell logs and float them up with high tide. Expedition was a partial failure." This would be a good heading as it arouses curiosity. The details are required. Some idea of the strength of section used is desired and what they were going to do with the logs. Why the expedition was a partial failure would help to make this of value.

9. Very few photographs have been received, and on those received no mention is made of the names of personnel and/or subject matter of the photograph. Names of personnel appearing and the location should be shown on the front or back of the photograph, or on a piece of paper securely attached to it. In every case the name of the unit forwarding photographs must be shown on the photograph. Writing on the face of the photograph must be so placed that it does not deface the photograph.

10. Copies of Movement Orders affecting the whole unit or part of the unit should be forwarded, but not those affecting one or two personnel unless of some historical value. The authority for postings or attachments such as "1 B.F.S.O. B.342" need not be entered on Historical Records.

11. Some units are including items of interest such as a brief report on the forced landing of an aircraft, reports on crashes etc. Give locations. One unit made quite a story of the action taken on receipt of a "Distress Signal" from an aircraft and resulting search.

12. Although weather reports are asked for, and in some cases, losses and delays reported, appear to be due to abnormal weather conditions, little or no mention is made on the weather conditions in reports received. However, a daily "weather diary" is not required.

13. Radar Stations generally are making very short reports and could amplify their reports by giving hours of operation etc., details of stoppages, the reasons for such, and any other items of interest. Reports are not to be technical in nature. Many Radar Stations are situated in remote and unusual localities and have to improvise in many ways. Details of the above would be of interest. Some Radar Stations have given reports on aircraft found and tracked etc. Such reports are of interest.

14. While details are required, we do not require them to be such "That the Unit attended one of Bob Hope's pictures" (The story of the picture was included) "A good time was had by all." This does not mean that mention of any such activities is to be omitted, but it does mean that this is to be interpreted in a commonsense fashion.

15. Daily Routine Orders and Personnel Occurrence Reports are not required as an appendix to the A.50 but any items of interest promulgated in D.R.O.'s may be attached to the A.50 as an appendix.

16. Units under the control of a Wing should forward their records through the Wing. Other units will forward their records direct to North Eastern Area Headquarters. Units on the mainland of Australia are to retain a copy of their Unit History Sheets and all units off the mainland or going off the mainland are required to send Unit Historical Records Books through this Area to R.A.A.F. Headquarters for safekeeping. (AFO.18/F/5.) Hence units on the mainland will forward one copy of their Historical Record Sheets and Appendices to [illegible] to be [illegible] Headquarters as part of the Historical Records. Units off the mainland of Australia will forward two copies of History Sheets and Appendices, and no copies are to be retained on the unit.

(A.D. CHARLTON)
Group Captain,
SENIOR ADMINISTRATIVE STAFF OFFICER.

RESTRICTED.

FROM: NO. 76 WING HEADQUARTERS, GROUP 590 R.A.A.F. CAIRNS.

TO : NO. 24;25;26;27 OPERATIONAL BASE UNIT.
NO. 27,28,43,45,53,56,220 RADAR STATION.
NO. 5,13,20,41 SQUADRON.
NO. 15 REPLENISHING CENTRE.
NO. 1 MOBILE PARACHUTE MAINTENANCE UNIT.
ADVANCED OPERATIONAL BASE UNIT, COEN.

DATE: 7 AUG 1944.

REF : 1/18/AIR.

OPERATIONS RECORD SHEET - FORM A.50.
A.F.O. 18/F/5.

1. The submission from Units of the abovementioned monthly return in accordance with A.F.O. 18/F/5 is not considered satisfactory.

2. At the date of this memorandum there are fourteen (14) JULY returns outstanding from Units, notwithstanding instructions in the abovementioned order that returns must be rendered on the first of each month to R.A.A.F. HEADQUARTERS, which, in the case of Units in this area, will be NO. 76 WING HEADQUARTERS.

3. It has been a not uncommon practice in the past for one copy only of the A.50 to be forwarded to this Headquarters. The return is required in duplicate and must be submitted accordingly in the future.

4. The attention of all Units is drawn to HEADQUARTERS, NORTH EASTERN AREA letter 1/273/ORG dated 30 MAY 1944 and to A.F.O. 18/F/5. Units not in possession of the North Eastern Area Headquarters letter are to refer to the A.F.O. which clearly outlines the purpose of the Operations Record Book and gives detailed instructions on the compilation of same.

5. All future returns are to be rendered, stating all details required and with the necessary enclosures, to reach this Headquarters by the 1st of each month.

6. Acknowledgment of this memorandum is required.

N.V. ROBERTSON,
Squadron Leader
T/COMMANDING NO. 76 WING,
R.A.A.F. CAIRNS



AUSTRALIAN WAR MEMORIAL AWM2020.18.554

POSTAGRAM.



TO : ALL UNITS

FROM: NEA E802/PGM 31/JUN

RESTRICTED (.) REFERENCE NEA 1/273/ORG 30/MAY ON OFFICIAL WAR HISTORY (.) COMPILATION OF RETURNS GENERALLY UNSATISFACTORY (.) A50 EVIDENTLY NOT MADE OUT EACH DAY AS REQUIRED (.) NO ATTACHMENTS RECEIVED WITH MANY REPORTS (.) REPORTS FOR JUNE TO COMPLY WITH AFO 18/F/5 AND ABOVE NEA LETTER (.)

This message must be sent AS WRITTEN and may NOT be sent by W/T.

R Fallon

Time of Origin.

AUSTRALIAN WAR MEMORIAL AWM2020.18.554

22 3 BU

1a

FROM : HEADQUARTERS NORTH EASTERN AREA

TO : ALL UNITS

DATE : 30th MAY, 1944

REF : 1/273/ORG

THE OFFICIAL HISTORY OF THE R.A.A.F

1. War Cabinet has appointed Mr. GAVIN LONG as General Editor of the Official War History, and has approved a provisional scheme for the Official History, including, inter alia, the following provisions:-

(a) That a concise one volume history of Australia's part in the present war be published as soon as possible after the cessation of hostilities.

(b) That a series of volumes in greater detail be also written and that, subject to later review by War Cabinet, the preliminary scheme of the Official History be based on 15 volumes, each of approximately 500 pages, allocated as follows:-

Army and General Defence Policy	-	Five
Navy (including Merchant Navy)	-	Two
R.A.A.F.	-	Three
Home Front	-	Two
War Industries	-	One
Primary Industries	-	One
Photographs	-	One
Total	-	Fifteen volumes

(c) That the Medical history of the war be included within the framework of the Official History.

2. The scheme has been planned with the object of completing the Official History as quickly as possible after the cessation of hostilities. For this purpose War Cabinet has decided to appoint official Service historians who will work in the Historical Records Sections of the respective Services during the war, and, upon the cessation of hostilities and subject to the direction of the General Editor, will write the actual history.

3. For the purpose of more effectively carrying out the preliminary work entailed in the production of the Official History, the Historical Records Section at R.A.A.F. Headquarters has been reorganised and placed under the control of the Deputy Chief of the Air Staff.

4. The functions of the Historical Records Section are as follows:-

(a) The acquisition of complete Service records of an historical nature for the purpose of supplying all concerned with general Service information.

(b) The carrying out of all preliminary work in connection with the Official History (Other than the actual writing thereof), including the preparation of "first narratives". The narratives, as soon as completed, will be forwarded to appropriate officers for comment. The general aim will be to complete this action as soon as possible after the events take place and whilst their memory is still fresh in the minds of the members concerned.

RECEIVED 15 JUN 1944

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(c) The acquisition of Service records and relics for custody of the Australian War Museum, Canberra. The War Museum is the authorised body for the ultimate custody, not only of all service records, but of all object of historical interests.

Responsibilities Wing Headquarters and Units

5. With a view to bringing about an immediate and general improvement in the preparation of unit history sheets, the attention of commanding officers is directed to the necessity for close conformity with the provisions of A.F.O. 18/F/5, and with the additional instructions contained in this letter.

6. It cannot be too strongly impressed upon all concerned that the contents of the History of the Royal Australian Air Force will depend almost entirely upon the material supplied by formations and units. No effort should therefore be spared to make units "historically" minded, - no document, photograph, map, sketch or relic should be overlooked which may provide some link in the ultimate chronicling of the part played by the Service in all theatres of war.

7. Unit History Sheets are to be forwarded by Units to this Headquarters, except where Units come under the command of the Wing in which case the History Sheet is to be forwarded to Wing Headquarters, who, after checking, will forward same to this Headquarters.

8. Wing Headquarters are to be responsible for exercising supervision over the submission of unit history sheets, for the purpose of ensuring that units comply with the provisions of A.F.O. 18/F/5, and in particular with the instructions relating to the contents and preparation of the history sheet.

9. If the unit history sheet does not fulfil the requirements of the prescribed instructions, the same is to be returned to the unit for the purpose of addition or amendment.

10. Appropriate photographs, maps and sketches are to be attached to the Wing or Unit History Sheet, and are to be adequately inscribed with the necessary particulars for subsequent reference. Photographs supplied should include photographs not only of operational incidents but on all other subjects associated with Service activity.

11. Commanding Officers of Wing Headquarters and Units are to prepare a report which is to be attached as an appendix to the Wing Headquarters or Unit's History Sheet. The purpose of this report is to provide the official historians with essential background information which is not possible to include in the day to day entries which constitute the history sheet. Such report should therefore be in the nature of a general review of the activities of the Wing Headquarters or Unit for the preceding month. It should refer to the difficulties and obstacles encountered in connection with any particular matter and to any steps taken as a result thereof. The report should also comment on the degree of success achieved in the carrying out of the activities of the Wing Headquarters or Unit for the month under review, together with the factors effecting the results so achieved.

12. Commanding Officers are to appoint an officer who is to be responsible for the preparation of the unit history sheet, provided however that the squadron intelligence officer is to be personnally responsible for preparation of Form A.51, including the documents required to be attached thereto.

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Present Irregularities:

13. An examination of the historical records previously submitted reveals that headquarters and units have not appreciated the necessity for the proper observance of A.F.O. 18/F/5. The consequence is that the R.A.A.F. has already lost a large quantity of information of considerable historical value.

14. The following are common instances of irregularities which are to be brought to the notice of all concerned. It is pointed out that many of these irregularities have been observed in the history sheets both of headquarters and units alike:

(a) In some cases it is apparent that history sheets (particularly Form A.50) are not being entered up daily. Whilst it is appreciated that at certain small non-operational units it is unnecessary to insert daily entries, it is apparent that at many units the compilation of forms A.50 and A.51 is left until the end of the month. It is emphasised that such practice results in the loss of valuable historical information.

(b) The description of operations now being submitted is generally too brief and incomplete. The column in Form A.51, headed "Description of Operation" is to be used for the purpose of setting out in narrative form a full account of every operation. Such matters as the purpose and intention of the operations, the particulars of the target or task allotted the route flown, the weather conditions, the difficulties encountered and any factors affecting the degree of success attained are rarely mentioned. The importance of good narratives cannot be over emphasised and it should be appreciated that this section of the history sheet will provide the basis of not only the official history but of the individual histories of each squadron.

(c) The description of events other than operations carried out is also frequently too brief. The following are typical examples and their inadequacy requires no further comment:

"Aerodrome bombed by enemy aircraft - no damage"

"W/Cdr.Smith carried out an inspection of units from 3rd to 10th January"

and

"Jan.13 - Squadron commenced its move to New Guinea"

"Feb.2nd - Squadron completed its move."

(d) The requirements of A.F.O. 18/F/5 (4) are not being strictly adhered to. Neither headquarters nor units are forwarding copies of operational orders issued or received. A copy of the Squadron Intelligence Officer's report, prepared by him at the conclusion of each operation, should be attached as an appendix (in pursuance of Section 4 (d) of the above order). Sketches or maps are rarely found as attachments to Form A.51. The column in form A.51 headed "References to Appendices" should invariably be used to refer to such appendices as operational instructions, maps, sketches, intelligence officers' reports and other documents mentioned in the "Summary of Events".

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Amendments to A.F.Os

15. Consequential amendments to Air Force Orders will be made covering the additional instructions above referred to.

(A.D.CHARLTON)
GROUP CAPTAIN
SENIOR ADMINISTRATIVE STAFF OFFICER

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Sept 29 Cont.

Notified Cpl Till of requirements & asked him to make returns ready for me to take to K'ton on Friday.

Went to railway & collected two cases canteen supplies, handed to Cpl Till.

Sept 30.

Proceeded to bomb dump & collected canteen returns from Cpl Till also sum of money viz £2.2.2½. canteen funds. Mail: Telegram ex K'ton re canteen returns letter. Canteen services NEA re, restriction of X'mas cards. Also a/c from canteen services.

Sgt Richardson R.

August 31.

F/O F allows down from Rock.
Returned 'Grey' motor belonging to Director W. Inspected Wentworth & bomb dumps. Check canteen & took monthly records of sales etc. to Rock.
Pay acquitances signed & returned with F/O F allows.
Mail NIL.

~~August~~ 32 September 1.
Mail - NIL.
U.S. air corps 'Catalina' arr. 11.30 dep. 14.15. Refuelled.

Sept. 2.
Mail: Telegram for pay period.
Some work done on Director W.

Sept 3.
Mail: Letter from 'Canteen Supplies Ville. Handed to GC Till for his perusal.
Collected money from P & O Office & went to bomb dumps & paid members.
Inspected 'Wentworth House'.
Went out on civil acquitions launch 'C6' to observe sea condition on harbour & around aircraft mooring buoys. Strong S.E. breeze blowing against ebb tide; slight sea but did not think it was big enough to prevent 'bombing up' of aircraft if necessary, or their take off under full load condition.